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 that the public testimony may be limited by the Chair and normally is not allowed after the Public Hearing is closed.

ASHLAND PLANNING COMMISSION
REGULAR MEETING
JANUARY 8, 2008
AGENDA

I. CALL TO ORDER: THE GROVE, 1195 E. MAIN STREET, ASHLAND, OR

II. ANNOUNCEMENTS

III. APPROVAL OF AGENDA

IV. CONSENT AGENDA

A. Approval of Minutes:

1. December 11, 2007 Hearings Board Minutes (Stromberg, Morris and Mindlin)

2. December 11, 2007 Planning Commission Minutes

V. PUBLIC FORUM

VI. TYPE II PUBLIC HEARINGS

A. PLANNING ACTION: ***PA 2007-01939***
SUBJECT PROPERTY: ***165 Lithia Wy***
OWNER/APPLICANT: ***Urban Development Services, LLC***
DESCRIPTION: ***Request for Site Review approval to construct a 16,246 square foot, three-story mixed-use building for the property located at 123 North First Street and 165 Lithia Way. The proposed building will contain basement parking, commercial office space on the first and second floors, and four residential condominiums on the third floor. Also included are requests for modification of Planning Action #2007-00091 to allow the consolidation of two lots and an Administrative Variance to the Site Design and Use Standards' Downtown Design Standards VI-B-3 to allow recessed balconies on the front of the proposed building.*** **COMPREHENSIVE PLAN DESIGNATION:** ***Commercial*** **ZONING:** ***C-1*** **ASSESSOR'S MAP #:** ***39 1E 09BA;*** **TAX LOT:** ***9000, 9001, 9002, 9003, 10100, 11601 & 11701***

1. Adoption of findings

B. PLANNING ACTION: ***PA 2007-01941***
SUBJECT PROPERTY: ***1070 Tolman Creek Rd***
OWNER/APPLICANT: ***OgdenRoemerWilkerson Architecture AIA, Ashland School District***
DESCRIPTION: ***Request for Site Review approval to construct an approximately 52,163 square foot elementary school on the Bellview School site located at 1070 Tolman Creek Road. The application proposes partial demolition of the existing buildings and construction of a new 42,678 square foot elementary school facility. The 9,485 square foot original Bellview School building (circa 1903) is to be retained and renovated as part of the proposal. Also included are requests for a Variance to the required number of bicycle parking spaces to allow 33 bicycle parking spaces where 68 spaces are required; and Tree***

CITY OF ASHLAND

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development office at 541-488-5305 (TTY phone is 1-800-735-2900). Notification 48 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).

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Removal Permits to remove three Oak trees and one Sequoia greater than 18-inches in diameter at breast height (d.b.h.). The application includes the removal of six smaller trees; because these six trees are less than 18-inches (d.b.h.) and located on public school property they do not require Tree Removal Permits. [The Planning Director has determined the proposal is not subject to the Development Standards for Floodplain Corridor Lands because the applicants have provided a survey establishing the floodplain boundary as outside of the proposed area of disturbance.] **COMPREHENSIVE PLAN DESIGNATION:** ***Single Family Residential*****;** **ZONING:** ***R-1-5;*** **ASSESSOR'S MAP #:** ***39 1E 14CA; TAX LOT: 4700***

1. Adoption of findings

VII. PLANNING COMMISSION STUDY SESSION (time permitting)

A. Planning Commission Powers & Duties – Council revisions discussion

VIII. OTHER

IV. ADJOURNMENT

CITY OF ASHLAND

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CITY OF
ASHLAND

ASHLAND PLANNING COMMISSION
HEARINGS BOARD
DECEMBER 11, 2007
MINUTES

CALL TO ORDER - Chair John Stromberg called the meeting to order at 1:30 p.m. at the Council Chambers, 1175 E. Main Street.

Commissioners Present:	Council Liaison:
John Stromberg, Chair	Cate Hartzell, Council Liaison, , absent due to quasi-judicial items
Mike Morris	
Melanie Mindlin	
Absent Members:	Staff Present:
None	Amy Anderson, Assistant Planner
	Angela Barry, Assistant Planner

TYPE I PLANNING ACTIONS

PLANNING ACTION: PA2007-01983
SUBJECT PROPERTY: 881 Clay St.
OWNER/APPLICANT: Ken Baker
DESCRIPTION: Request for a Modification of a previously approved building envelope for a property located at 881 Clay Street.

This action stands approved.

PLANNING ACTION: PA-2007-01900
SUBJECT PROPERTY: 988 Starlite
OWNER/APPLICANT: Paul and Ashley McQuade
DESCRIPTION: A request for a Conditional Use Permit and Site Review approval to convert the existing finished basement space to a 764 square foot Accessory Residential Unit for the property located at 988 Starlite Place.

This action stands approved.

PLANNING ACTION: 2007-01930
SUBJECT PROPERTY: 1252 Old Willow Lane
OWNER/APPLICANT: Grimm/Ourant
DESCRIPTION: Request for a Modification of a previously approved building envelope for the property located at 1252 Old Willow Lane. The original building envelope was approved as part of the Ashland Willows Subdivision.

This action stands approved.

ADJOURNMENT – The meeting was adjourned at 2:00 p.m.

Respectfully submitted by,
Susan Yates, Executive Secretary

CITY OF ASHLAND

ASHLAND PLANNING COMMISSION
REGULAR MEETING
DECEMBER 11, 2007
MINUTES

CALL TO ORDER

Chair John Stromberg called the meeting to order at 7:00 p.m. at the Council Chambers, 1175 E. Main Street, Ashland, OR.

Commissioners Present:
John Stromberg, Chair
Michael Dawkins
Mike Morris
Olena Black
John Fields
Pam Marsh
Dave Dotterrer
Melanie Mindlin
Tom Dimitre
Absent Members: None

Council Liaison:
Cate Hartzell, Council Liaison, absent due to quasi-judicial items

Staff Present:
Bill Molnar, Community Development Director
Derek Severson, Associate Planner
Sue Yates, Executive Secretary

ANNOUNCEMENTS

Molnar said at their last meeting, the Council approved the Verde Village application and they are moving toward adoption of the Development Agreement by ordinance.

Molnar also mentioned they are in the process of finalizing the date for the first kick-off public workshop for Croman Mill master planning effort. This will be scheduled for the last week in January.

Stromberg welcomed Michelle Mihalovich, our newest reporter from the Ashland Daily Tidings.

APPROVAL OF AGENDA - Black/Dimitre m/s to approve the agenda. Voice Vote: Approved.

CONSENT AGENDA

Approval of minutes:
September 25, 2007 Planning Commission Study Session Minutes
November 13, 2007 Hearings Board Minutes (Stromberg, Morris, Mindlin)
November 13, 2007 Planning Commission Minutes
November 27, 2007 Planning Commission Study Session Minutes

Dotterrer/Dimitre m/s to approve the consent agenda. Voice Vote: Approved.

PUBLIC FORUM

ART BULLOCK, 791 Glendower, gave an update on the Park Street Apartment case. He reminded the Planning Commission that they approved the apartment condominium conversion project that was appealed to Council and then taken to Circuit Court. The judge ruled malfeasance and nonfeasance, and decided the allegations in the petition for Writ of Mandamus were correct and signed a judgment in favor of the applicant, The Park Street Apartments. He asserted the City did not make a decision within the required 120 days due primarily to the action of the Planning Commission. Bullock suggested in the future that: 1) Findings should be adopted the same night as approved, 2) ask for an extension, 3) if not extended, expedite.

TYPE II PUBLIC HEARINGS

PLANNING ACTION: #2007-01398
SUBJECT PROPERTY: 167, 185, & 203 N. Mountain Ave.
OWNER/APPLICANT: Havurah Friends Investment Group, LLC
DESCRIPTION: A request for Outline Plan Approval to allow a 12-lot, 15-unit subdivision for the properties located at 167, 185 and 203 North Mountain Avenue. Also included are requests for: the modification of a previously approved Site Review and Conditional Use Permit (#2001-0039) for the Havurah Jewish Synagogue; Site Review approval to construct a two-story, six-unit residential building; a Tree Removal Permit for the removal of one nine-inch diameter pine tree from Tax Lot #1701; a boundary line adjustment with Tax Lots 1500, 1600, 1701, 1800 and 1700; and an Exception to Street Standards to allow a private drive serving six units when they typically can serve no more than three units. (This request supersedes the previous Outline Plan approval for a 14-lot, 13-unit subdivision granted under Planning Action #2006-01091.)

Marsh excused herself and left the room during this item because her husband has done work with Larry Medinger.

Recap – Last month Staff made a recommendation for approval. However, they asked that the Commission continue the action to this month to allow Staff to re-notice the action and include criteria for Exception to Street Standards. The application was noticed as a continuation, but there is new information from the applicant. If the public wishes to speak again, they may do so.

Ex Parte Contact/Bias/Conflict of Interest/Site Visit
Dawkins has been by the site several times. Stromberg received an e-mail that he forwarded to Staff, but had no ex parte contacts. Dotterrer said there has been no change since the last meeting. Morris, Fields, Mindlin, Black and Dimitre did not have a site visit or ex parte contact. There were no challenges.

STAFF REPORT
Severson said since the last meeting there are two elements to discuss: 1) Exception to Street Standards (he read the criteria), and 2) the separation of Lot 1 as part of the Boundary Line Adjustmen

PUBLIC HEARING
MARK KNOX, 700 Mistletoe Road, Suite 204, explained this is a complex proposal. The applicants are unique; they are not looking a project as a financial investment, but a community investment. The site is unique because of the following: 1) The wetlands, 2) angle of the railroad tracks creating a number of odd shaped angles to the properties, 3) there are multiple properties with different ownerships, 4) there is a historic home on the property, 5) there is a lack of storm water infrastructure for the entire neighborhood, 6) the uniqueness of having the synagogue a participant in a residential application (a hybrid mixed use), 7) having a major street that is an artery that will connect North Mountain Avenue to Oak Street, and 8) the application incorporates a number of off-site improvements. Knox believes this is a better plan than the previous proposal. The owners of Lot 1 will be a part of the homeowner's association.

LAURA ROBIN, 1090 Elkader, former President of the Havurah membership, is currently President of Havurah Friends Investment Group (HFIG). She said at the last meeting those that spoke gave a great overall picture of why they are doing what they are doing. None of the people in the HFIG would have gotten together to do this or any development had it not been for the intention of the whole project; that is, there is a piece of land surrounding the Havurah on three sides and they had one opportunity to grab it and do something with it. What they really wanted to do was to create community. They are very, very excited about this plan.

LARRY MEDINGER, Fork Street, said they have a buyer for 203 North Mountain. They are a young family and they plan to do a lot of restoration to the house.

AKIVA DEJACK, 534 Washington Street, has succeeded Laura Robin as President of the Havurah. He presided over the meeting where they unanimously gave their approval for this project. There was not one vote against approving. He's proud to witness the real effort that the HFIG group has done to do things the right way to keep the ideas of good urbanism in mind.

LAUREL MILLER, 550 Cove Road, stated she is on Board of the Havurah and she is an investor in HFIG. She supports everything that was said at the last meeting. The support of the people she has talked with in Havurah and the greater Ashland community is profound – members of the community are coming together to do the "right" thing. She sees in the design a way to preserve the green space and respect the wetland and a way to incorporate the greater community. People are suggesting this could be a kind of "model" project.

FRAN ORROCK, 1030 Ivy, was at meeting at Havurah last week (about 25 people in attendance). There were about eight there people representing five reservations on the units. It would have represented a savings about ten trips if they lived there.

LAMA YESHE PARKE, 147 Granite Street, representing the Buddhist community in Ashland, spoke in favor of the project. She said they have just broken ground on a new meditation center at the north end of Clear Creek Drive. They like to think of the Havurah as their sister center on the south end of the future Clear Creek Drive. She added that many times they have been able to utilize the sanctuary at the Havurah. The improvement of the parking and playground areas will be very beneficial. It will benefit many organizations in the community.

ART BULLOCK, 791 GLENDOWER, thanked the applicants for the major re-do of this application since last October. The unresolved issue relates to the drainage. The wetland area on the west side is fed essentially by a creek that goes under the railroad, and the ability of that wetland to absorb a given amount of water is not clear. A major water main broke in the

railroad district last spring and the flooding through there was significant. It was more than the gutter area under the railroad tracks could handle and overflowed onto the back side (west side) of the property. There is a lack of information as to what that area can hold and how much has been going through in the past during these critical events. Can an accurate finding be made for adequate storm drainage and urban flood protection? (Relevant criteria: 18.88.030.4.a., b. and c.)

KEN WILSON, 190 Logan Drive, stated that he and his wife are members of HFIG and members of the Havurah synagogue. He sent a letter to the Commission summarizing their thoughts. They are involved with this project because it has become evident this will make a nice addition to the community.

DEBORAH ZASLOW, 692 Elkader Street, said she is the wife of Rabbi David Zaslow and speaking on his behalf. She reiterated that a lot of things could have been done with the land surrounding the Havurah. They are glad they have gotten together for this intergenerational interaction for housing for seniors, ease of those housed to access the Havurah, and the ability to set up programs that really foster interaction.

STAN SHULSTER, 165 Pilot View Drive, Medford, is a member of HFIG. He hoped the Commission would remember his testimony from last month. This is a win-win situation for the City and all involved.

Rebuttal

Knox agreed there are capacity issues on this property. They have been working with Public Works and the problem will be fixed. Currently, the water sheet flows across the property, at times filling houses with water. This project will improve the situation because they are adding wetlands that have storm capacity abilities. Public Works will do some channeling improvements. All new storm water will be collected, fed through a bioswale and will go down a new pipe to North Mountain over Village Drive.

Black expressed concern about the assessment and accuracy of the flows. What if the flows are heavier and higher? Medinger said civil engineers will do the design work that will have to be approved by the City.

Stromberg closed the public hearing and the record.

Questions for Staff

Dimitre noted there would be approximately 60 vehicle trips per day to North Mountain and he wondered if anyone has considered the left turns onto Mountain. Severson said it has not been discussed by the Commission or Public Works.

Severson said the applicants will have a more detailed engineering plan at Final Plan.

With regard to Bullock's references, Molnar said the approval standard (b) requires that the application provide adequate City facilities. Based on the standard not to operate beyond capacity, he believes there is ample evidence in the record from the engineering design and just how the aspects of the site work now to conclude or make a finding the approval standard has been met. Standard (c) – existing natural features have been identified and incorporated – the applicants have a wetland delineation that has already been approved by the State. They are increasing the size of the wetland in the common area. There seems to be sufficient information to make a finding.

Black expressed concern that if they don't know what the flow is going to be and there is sunken parking, she hopes they have the flood issues figured out.

COMMISSIONERS' DISCUSSION AND MOTION

Dotterrer/Morris m/s to approve PA2007-01398 including the Conditions of approval as listed in the Staff Report of this meeting.

Mindlin expressed a particular appreciation for this application. Her first Planning Commission meeting was the first application on this property. Her concerns about solar and over-paving have been addressed.

Black/Dotterrer m/s to call for the question. Voice Vote: Approved.

Roll Call: The motion carried unanimously with Morris, Black, Fields, Dotterrer, Mindlin, Dawkins, Dimitre and Stromberg voting "yes."

UNFINISHED BUSINESS

Adoption of Findings: PA2007-01398, Havurah, 167, 185 and 203 North Mountain Avenue.

Black/Dotterrer m/s to approve the findings. Roll Call: Unanimously approved.

Marsh rejoined the meeting.

ARTERIAL SETBACKS - CONTINUED FROM SEPTEMBER 25, 2007

Molnar said this is the third opportunity for the Planning Commission to discuss this item. Study Sessions were held in July and September. Right before the September Study Session, an outreach workshop was held that was funded by the State through the Transportation Growth Management Agency to talk about designing great arterial streets.

Harris explained why the setback issue is being considered. It was on the Commission's short-term code amendments in the Zucker Report and an item mentioned in the Siegel Report that needed to be looked at. It was probably on both lists because the arterial front yard setback has presented difficulties in terms of inconsistencies with other parts of the ordinance, the Downtown Design Standards and the Historic District Design Standards. There has been disagreement among the community on the intent and purpose of the regulation, and where it should be applied. It has come up in a couple of planning actions where it was very controversial (Northlight and North Main & Glenn Streets). After the September 25th Study Session, the Planning Commission directed Staff to bring back one of two illustrations on Lithia Way that would show: 1) what the street would look like if developed under Staff's recommended street frontage improvement approach, and 2) if Lithia Way was developed under the existing regulations. She explained the four illustrations included in the packet (cross-section drawings of the street). Harris said our current standard is a bit wider than what is seen on Main Street.

Stromberg wondered what Harris means when she talks about tree wells and the rest as sidewalk. Harris said there is a tiny footnote in the Street Standards that says in a commercial area you'll use hardscape parkrows and street tree wells. The idea is you usually have on-street parking in those areas and if you have a parkrow, it tends to not work very well because passengers are exiting a car onto a grassy area. The parkrow gets replaced with concrete.

Stromberg is interested in measurements. Harris said they've tried to distinguish between a concrete parkrow or street tree line from the actual sidewalk measurement. Stromberg found the language in the Street Standards to be confusing (page 22).

Harris continued with her presentation stating that Lithia Way is somewhat unusual when comparing to the other three arterials, because on the upper side, the arterial does not apply, ending up with a larger setback on the north side (lower side).

Mindlin asked if it is a problem to have different setbacks on different sides of the street. Harris said it's subjective. Some people prefer inconsistencies. Molnar saidwe have inconsistencies because certain lots developed under standards we had on the books at the time. The Commissioners should be looking at how they want the form to be. It shouldn't change because one side of the street is zoned differently. Harris said in terms of a pedestrian corridor, the downtown areas tend to be the highest traffic pedestrian corridor and there is a value in having a sidewalk that is wide enough on both sides of the street to accommodate that.

Harris explained that the Commission recently struggled with the approval on the Kendrick building. When the end of the block is book-ended by existing buildings that are close to the sidewalk and you are trying to transition the actual building faces and respect the historic nature of that district, it's difficult to figure out how to physically transition the buildings and keep historically compatible architecture at the same time. It can be pretty tricky. In the case of the Kendrick building, they asked for an Exception to the Street Standards. Molnar said the Jasmine building came fairly close to the implementation of the Street Standards and at that time there really weren't any examples. Do you apply an Exception or do you just build to the historic sidewalk? Over time, to be cautious, regardless of whether there is an existing sidewalk, an applicant has to meet the new sidewalk standards or if they want to get a little closer to transition, they go through an Exception process.

Harris said she's heard comments from people about whether the slanting of the Kendrick building face is really compatible with the historic nature of downtown. It's indicative of dealing with a block where both ends are set with buildings and street improvements and trying to juggle with historic compatibility issues. The positive aspect of Lithia Way is that there are a lot of opportunities for development. However, when you have a block that is half developed and the standards change, you do the best you can.

Harris showed some photo manipulations giving a sense of what the two standards would look like.

Staff believes there are a variety of benefits of having a 15 foot setback as outlined in the Staff memo dated December 3, 2007. Briefly, those reasons are:

- More consistency with Comp Plan, Transportation System Plan and Street Standards.

- Establish clear expectations for bike and pedestrian improvements required.
- Provide consistency with Site Design and Use Standards.
- Preserve and enhance elements that define the individual character of each arterial corridor.
- Preserve neighborhood character by maintaining continuity of established front yard areas.
- Support urban design principles and policies in the Comp Plan, Street Standards and Site Design and Use Standards.
- Provide clear direction to applicants, Staff, Planning Commission and City Council.

In terms of direction, Staff is looking for whether the Planning Commission wishes to proceed or move forward with modifications of the arterial front yard setback. If so, should Staff to develop ordinance language to modify the arterial front yard setback based on the street frontage improvement approach that Staff has presented?

PUBLIC COMMENT

COLIN SWALES, 461 Allison Street, referred to Figure 2. Most of the Railroad District was platted with a 70 foot right-of-way. Lithia Way narrows to 60 feet. This can be seen because trees are having to be clipped off and can block off light to the upper windows. On the north side of Lithia Way, we are pre-supposing the curbs have to stay where they are. Curbs are easily moved. It would be best to move the whole of the travel lanes to the right and produce the 15 foot setback on the south side. The trees could be moved too. If the curb moved over seven feet, it would take seven feet off the opposite side. When MoJo's went in on the south side, there was originally a ten percent landscaping requirement in C-1-D. What's happened along that side is that the developers have been allowed to max out their properties. So, before we give up the setback requirement, he believes we have to look at what is required along there in terms of adequate pedestrian facilities for both sides. With a larger setback, it would leave room for sidewalk cafes and other types of hardscaping. We need to look at the whole of the corridor, not just the right-of-way but how we can get the pedestrian amenities that we need. We shouldn't be measuring from the curb when it is a flexible thing whereas the buildings are going to be there for a long time.

ART BULLOCK, 791 Glendower, stated that though the City hired consultants, Zucker and Siegel who did their analysis and found inconsistencies in the ordinance, that the little stuff cannot be resolved without resolving the big stuff first. Policy decisions have to be done at the Comp Plan level. The Commissioners are looking at a development driven patch to an already dysfunctional patched code that immediately gets into questions about changing the C-1-D zone, building height, function and transportation. It would be appropriate for the Commission to stop this process and fix the Comp Plan. A transportation plan needs to be done first. Additionally, the Commission needs to take public safety into consideration. The problem with the setback portion of the code is that the intention gets in the way of putting buildings all the way to the edge of the street. The historic design code can still be satisfied without invading the 20 foot setback.

Black/Dawkins m/s to extend the meeting beyond 9:30 p.m. Voice Vote: Approved.

MARK KNOX, 700 Mistletoe Road, Suite 204, said he doesn't think it's all about what the developers get. It's about what we *like* as a community. He loves Downtown Ashland; it is one of his favorite places. Why? The buildings themselves have certain elements that create a wonderful fabric for the Downtown. One of the most important things in the Downtown is the relationship between those buildings, the windows and the sidewalk. The sidewalk is relatively narrow and could be widened, but at what point do you stop? If it gets too wide, there is a loss of connection between the pedestrians and the activities within the buildings. As Swales said, if we can provide for just enough setback so the same opportunity that is provided along East Main Street can then eventually applied to Lithia Way. He is concerned about the timing and the amount of money that would eventually be spent to completely redo the section of Lithia Way. He noted in the photos that Harris showed of wider sidewalks and landscaping in Downtown Medford, that the sidewalks were absent any pedestrians. He wants to see the Commission talk about what is best for the community of Ashland. He's afraid the setback becoming more a political issue than a true, sound planning issue. We have our professional staff trying to guide the Planning Commission and community in the best way they possibly can by recommending no excessive dimensions because it will kill part of the street. In dealing with sustainability issues, Knox would like to see us go with narrower streets and taller buildings.

COMMISSIONERS' COMMENTS

Dawkins asked if it is conceivable you can fix the two ends between First and Pioneer Streets by bring the curb out further and get the sidewalk so it has a more uniform line to it. Molnar said it's conceivable, but you have to look from the signal past Puck's Donut lot. This would involve a multi-multi million dollar project. There is an opportunity on the Elks property, Wells Fargo and Puck's Donut property to build to a wide sidewalk. You can't just shift the alignment on one block without it affecting some severe transportation safety issues. Harris said it's an issue of property acquisitions.

Morris said it's not just sidewalks and curbs. There are storm drains, utilities, gas lines, water lines, etc. If you move the street, all the infrastructure would all have to be moved too.

Stromberg believes the south side of Lithia Way falls far short of being a great pedestrian environment. If the parking lane was made into parking bays, and the street trees moved into those areas that form the bays, then the street expanse could be reduced by one or two parking lanes. When the trees, the sidewalks and the buildings are balanced something magical can be achieved. When we are talking about two-dimensional rules, we lose the ability for things to breathe, have unique features in different places and that kind of chemistry when everything is thoughtfully inter-related in some way.

Before we make changes to the ordinance because the 20 foot front yard gives us a kind of flexibility, are we going to do a Downtown Plan and visioning and get the community behind it? If that is going to happen, we should not be pre-empting this by doing some relative simplistic change even though there some good reasons for it. In addition, the 20 foot front yard may be a useful public interest in future court cases (Measure 49 and 37).

Dotterrer doesn't think it is realistic to realign the street. It seems to him we are not really talking about arterial setbacks but what we decide to do in different sections of town. It seems it would be ridiculous to have the same arterial setback rules on Lithia Way as we have on Ashland Street.

Marsh finds it a joy to walk from her house to the Downtown. She wants to continue to have pedestrian-friendly access as part of an alternative transportation plan. She sees this very much pedestrian driven, not developer driven. When Marsh walks through the Downtown she finds she just starts walking at the places that feel good. She never walks in front of Soundpeace. She always walks on the south side of Lithia Way because it feels safe. She feels safe on Main Street because there is a defined area for pedestrians. It's that kind of environment that we need to cultivate throughout the Downtown area. She is very comfortable with and heartily endorses Staff's recommendations for the Lithia Way section. It would be wonderful if we had a Transportation Plan, Downtown Plan, and a re-done Comp Plan in place, but the fact is that the development that is pending is not going to wait until we have of these things in place. We need to make some changes now that we can be reasonably certain will improve the environment that will create the kind of place we want this Lithia Way section to be.

Marsh commented that she works in Medford about a block from where the Staff photos were taken. Downtown Medford is not a fun place to walk. One result is that there are no pedestrians. The big open areas do not feel safe; you always feel exposed. It is just further evidence that the Staff's recommendation makes a lot of sense from an urban design and pedestrian standpoint.

Harris reminded the Commissioners that at the first study session they went through each arterial. Each recommendation was slightly different and tailored to each corridor to match the context and the character.

Dotterrer/Black m/s to continue the meeting beyond 10:00 p.m. Voice Vote: Approved.

Dimitre is not sure he's in favor of giving back 12 feet for nothing when we can bargain something out of the developers. He also has a problem with the bare minimum setback where there are no bus turnouts or any planning options in the future because the street will be too narrow to do anything different. The curb can move; it's not set in stone. He had hoped there would be more of a balanced presentation tonight. He doesn't feel we have had both sides of the issue and he feels the Commission has something that is being pushed on them. He does not feel he has adequate information or different options.

Fields said the Downtown is for shopping, community, socializing, high density and people being on the street. Cities have been planned all over the world. The accidental ones have been more successful than those that have been planned. The one fact in the New Urbanism that keep coming back is there is a relationship to the street to the window. There is a relationship to the volume of the buildings, the enclosure and how someone feels. We can't reconfigure curbs and gutters. He doesn't mind the eight or nine foot sidewalk. As we see higher densities and taller buildings we'll begin to see that we need more width. This is about creating good urban bones so that over time as these buildings come, businesses fail and are replaced with new uses, that these buildings are capable of learning. When they are 30 feet back from the curb they can't learn anything because there is not enough room to build another building in front of it, on top of it or over it and we end up with dead space between the street and the building. All we are trying to do is get around Lithia Way and the little infills that will create great streetscape and create places where retail and other commercial uses will have a possibility as best we know how it happens. He'd be in favor of modifying the ordinance just to fix a basic urban principle that's fairly simple. Otherwise, we need to move on and get things done. If people haven't bought into these principles and it isn't obvious, someone needs to be doing education.

Molnar said it has never been Staff's intention to push this on the Commission. They support long-range planning for the Downtown. The proposed modification was an interim step to get us back to what we started on the books 15 years ago with

the Detailed Site Review and ten years ago with the Downtown Standards. Staff thought there was much more to lose by going back to the antiquated 20 foot standard than what we had in practice for the last ten to 15 years. He added there have been a lot of valid comments about looking comprehensively at areas of the downtown.

Morris said the 1992 Site Design Standards define the Site Design zone. Alcoves, setbacks and cafes are all things identified in the standards. He would like to see Staff go ahead and come back with something on all the arterials either all at once or whatever is most efficient for Staff.

Stromberg believes we should move ahead. The proposals by themselves are good ideas, but he also feels part of our town running from the park to the railroad station is a real critical part and the couplet is a big problem. If we could solve those few blocks, especially Lithia Way where it goes right through the middle and separates things and make that a really good pedestrian environment, that it would be worth dollars and cents and social values, community unity, etc. What scares him is that we go ahead with something tonight that turns into a very simple formula for how this area has to be treated, pre-empting the ability to do something like make Lithia Way for through traffic two-way and East Main local traffic two-way before we have some talented, experienced people look at it. He would like an option that goes along with it that we will also keep in mind that this area needs to be planned in three dimensions, that we have a problem with the couplet, that we have an issue that has to do with Measures 49 and 37 and it would be wonderful to get better pedestrian stuff happening on the south side of Lithia Way.

Marsh said we have an opportunity tonight to take a small step toward making things better. That doesn't preclude us from looking at much more detail at all of this area at some future point or adjusting or amending. In the meantime, if we do nothing, we know that big parts of this area will be decided for us.

Marsh/Morris m/s to have Staff come back with appropriate language that would implement Staff's recommendation on the Lithia Way portion with the idea that we tackle the other four arterials as a group subsequently at a future date. Marsh/Morris amended the motion to have Staff come back with implementing language per Staff recommendation regarding the section of Lithia Way.

Molnar said Staff will draft language allowing some flexibility and address issues concerning Measure 37 and 49.

Morris/Fields m/s to call for the question. Voice Vote: Dimitre, Morris, Fields, Dawkins, Marsh, Stromberg and Mindlin voted "yes" and Black and Dimitre voted "no."

Roll Call on the motion: Dotterrer, Marsh, Morris, Fields, Mindlin and Stromberg voted "yes." Dawkins, Black and Dimitre voted "no."

ADOPTION OF FINDINGS, ORDERS & CONCLUSIONS – PA2007-01756 HELMAN SCHOOL
Dotterrer/Morris m/s to approve. Voice Vote: Unanimously approved.

ADJOURNMENT – The meeting was adjourned at 11:00 p.m.

Respectfully submitted by,
Susan Yates, Executive Secretary

Planning Department, 51 Winburn Way, Ashland, Oregon 97520
541-488-5305 Fax: 541-552-2050 www.ashland.or.us TTY: 1-800-735-2900

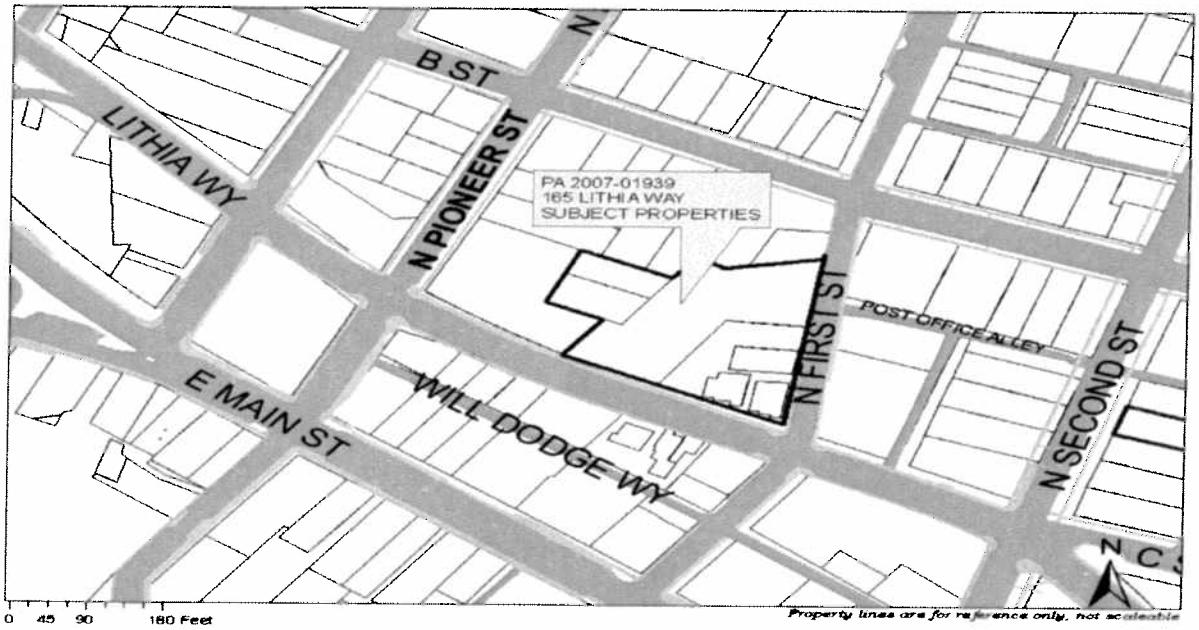
CITY OF ASHLAND

PLANNING ACTION: ***PA 2007-01939***
SUBJECT PROPERTY: ***165 Lithia Wy***
OWNER/APPLICANT: ***Urban Development Services, LLC***
DESCRIPTION: ***Request for Site Review approval to construct a 16,246 square foot, three-story mixed-use building for the property located at 123 North First Street and 165 Lithia Way. The proposed building will contain basement parking, commercial office space on the first and second floors, and four residential condominiums on the third floor. Also included are requests for modification of Planning Action #2007-00091 to allow the consolidation of two lots and an Administrative Variance to the Site Design and Use Standards' Downtown Design Standards VI-B-3 to allow recessed balconies on the front of the proposed building.*** **COMPREHENSIVE PLAN DESIGNATION:** ***Commercial*** **ZONING:** ***C-1*** **ASSESSOR'S MAP #:** ***39 1E 09BA;*** **TAX LOT:** ***9000, 9001, 9002, 9003, 10100, 11601 & 11701***

NOTE: The Ashland Historic Commission will also review this Planning Action on **January 2, 2008 at 7:00 PM** in the Community Development and Engineering Services building (Siskiyou Room), located at 51 Winburn Way.

NOTE: The Ashland Tree Commission meeting scheduled for **January 3, 2008** is **cancelled** due to a lack of a quorum.

ASHLAND PLANNING COMMISSION MEETING: ***January 8, 2008, 7:00 PM***
****NOTE: This meeting will be held at The Grove, 1195 E. Main St, Ashland OR**



Notice is hereby given that a PUBLIC HEARING on the above request with respect to the ASHLAND LAND USE ORDINANCE will be held before the ASHLAND PLANNING COMMISSION on meeting date shown above. NOTE: The meeting will be held at the Grove, 1195 E. Main St.

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.

A copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost, if requested. A copy of the Staff Report will be available for inspection seven days prior to the hearing and will be provided at reasonable cost, if requested. All materials are available at the Ashland Planning Department, Community Development and Engineering Services, 51 Winburn Way, Ashland, Oregon 97520.

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.

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).

If you have questions or comments concerning this request, please feel free to contact the Ashland Planning Department, 541-488-5305.

SITE DESIGN AND USE STANDARDS
18.72.070 Criteria for Approval

The following criteria shall be used to approve or deny an application:
A. All applicable City ordinances have been met or will be met by the proposed development.
B. All requirements of the Site Review Chapter have been met or will be met.
C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.
D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options. (Ord. 2655, 1991; Ord 2836 S6, 1999)

ADMINISTRATIVE VARIANCE FROM SITE DESIGN AND USE STANDARDS
18.72.090

An administrative variance to the requirements of this chapter may be granted with respect to the requirements of the Site Design Standards adopted under section 18.72.080 if, on the basis of the application, investigation and evidence submitted, all of the following circumstances are found to exist:
A. There is a demonstrable difficulty in meeting the specific requirements of the Site Design Standards due to a unique or unusual aspect of the proposed use of a site;
B. Approval of the variance will not substantially negatively impact adjacent properties;
C. Approval of the variance is consistent with the stated purpose of the Site Design and Use Chapter; and
D. The variance requested is the minimum variance which would alleviate the difficulty.

ASHLAND PLANNING DEPARTMENT
STAFF REPORT
January 8, 2008

PLANNING ACTION: 2007-01939

APPLICANT: Urban Development Services, LLC

LOCATION: 165 Lithia Way

ZONE DESIGNATION: C-1

COMPREHENSIVE PLAN DESIGNATION: Commercial

APPLICATION DEEMED COMPLETE: December 20, 2007

120-DAY TIME LIMIT: April 18, 2008

ORDINANCE REFERENCE:

18.32 C-1 Retail Commercial District
18.61 Tree Preservation and Protection
18.72 Site Design and Use Standards
18.80 Subdivisions
18.92 Off-Street Parking

REQUEST: Request for Site Review approval to construct a 16,246 square foot, three-story mixed-use building for the property located at 123 North First Street and 165 Lithia Way. The proposed building will contain basement parking, commercial office space on the first and second floors, and four residential condominiums on the third floor. Also included are requests for modification of Planning Action #2007-00091 to allow the consolidation of two lots and an Administrative Variance to the Site Design and Use Standards' Downtown Design Standards VI-B-3 to allow recessed balconies on the front of the proposed building.

I. Relevant Facts

A. Background - History of Application

In February of 2007, the Planning Commission approved a request for an eight-lot subdivision consisting of seven lots for future development and an eighth commonly owned lot to accommodate landscaping, parking and circulation. Site Review approval was also included in the approval for the proposed parking lot and associated perimeter landscaping. A Tree Removal Permit was approved to remove four trees six-inches in diameter at breast height and greater in size. (PA2007-00091)

In September of 2005, the Planning Commission denied a request for Site Review approval, an Administrative Variance to Ashland's Site Design and Use Standards, and a Tree Removal Permit for a mixed use commercial and residential development consisting

of 14,826 square feet of retail and office space and 41 residential units in two three-story mixed-use buildings and six row houses.

In June 1991, the Planning Commission approved a request for an extension of a previously approved Site Review to allow for modifications to the existing retail lumber sales structure at 165 Lithia Way (PA91-084).

In June 1990, the Planning Commission approved a request for a Site Review to allow for modifications to the existing retail lumber sales structure at 165 Lithia Way (PA90-147).

In May 1989, the Planning Commission approved a request for Conditional Use Permit for outdoor storage for the property located at the corner of Lithia Way and North Pioneer Streets (PA89-082).

There are no other planning actions of record for this site.

B. Detailed Description of the Site and Proposal

The project is located at the northwest corner of Lithia Way and First Street. An existing City public parking lot adjoins the property to the west, while the historic Railroad District residential neighborhood is situated immediately north of the site. The U.S. Post Office site is located across First Street to the east; and a variety of commercial businesses are situated to the south across Lithia Way. The site has an approved subdivision, and the proposed building is located on lots 1 & 2 of the subdivision, in the south-west corner of the site.

The site is zoned C-1, Commercial and is located within the Detailed Site Review Overlay and the Downtown Design Standards Overlay. The site is also located within the Downtown Historic District. The proposed new lot #1 (previously lots 1 & 2) is 7,453 square feet in size. Currently, the required improvements for the approved subdivision are beginning. Existing buildings are being demolished. The site's four trees are to be removed and replaced with 44 new trees throughout the subdivision common area and along the street frontages.

1. Site Review

The application involves the construction of a three-story, mixed-use building, with parking underneath. The first and second floors are comprised of general office space and the third floor is comprised of four residential condominiums. The proposed lot is approximately 84 feet in width and 90 feet in length. The building is set back from the front property line by 20 feet and is adjacent to the side and rear lot lines. The total square footage of the building, not including the basement parking area, is 16,246 square feet, and the building height is approximately 39-feet. The building would share a common parking area, located behind the building, with the other five lots in the subdivision. A pedestrian walkway passes through the lower level of the building on the east side from the sidewalk to the parking area.

The applicant states that the building is "neo-traditional" in style and is meant to "reflect the traditional building styles already found in Downtown Ashland. The Lithia Way elevation will incorporate a façade consisting of brick on the first two floors and cement plaster finish on the upper story. The marquee and awnings are powder-coated steel. The windows are identified as aluminum-clad. The rear façade, facing the common area, is primarily cement plaster with aluminum clad windows and powder-coated steel awnings and railings. The brick colors are primarily light and medium brown, with the powder coated steel being black. Some awning and tile accents are proposed to be maroon in color.

2. Administrative Variance to Downtown Site Design Standards

The applicant is requesting an Administrative Variance to the following Downtown Site Design Standards to allow for two recessed balconies on either side of the front elevation of the building.

VI-B) Setback

3) Recessed or projecting balconies, verandas or other useable space above the ground level on existing and new buildings shall not be incorporated in a street facing elevation

3. Modification of Previous Subdivision Approval

The applicant is requesting a modification of the original subdivision to accommodate several changes relating to the development of the this first lot The changes are as follows:

- Lots 1 & 2 of the original subdivision are proposed to be combined into one lot.
- The parking layout is modified slightly around the driveway entrance to the underground parking for the combined lots, resulting in two additional parking spaces.
- The landscape plan is altered to allow the plaza area to extend further to the west.
- The subdivision name is changed from "Lithia and First Street" to "First Place".

II. Project Impact

The project requires Site Review approval since it involves the construction of a new building in the C-1 zoning district. In accordance with chapters 18.72 and 18.108, the application is required to be reviewed under the "Type II" process with a public hearing because the project is located in the Detail Site Review Zone, and the size of the buildings is greater than 10,000 square feet in size.

A. Site Review

1. Requirements of the C-1, Commercial Zoning District

The project proposes a mix of residential and general offices uses. The office uses are a permitted use within the C-1; Retail Commercial District. The residential units are a special permitted use in the C-1 District. The C-1 zoning district requires a minimum of 65% of the gross floor area of the ground floor of the building to be used for permitted or special permitted uses. The subject proposal designates both the first and second floor as commercial space, with residential uses on the third floor only.

The applicant's subdivision approval proposed to preserve the overall 43-unit residential density of the entire site and allocate it between the individual lots, subject to available parking. In this case, lots one and two were each allocated a possible six residential units, resulting in a possible 12 units for the combined lot. The applicant is proposing four units as part of this development, with the additional units to be reallocated to the subdivision as a whole. The applicant's are, however, using all the shared parking allocated for the building for the combined commercial and residential uses proposed, so any additional residential units made available to other lots would likely be limited by parking constraints. Office and residential uses for the building require 31 spaces, and 31 spaces are being provided in the shared parking area and beneath the building. The applicants are not requesting a mixed-use credit for parking.

The C-1 zoning district does not require standard setbacks from property lines unless a parcel abuts a residential zoning district. In this case, the subject parcel is entirely surrounding by properties with commercial zoning. As a result, standard setbacks from property lines are not required. The property is subject to the Arterial Setback requirement of Section 18.68.050 of the code, which requires the building to be setback twenty feet from the front property line because it is located on an arterial street. The building has been set back to meet this requirement. Per Section 18.68.010 of the Land Use Ordinance, items in the plaza area such as planter walls and benches must be less than 3 ½ feet in height, as shown, and will require a separate fence permit, as addressed in the attached conditions.

The proposed building height is approximately 39 feet on all four elevations. The maximum building height permitted in the C-1 zone is 40 feet. At the time of subdivision, the applicant's landscaping plan included 19.5% landscaping of the common area to be shared by all the lots. This is intended to provide the necessary landscaping for each lot to meet the 15% minimum required in the C-1 District when each lot goes through Site Review. In addition to this, the applicant is proposing two raised concrete planters with seating around them in the plaza area.

2. Site Design and Use Standards

The project lies within the Detail Site Review Zone, the Downtown Design Standards Boundary, and the Downtown Historic District. As a result, the application is subject to the Basic Site Review Standards for Commercial Development, Detail Site Review Standards, Downtown Design Standards and Historic District Design Standards. Additionally, the building is greater than 10,000 square feet in size, and therefore the development is considered a large scale project and is subject to the Additional Standards for Large Scale Projects.

The Historic Commission reviewed the preliminary building design as part of the pre-application conference prior to submission of the application. The Historic Commission had not reviewed the formal application at the time of writing.

The proposed building design appears to meet the Basic Site Design Criteria. The orientation is to Lithia Way and the parking is located behind the building. Streetscape and landscape amenities are being provided in conformance with the Standards.

The Detailed Site Design Standards also appear to be addressed. The building is not subject to floor area ratio, as it is in the Historic District. The building face incorporates many windows and awnings are provided for pedestrian shelter. The Plaza Site Plan (P1) details the hardscape details used to emphasize the plaza area. Parking areas have gone through Site Design at the time of subdivision and have met requirements for pedestrian access, landscaping, and screening.

The building is subject to Large Scale Design Standards, as the floor area is greater than 10,000 square feet. The building does not exceed the maximum square footage of 45,000 square fee, and pedestrian circulation requirements were addressed at the time of subdivision. The Large Scale requirements require one foot of plaza or public space for every 10 square foot of gross floor area. Per Section II.C.3.a, the gross floor area does not include parking area located underneath the building area. In this case the above ground area is 16,246 square feet and the underground parking area not within the footprint of the building is approximately 13,00 square feet, for a total of approximately, 17,546 square feet. This would require approximately 1755 square feet of public space. The applicants are providing a 1691 square foot plaza in the front of the building and, additionally, may be credited a portion of the subdivision's common area, a portion of which is located directly to the west of the proposed building, thus the project meets the square footage requirement. The public space is required to contain 4 elements of interest, per Section II.C.3.b, in order to qualify as public space. In this case, the applicants have chosen to incorporate seating space, outdoor eating areas, trees, and sunlight and shade areas.

The building is subject to Downtown Design Standards and applicants have addressed these standards in their findings. Aside from the requested exception, the applicants have included design features to address these standards. The applicants have proposed a multi-story, downtown-style building. The building

extends from side lot line to side lot line, and incorporates large street-level windows and transparent doors. The building incorporates horizontal and vertical rhythms through divisions on the facade as required by the standards. The upper floor windows are vertical. The building incorporates an architectural base, as is typical in historic buildings in the area. The roof is flat, with a parapet and includes a cornice. The frontage of the building is primarily brick, with cement plaster on the upper floor. The Downtown Standards do require a zero setback from property line, per the following standard:

VI-B) Setback

1) Except for arcades, alcoves and other recessed features, building shall maintain a zero setback from the sidewalk or property line (Illustration: Recommend 2, 5, 6 & 10). Areas having public utility easements or similar restricting conditions shall be exempt from this standard.

Since the required 20 foot setback from arterial setbacks creates a restricting condition in this case, the building would not be subject to this standard. However, the applicants have attempted to meet the intent of the standard by creating a pedestrian plaza between the building and the sidewalk.

3. Adequacy of Public Facilities

Existing public facilities and utilities are in place to service the project or are to be installed as part of the subdivision improvements. Existing and proposed upgrades include:

- Three-phase electrical service is available to the project site. The Electric Department has indicated that there is adequate power available, and that the preliminary lay-out proposed is satisfactory.
- Existing four-inch water mains are available in both Lithia Way and First Streets. A new eight-inch water line will be extended to provide a connection to B Street as part of the subdivision improvements.
- The existing six-inch sewer line in First Street will be upgraded to eight-inches to serve the project as part of the subdivision improvements.
- A new 12-inch public storm drain line will be installed in First Street to convey stormwater run-off from the site to the existing storm drain line at B and First Streets as part of the subdivision improvements. Also as part of the subdivision improvements, 19.5 percent of the site is proposed to be landscaped, reducing run-off from the site, which is currently paved, and a bio-swale is to be installed to allow for on-site detention and filtration of stormwater before it enters the city storm sewer system.

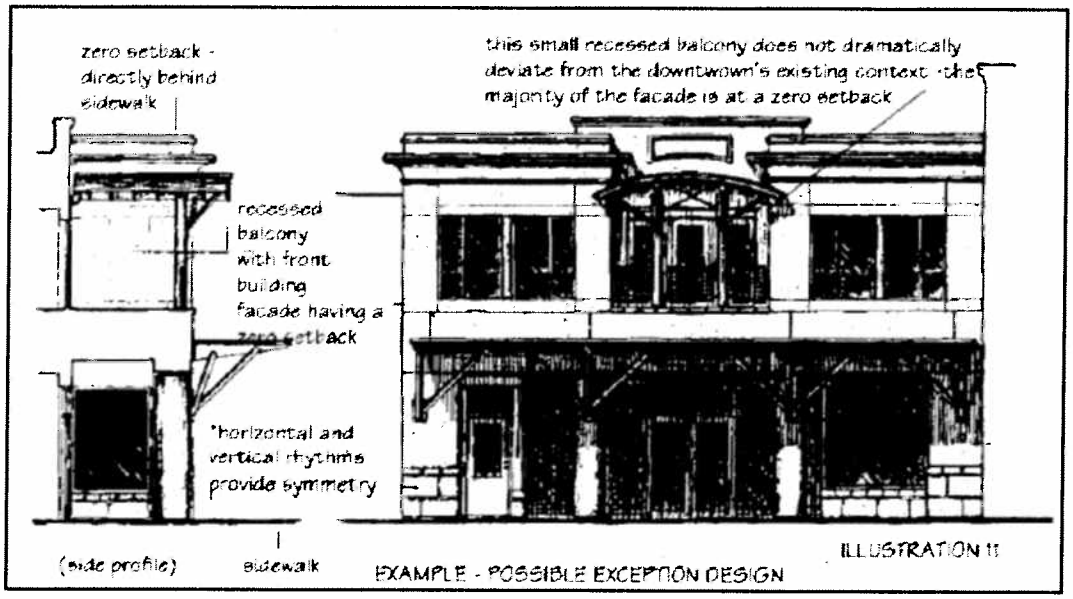
- Paved access is provided directly from First Street, and to Pioneer Street via an easement through the existing City of Ashland public parking lot.

- As part of the subdivision improvements, the existing public sidewalks along the project perimeter on both Lithia Way and First Street will be widened to present street standards. The Lithia Way pedestrian corridor will be improved to Boulevard/Arterial standards which required a minimum of 12 feet in improvement width, with a four-foot commercial hardscape parkrow with tree wells between the curb and sidewalk and a minimum of an eight-foot wide sidewalk. Pedestrian-scaled streetlights shall be installed according to the City of Ashland's historic/commercial streetlight standard.

- An existing transit shelter is located along Lithia Way, between Second and First Streets.

B. Administrative Variance to Site Design Standards

The applicant is requesting an Administrative Variance for the two recessed balconies on either side of the building frontage, which are not to be incorporated into a street facing elevation per Section VI.B.3 of the Downtown Design Standards. The application states that, since there are no other adjacent buildings, this Variance will help meet the intent of Standard VI.A.1, which calls for building height to vary slightly from adjacent buildings in order to "maintain the traditional staggered streetscape appearance." The request closely matches what the Downtown Design Standards shows as a possible Design Standards Exception, as shown in the following graphic from Section VI.K.



C. Modification of Previous Subdivision Approval

The applicant is requesting a modification of the Subdivision approval (PA2007-00091) in order to consolidate the lots for the proposed building. The proposed configuration still meets all the subdivision requirements, as the lots still meet dimensional requirements and other aspects of the subdivision remain unchanged. Section 18.80.050.E does require the change to be reviewed by the Planning Commission prior to approval of a final plat, however. Several other small changes to the subdivision include a modification to the parking plan adjacent to the driveway entrance to the underground parking, a change in the landscape plan to allow some addition plaza area, and a change in the subdivision name from "Lithia and First Street" to "First Place".

III. Procedural - Required Burden of Proof

The criteria for Site Review approval are described in 18.72.070 as follows:

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

A. All applicable City ordinances have been met or will be met by the proposed development.

B. All requirements of the Site Review Chapter have been met or will be met.

C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.

D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options. (Ord. 2655, 1991; Ord 2836 S6, 1999)

The criteria for an Administrative Variance to the Downtown Site Design and Use Standards are described in Section VI-K of "Site Design and Use Standards" as follows:

1. There is a demonstrable difficulty in meeting the specific requirements of this chapterdue to a unique or unThere is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site, an existing structure or proposed use of the site;

2. There is demonstrable evidence that the alternative design accomplishes the purpose of the Downtown Design Standards and Downtown Plan in a manner that is equal or superior to a project designed pursuant to this standard or historical precedent (Illustration; Recommend 11).

3. The exception requested is the minimum necessary to alleviate the difficulty of meeting the Downtown Design Standards.

The criteria for Preliminary Plat approval are described in 18.80.040 as follows:

A. **Submission.** The subdivider shall submit eight (8) copies of a preliminary plat and other supplementary material as may be required to indicate the general program and objectives of the project to the office of the Director of Public Works. The plat shall be prepared by a registered surveyor.

B. **Scale.** The preliminary plat shall be drawn on a sheet eighteen (18) inches by twenty-four (24) inches in size at a scale no smaller than one (1) inch equals one hundred (100) feet.

C. **General information.** The following general information shall be shown on the preliminary plat:

1. *Proposed name of the subdivision, which must not duplicate nor resemble the name of another subdivision in Jackson County and shall be approved by the Planning Commission.*
2. *Date, north point, and scale of drawing.*
3. *Appropriate identification clearly stating the map is a preliminary plat.*
4. *Location of the subdivision sufficient to define the location and boundaries of the proposed tract.*
5. *Names and addresses of the owner, subdivider, and surveyor.*

D. **Existing conditions.** The following existing conditions shall be shown on the preliminary plat:

1. *The location, width, and names of all existing or platted streets within or adjacent to the tract, together with easements and other important features, such as section lines and corners, and monuments.*
2. *Location and direction of all watercourses and areas subject to flooding.*
3. *Natural features such as rock outcroppings, marshes, wooded areas, and isolated preservable trees.*
4. *Existing uses of the property, including location of all existing structures to remain on the property after platting.*
5. *Zoning on and adjacent to the tract.*
6. *Contours at an interval of five (5) feet.*

F. **Land division - proposed plan.** The following information shall be included on the preliminary plat.

1. *The location, width, names and approximate grades of streets, and the relationship of the streets to any projected streets as shown on any development plan adopted by the Planning Commission, or if there is no development plan, as suggested by the City to assure adequate traffic circulation.*
2. *The location and purpose of easements.*
3. *The location, approximate dimensions, and proposed lot and block numbers, for all lots and blocks.*

4. *Sites, if any, allocated for purposes other than single family dwellings.*

G. **Partial development.** Where the plat to be subdivided contains only part of the tract owned or controlled by the subdivider, the Planning Commission may require a Master Plan for the unsubdivided portion.

H. **Explanatory information.** The following information shall be submitted in separate statements accompanying the preliminary plat or, if practicable, shall be shown on the preliminary plat:

1. *A vicinity map, showing existing subdivisions, streets, and unsubdivided land adjacent to the proposed subdivision and showing how proposed streets may be extended to connect with the existing streets.*
2. *Proposed deed restrictions, if any, in outline form.*
3. *Where there are slopes in excess of ten (10) percent within the area to be subdivided, a preliminary grading plan may be required by the Planning Commission. A grading plan should show existing and finished grades on lots and streets proposed to be graded. Before grading can begin, the grading plan shall be approved by the Planning Commission, which may request a review and report from the City Engineer.*

I. **Tentative approval.**

1. *Within thirty (30) days from the first regular Planning Commission meeting following submission of the plat, the Planning Commission will review the plan and may give tentative approval of the preliminary plat as submitted or as it may be modified or, if disapproved, shall express its disapproval and its reasons therefore.*
2. *Approval of the preliminary plat shall indicate the Planning Commission's approval of the final plat provided there is no change in the plan of subdivision as shown on the preliminary plat and there is full compliance with the requirements of this Title.*
3. *The action of the Planning Commission shall be noted on two (2) copies of the preliminary plat, including reference to any attached documents, describing conditions. One (1) copy shall be returned to the subdivider and the other retained by the Planning Commission. (Ord. 2052, 1979)*

IV. Conclusions and Recommendations

Overall, staff believes the proposal meets the relevant approval criteria for Site Review approval. The site layout, landscaping and building design address applicable requirements of Chapter 18.72, the Basic Site Review Standards for Commercial Development and the Detail Site Review Standards. The building itself has been designed to meet the Downtown Design Standards. The request for the Exception, while somewhat subjective, appears to be minimal and to retain the downtown character of the building.

Should the Commission believe adequate information and facts are provided to approve the project, Staff recommends approval of the application with the following conditions attached:

1) That all proposals of the applicant shall be conditions of approval unless otherwise modified here.

2) That all conditions of the Subdivision approval, PA #2007-00091, unless otherwise modified herein, shall remain in effect.

3) That any change of use from general office, as proposed, to a use which requires additional parking capacity is subject to Site Review approval.

4) That the applicant obtains a fence permit prior to installation of any structure within the front yard setback area that is greater than 18 inches in height.

5) The windows on the ground floor shall not be tinted so as to prevent views from outside of the building into the interior of the building

6) That the front entrances adjacent to Lithia Way shall remain functional and open to the public during all business hours.

7) That prior to tree removal, site work, storage of materials or building permit issuance, a Tree Verification Permit shall be obtained, and tree identification and protection measures installed, inspected and approved on site by the Staff Advisor.

8) That prior to the issuance of a building permit:

   a) That the plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify this Site Review approval shall be submitted and approved prior to issuance of a building permit.

   b) That the final plat for the subdivision approval (PA2007-00091) with the modifications approved herein be submitted and approved. All hardscape, landscaping, irrigation, parking, bicycle parking, walkways, sidewalks, street trees, street lights and pedestrian scale on-site lighting, and the bio-swale, shall be installed according to approved plan, inspected, and approved prior to the signature of the final survey plat.

   c) That the recommendations of the Historic Commission with final approval of the Staff Advisor shall be incorporated into the building permit submittals.

   d) That a comprehensive sign program in accordance with the requirements of Chapter 18.96 shall be developed for the building and submitted for review and approval with the building permit submittals. That a sign permit shall be obtained prior to installation of new signage. Signage shall meet the requirements of Chapter 18.96.

e) All private easements and public utility easements on the property shall be shown on the building permit submittals.

f) That a drainage plan shall be submitted at the time of a building permit for review and approval by the Engineering, Building, and Planning Divisions.

g) A final utility plan for the project shall be reviewed and approved by the Planning, Engineering and Building Divisions prior to issuance of a building permit. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins.

h) The applicant submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Electric Department prior to building permit submittals. Transformers and cabinets shall be located in areas least visible from the street, while considering the access needs of the Electric Department.

i) That mechanical equipment shall be screened from view from Lithia way. Location and screening of mechanical equipment shall be detailed on the building permit submittals.

j) Exterior lighting shall be shown on the building permit submittals and appropriately shrouded so there is no direct illumination of surrounding properties.

k) That the building materials and the exterior colors shall be identified in the building permit submittals. The information shall be consistent with the colors, texture, dimensions and shape of materials and building details proposed and approved as part of the land use application. Exterior building colors shall be muted colors, as described in the application. Bright or neon paint colors shall not be used in accordance with II-C-2f)1) of the Detail Site Review Standards.

l) The inverted u-racks shall be used for the bicycle parking. The building permit submittals shall verify that the bicycle parking spacing and coverage requirements are met in accordance with 18.92.040.I.

m) Solar setback calculations demonstrating that all new construction complies with Solar Setback Standard B in the formula [(Height – 16)/(0.445 + Slope) = Required Solar Setback] and elevations or cross section drawings clearly identifying the highest shadow producing point(s) and the height(s) from natural grade shall be included in building permit submittals.

9) That prior to the issuance of a certificate of occupancy:

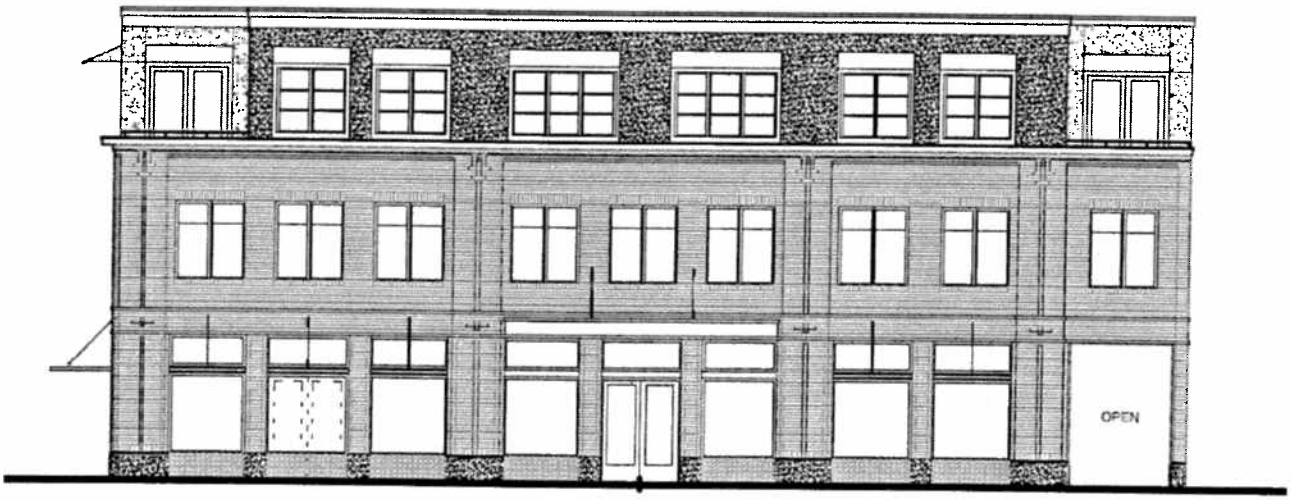
a) The landscaping and irrigation system shall be installed according to the approved plan, inspected and approved by the Staff Advisor. If, upon review of the submitted landscape and irrigation plans, any revisions to landscape plants or irrigation are required to conform to Section III of Site Design and Use Standards, they shall be incorporated into a revised landscape plan and submitted for review and approval of the Staff Advisor

b) All bicycle parking shall be installed in accordance with design and rack standards in 18.92.040.I and J prior to the issuance of the certificate of occupancy.

c) The requirements of the Ashland Fire Department, including the installation of any required fire hydrants and fire apparatus access and turnaround requirements shall be complied with prior to issuance of the building permit or the use of combustible materials, whichever applicable. Fire Department requirements shall be included on the engineered construction documents for public facilities. If a fire protection vault is required, the vault shall not be located in the sidewalk.

d) An opportunity to recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure in accordance with the Recycling Requirements of AMC 18.72.115.A.

PROJECT DESCRIPTION FOR
165 LITHIA WAY & 123 FIRST STREET
(PREVIOUSLY COPELAND LUMBER SITE)
FOR A
SITE REVIEW PERMIT, DOWNTOWN DESIGN STANDARDS EXCEPTION & SUBDIVISION MODIFICATION



SOUTH ELEVATION FACING LITHIA WAY

SUBMITTED TO

CITY OF ASHLAND PLANNING DEPARTMENT
ASHLAND, OREGON

SUBMITTED BY

URBAN DEVELOPMENT SERVICES, LLC.
700 MISTLETOE ROAD, SUITE 204
ASHLAND, OR 97520

I. PROJECT INFORMATION:

PLANNING ACTION: The applicants are requesting a Site Review Permit to construct a 16,246 square foot, three-story with basement mixed-use building with commercial office space on the first and second floors and four residential condominium apartments on the third floor. The applicants also propose a modification to Planning Action 2007-00091 for the now vacant property located at 165 Lithia Way (old Copland Lumber site). Lastly, the applicants are requesting an exception to the City's Downtown Design Standards, VI-B #3, to allow for recessed balconies on the front of the building.

ADDRESS & LEGAL DESCRIPTION: 165 Lithia Way and 123 North First Street; Map #391E 09BA, Tax Lots 10100, 11601, 11701, 9000, 9001, 9002 and 9003.

OWNERS: Archerd & Dresner LLC 550 E. Main Street Ashland, OR 97520 Redco Development, LLC 230 Wilson Road Ashland, OR 97520 **LAND USE PLANNING:** Urban Development Services, LLC 700 Mistletoe Road, Suite 204 Ashland, OR 97520 **BUILDING ARCHITECT:** Kistler Small White Architecture 545 "A" Street Ashland, OR 97520	**LANDSCAPE ARCHITECT (common)** Galbraith & Associates 318 S. Grape Street Medford, OR 97501 **LANDSCAPE ARCHITECT (plaza)** Covey Pardee, Landscape Architects 295 East Main Street Ashland, OR 97520 **SURVEYOR:** Polaris Land Survey P.O. Box 459 Ashland, Oregon 97520 **ENGINEER:** Thornton Engineering 1238 Disk Drive, Suite 1 Medford, OR 97501

COMPREHENSIVE PLAN DESIGNATION:
Commercial

ZONING DESIGNATION:
C-1; Commercial Retail

ADJACENT ZONING/USE:

WEST:	C-1; Commercial Retail
EAST:	C-1; Commercial Retail
SOUTH:	C-1-D; Commercial Downtown
NORTH:	R-2; Multi-Family Residential

APPLICABLE ORDINANCES:

C-1; Retail Commercial District, Chapter 18.32
Site Design & Use Standards, Chapter 18.72
Site Design & Use Standards (Design Standards)
- Basic Site Review, Section II
- Detail Site Review, Section II
- Large Scale Standards, Section II
- Parking Lot Landscaping & Screening Standards, Section II
- Street Tree Standards, Section II
- Historic District Design Standards, Section IV
- Downtown Design Standards, Section VI

Subdivisions, Chapter 18.80
Tree Preservation & Protection, Chapter 18.61
Parking, Chapter 18.92

RESIDENTIAL DENSITY:

Permitted: 12 units *(based upon density allocation permitted by PA-2007-00091)*
Proposed Residential Density: 4 residential units
** Remaining residential density (8) to be re-allocated to subdivision's remaining lots.*

LOT AREA:

Total Area:	7,453 square feet

BUILDING DATA:

Basement:	6,706 sq. ft. (parking, mechanical equipment, misc. storage)
First Floor:	5,082 square feet (commercial office)
Second Floor:	5,640 square feet (commercial office)
Third Floor:	5,524 square feet (residential condominiums)

PARKING:

Vehicle Parking (AMC 18.92.020 A and B):

Required:	General Office:	1 parking space per 450 sq. ft.
	Residential:	1 parking space per unit less than 500 sq. ft.
		1.5 parking spaces per unit greater than 500 sq. ft.
		1.75 parking spaces per 2 bedroom unit
		2 parking spaces per 3 bedroom unit

1st floor:	5,082 sq. ft. "office"	divided by 450 sq. ft.	= 11.3 parking spaces
2nd floor:	5,640 sq. ft. "office"	divided by 450 sq. ft.	= 12.5 parking spaces
3rd floor:	Four 2-bedrm. Condos	X by 1.75 per unit	= 7 parking spaces

Total Vehicle Required:	= 30.8 (31) parking spaces
Total Vehicle Provided:	= 31 parking spaces

Bicycle Parking (AMC 18.92.040):

Required:	Bike Parking Office:	1 bike space per 5 vehicular spaces * 50% to be sheltered
	Bike Parking Residential:	1 sheltered spaces per 1 bedroom 1.5 sheltered spaces per 2 bedroom 2 sheltered spaces per 3 bedroom

1st floor:	5,082 sq. ft. "office"	11.3 parking spaces	= 2.26 bike spaces
2nd floor:	5,640 sq. ft. "office"	12.5 parking spaces	= 2.5 bike spaces
3rd floor:	Four 2-bedrm. Condos	7 parking spaces	= 6 bike spaces

Total Bike Required:	= 10.76 (11) bike spaces
Total Bike Provided:	= 12 bike spaces
Total Bike Required Sheltered:	= 9 bike spaces (75%)
Total Bike Provided Sheltered:	= 12 bike spaces (100%)

II. PROJECT SITE DESCRIPTION & HISTORY:

Site Location and Description: The subject site is part of a 1.44 acre master-planned mixed-use commercial subdivision recently approved by the Ashland Planning Commission (PA-2007-00091) and is located on the north side of Lithia Way – between First Street and the City's parking lot (formerly the site of Copeland Lumber and the professional office buildings known as Tempest Court). The property is currently being excavated and buildings demolished in order to accommodate the subdivision's common open space improvements, infrastructure and new building sites.

Although the subdivision's final plat has yet to be recorded at the time of this writing, the master-planned approval consisted of seven building sites and one common open space area encompassing the necessary parking, vehicular circulation, landscaping, lights, sidewalks, bike parking and a bio-swale. The general design of the subdivision is to create a neo-traditional streetscape environment with "storefront" facades along the Lithia and First Streets and parking in the rear.

Zoning: The property is within the C-1 zoning district (Chapter 18.32, Retail – Commercial) which is intended to provide a more urban development pattern as described further described below. The C-1 zoning allows a variety of commercial uses such as office, retail, eating, drinking, entertainment, and theaters as well as residential. The proposed development is in concert with the uses listed. Further, the proposed development meets the requirements of Chapter 18.32 such as recycling, light, glare, landscaping, etc. This information is substantiated with the drawings and the findings provided herein.

History of Lithia Way: Lithia Way was created by the Oregon Department of Transportation (ODOT) in the 1950's as part of an overall highway plan in the State of Oregon. Throughout the downtowns of various cities in Oregon, ODOT constructed what

were referred to as "couplets". These were a pair of one-way streets in the downtown sections. Ashland has Lithia Way and Main Street, Medford has Riverside and Central, Grants Pass has Sixth and Seventh Streets, and so on. These couplets were intended to alleviate traffic congestion and provide for additional downtown development. Unfortunately, shortly after ODOT initiated the "couplet" program, the Federal Government instituted the Interstate Highway Program (IHP) with Interstate 5 beginning construction in the early 1960's with many of the State's couplets languishing. Lithia Way was originally intended to become a second "Main Street" in downtown Ashland, but it gradually became a secondary street to Main Street due to the IHP, slow economic times and the shift in market trends for more automobile oriented sites (i.e., Ashland Street).

In 1998, Lithia Way was also included in the Downtown Development Standards overlay zone, a subsection of the Site Design and Use Standards, with the intent to develop Lithia Way with "Main Street" types of buildings already found in downtown Ashland along Main Street, the Plaza, Oak Street, etc. The primary purpose of the Standards is to "guide" development to respect the downtown areas unique heritage and to enhance the livability of the area as it develops and changes. The end result of the Downtown Design Standards, in addition to the Basic and Detail Site Review Standards, is a more human scale environment which includes placing parking in the rear, placing buildings along the streets, and designing buildings that are attractive, inviting and that fit the rest of the downtown's context.

The project site offers a unique opportunity to create a secondary main street along Lithia Way. The redevelopment of Lithia Way has already begun with the recent construction of the Jasmine Building, Q's and the under-construction Kendrick Building (all on the south side of Lithia Way). The City also has an interest in redeveloping the adjacent City parking lot as an affordable housing project. All of these projects will help rejuvenate Lithia Way and create a vibrant and economically healthy second Main Street within the heart of Ashland.

III. PROJECT PROPOSAL & DESCRIPTION:

Proposal: The proposal is for a 16,246 square foot, three-story mixed-use building with commercial office space on the first and second floors and four residential condominium apartments on the third floor of the property located at 165 Lithia Way (old Copland Lumber). The applicants also propose to construct a 6,700 square foot basement accommodating 12 underground parking spaces.

The applicants also propose a modification to the Subdivision's original planning approval (PA-2007-00091). The changes include a change in the subdivision's name from "Lithia & First Street" to "First Place", some minor modifications to the landscape plan and the merging of Lots #1 and #2. Lastly, the applicants are requesting an exception to the Downtown Design Standards, Section VI-B #3, in order to allow two recessed balconies along the front of the building.

Lot Merge (Lot #1 and #2): The present application is to construct a three-story building and basement on two of the subdivision's originally approved seven building lots (previously lots #1 and #2). Once the site's civil improvements are completed or bonded for, the subdivision will be recorded having seven overall lots with six building lots. Four building sites will be along Lithia Way and two along First Street with the project's common open space remaining as is.

The decision to merge the lots was based upon market demand for single level floor plans by two different businesses each wanting space on one level to accommodate their growing businesses. The original plan was for two lots of 40' and 43' wide which would have required these businesses to occupy more than one floor creating accessibility and management issues and limiting expansion and flexibility scenarios.

Elevations: Like most large scale buildings, a number of design options were considered prior to submittal in order to construct a building that accommodates a multitude of uses, is sustainable and is everlasting. In addition, the Architect has reviewed the Downtown Design Standards, consulted with other Architects, met with the Ashland Historic Commission and Planning Staff to create the building's design.

South Elevation (Lithia Way): The design approach towards Lithia Way is to reflect the traditional building styles already found in Downtown Ashland and referenced by the adopted Downtown Design Standards. The design respects the scale and proportions of a number of historic buildings in downtown Ashland while incorporating modern materials and details. The design acknowledges historic traditions while offering a contemporary interpretation that is compatible within the historic district. The elevation builds on a strategy of expressing a basic post and lintel construction while providing a variety of recessed and projecting areas to create surface relief and visual interest. Window areas are proportioned vertically and are kept to less than 50% of the total surface area. The first and second floor windows have a larger area to reinforce their commercial nature and the third floor windows are smaller with the intent to define a separate use from the first two floors.

West Elevation: Due to the subdivision's common open space and pedestrian path abutting the subject building to the west, the building's west elevation will be visible from Lithia Way. The common open space was intentionally planned creating a unique opportunity to provide the side of the building with inviting and friendly design elements such as storefront windows, residential windows, an entrance area, lighting and materials that wrap from the front to the rear. Note: Although it's very likely the City parking lot will be converted to a similar mixed-use building plan, the west elevation of this building will retain some architectural interest and pedestrian scale elements (sidewalk, windows, landscaping, lighting, entrances, etc.) found on many of streets in Ashland. Also, if the City's property is designed correctly, the Council (as property managers for the City) *could* elect to participate and expand the open space area and thus create the opportunity for a mid-block urban park.

Internal Side and Rear Elevations: Obviously the internal side elevation will not be

visible as a future building will eventually abut directly next to it. However, in the interim, the side elevation will likely have a stucco finish or a relatively inexpensive finish with the understanding it will be temporary. The rear of the building is relatively simple as discussed within the Downtown Design Standards, Section VI-J 1. However, the rear has standard window patterns and openings and the material is stucco which is consistent with other materials found in the Downtown.

Basement: The basement area or parking garage sits below the sidewalk grade of Lithia Way and is 6,706 sq. ft. in area. The garage accommodates 12 parking spaces (9 standard and 3 compact), storage, trash, bicycles, mechanical equipment and an elevator. The basement is accessed via the stairwell, a man door adjacent to the pedestrian breezeway and the large vehicle door. All parking spaces and back-up distances have been designed in accordance with Chapter 18.92.

1st Floor: The first floor area is setback 20' from the front property line, 28' back from the curb and 16' from the back of sidewalk paralleling Lithia Way. The first floor area is 5,082 square feet and will be used as office space. The first floor will have access from the front of the building directly off the plaza. Access to the first floor can also be obtained from both sides of the building with one entrance located from the west side via the common open space area and the other entrance via the semi-public breezeway leading from Lithia Way to the rear parking area and First Street. With both side entrances, it's the applicants' intention to generate an interesting and inviting entrance opportunity. As noted, the west elevation will have store front windows wrapping around the building and a small plaza area creating a "sense of place and entry" and an extension of the front of the building where the alternative is a blank wall and likely an unfriendly environment.

2nd Floor: The second floor will also be used as an office. The second floor is 5,640 square feet and is accessed via two stairwells, one on each side of the building, and the elevator. A small open light well extending from the top of the building through to the breezeway has been designed into the building in order to let natural light into not only the first floor, but also the second floor.

3rd Floor: The third floor is proposed to have 5,524 square feet consisting of four residential condominium units each occupying ¼ of the floor area with each having a corner of the building. Although the final floor plans have yet to be finalized, each unit will have two bedrooms and a small exterior deck. The average size of each unit is 1,098 square feet. There are three points of access for each unit via the two stairwells and the elevator.

Plaza: As illustrated on the attached Plaza Site Plan, the plaza area is approximately 2,248 square feet in area and sits between the proposed building and the new sidewalk along Lithia Way. The plaza's dimensions are roughly 20' X 83', but the project's Landscape Architect's has designed the plaza so that it extends and flows into the adjacent open space as well as the pedestrian corridor that extends through the east side of the building. The plaza space is accessible from the project's open space, the

pedestrian corridor and from Lithia Way making it an important useable and visual element to pedestrians. The plaza space is designed to comply with Section II-C-3b #2 and consist of seating, coverings, trees and an outdoor eating area for employees. Note: Although yet to be decided, the plaza space has been designed with the understanding the front setback along Lithia Way may be reduced allowing the next building to the east to have windows fronting along Lithia Way and then wrapping around the front façade to view the plaza. In doing so, this will also provide for some protections from wind and inclement weather. The plaza space is required to be 10% of the building's gross floor area (minus the basement) which is 1,625 square feet and the proposal is for 2,248 square feet (14%) - not including the additional plaza space within the common open space area on the west side of the building.

Landscaping Modifications: As the site and utility plans have been further refined to address not only the proposed building, but also the infrastructure serving the subdivision's other lots, the originally approved site plans and landscaping plans have modified. These changes were primarily due to the addition of additional parking lot lighting along the pedestrian paths (condition of approval of PA-2007-00091) and a modification to the parking spaces to the rear of the subject lots.

The proposal also includes a request to modify the landscaping plan within the subdivision's common open space area located west of the proposed building in order to extend the plaza space to this side of the building allowing for an opportunity to expand the building's storefront and thus create an attractive "second front facade" rather than a non-descript side facade. In doing so, the open space and pedestrian pathway become more usable and safer as tenants in the building generate informal monitoring. This is often referred as "eyes on the street" which encourage increased pedestrian use. This also allows for an improved "sense of entry" to the west side of the building where "one day" additional tenants can occupy the rear of the first floor providing the building with flexibility.

Building Height: The maximum building height in the C-1 zone is 40' which typically allows three-story buildings and a parapet around the roof providing screening of mechanical equipment. The height measurement is based upon an average from the midpoint of the center of the four walls (finished grade) to the top of the parapet. In this case, the average height is 39'-6", but the most visible or prominent height will be viewed from Lithia Way which only has a 36' height.

Parking Allocation: Considering the Lots #1 and #2 have been merged and the remaining lots re-numbered, the following table represents the subdivision's current parking allocation data based upon the "commonly" owned parking spaces:

Lot #	Allocated Parking Spaces
Lot #1 (previously #1 and #2)	17
Lot #2	8
Lot #3	8
Lot #4	10

Lot #5	7
Lot #6	5
Total Parking Spaces	55

Subdivision Name Change: The subdivision's name is proposed to be changed from "Lithia & First Street" to "First Place".

IV. 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 Site Design & Use Standards as outlined in the Ashland Municipal Code (AMC), Section 18.72.070 and Site Design & Use Standards (Design Standards Booklet, adopted August 4th, 1992).

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.*

CHAPTER 18.72.070, SITE DESIGN & USE STANDARDS:

A. All applicable City Ordinances have been met or will be met by the proposed development.

To the applicant's knowledge all City regulations are or will be complied with. The applicants are not requesting any Variances, but are requesting an exception to the Downtown Design Standards, Section VI-B #3, in order to allow recessed balconies along the building's front façade facing Lithia Way.

B. All requirements of the Site Review Chapter have been met or will be met.

As noted below, all requirements listed in the Site Review Chapter (18.72) have or will be complied with. Specifically, the landscaping will be irrigated and maintained, the trash/recycling area will be screened and light and glare concerns will be addressed with down lighting and screening where necessary. The applicant will be providing tree grates (per City Standards) for the proposed street trees in front of the building.

C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.

As noted below, all requirements listed in the Site Design Standards (booklet) have or will be complied with. Specifically, the applicants have addressed the pertinent

requirements of the Basic Site Review Standards, the Detail Site Review Standards, Street Tree Standards, Historic District Design Standards and the Downtown Design Standards.

D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.

All utilities associated with the development of this property will either be directed towards Lithia Way or down First Street. Adequate public facilities are available within the adjacent rights-of-way. The applicants have worked with the various utility companies to ensure both existing and proposed utilities are available to provide the necessary services and have even upgraded various utilities to serve not only the proposed building, but all the lots within the subdivision. At no time has there been any indication by these companies the services or capacity of services is unavailable. All improvements within the right-of-way, including construction detouring, will be completed under the direction of the Ashland Engineering Department and the Oregon Department of Transportation (ODOT). Lastly, all service upgrades, as identified with the subdivision, are presently being installed and will likely be completed by January 1st; well before this building's construction.

All work within the rights-of-way will comply with the adopted Street Standards and will include widened sidewalks, street trees, etc. In addition, adequate transportation exists to and through this proposed site. The site is within the downtown core and is conveniently located for transit, pedestrian, and automobile traffic. A pedestrian easement extends through the building as well as a sidewalk has been proposed along the west side of the building allowing through connections between Lithia Way, Pioneer Street and First Street. This will facilitate to-and-through access in the subject block. In addition, the site plan has been designed to connect vehicular traffic with the City parking lot to the west providing connectivity between Pioneer and First Streets (via the applicant's existing access easement through the City Parking lot).

Emergency vehicle access to the building was considered at the time of the subdivision allowing for expeditious ingress and egress as well as easy fire truck maneuvering. Emergency services could park along either right-of-way or within the parking lot and exit in a forward manner depending upon the direction of entry. The public access easement extending through the parking lot will be constructed as a fire apparatus access lane and capable of supporting 44,000 lbs.

The estimated energy use of the building for residential need is approximately 135k BTU's and for commercial it is 200k BTU's. These estimates are likely to be less due to the building being on the north side of the street and the incorporation of awnings and specialized glazing.

II-C BASIC SITE REVIEW STANDARDS:

As noted previously, the applicant's have met with the Ashland Historic Commission on a number of occasions in an attempt to identify the community's values and concerns as they relate to new development in the Downtown Historic District. A primary point of concern was to make sure the building's architecture was contextually compatible with other buildings found in the downtown area, but not to the degree that it mimics a specific building or architectural period. The applicants, architect, historian and land use planner walked the Downtown and reviewed the Downtown Design Standards in an attempt to generate the proposed design.

It is the applicant's belief the proposed design addresses the issues raised by the Historic Commission as well as the Downtown Design Standards. Once finished, the building will "read" as a compatible "Main Street" building constructed in the year 2008.

II-C-1a) Orientation and Scale

Buildings shall have their primary orientation toward the street rather than the parking area. Building entrances shall be functional, and shall be shall be accessed from a public sidewalk. Public sidewalks shall be provided adjacent to a public street frontage.

Buildings that are within 30 feet of the street shall have an entrance for pedestrians directly from the street to the building interior. This entrance shall be designed to be attractive and functional, and shall be open to the public during all business hours.

These requirements may be waived if the building is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices, and automotive service uses such as service stations and tire stores.

The submitted building elevations show the primary orientation facing Lithia Way. The main entrance is on Lithia Way with secondary entrances off of the common open space (west side of building) and the open breezeway. A new 12' public sidewalk will replace the existing 8' sidewalk and provide pedestrian access through the plaza and to the building. The building's main entrance off of Lithia Way is attractive, functional and will remain open during business hours.

II-C-lb) Streetscape

1) One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street.

As illustrated on the attached landscaping plan, this standard has been met and is based upon the entire subdivision's frontage in order to generate a more comprehensive tree canopy. The trees will be planted in accordance with the specifications shown on the

attached plan.

II-C-lc) Landscaping

1) Landscaping shall be designed so that 50% coverage occurs after one year and 90% coverage occurs after 5 years.

2) Landscaping design shall use a variety of low water deciduous and evergreen trees and shrubs and flowering plant species.

3) Buildings adjacent to streets shall be buffered by landscaped areas at least 10 feet in width, except in the Ashland Historic District. Outdoor storage areas shall be screened from view form adjacent public rights-of-way, except in M-1 zones. Loading facilities shall be screened and buffered when adjacent to residentially zoned land.

4) Irrigation systems shall be installed to assure landscaping success.

5) Efforts shall be made to save as many existing healthy trees and shrubs on the site as possible.

The proposed landscaping plans were completed by a local professional Landscape Architect with the intent to provide for an attractive landscaped site that also complies with the lot coverage standards. In addition, a second local Landscape Architect developed the details for the project's plaza. Both Landscape Architects have agreed that the above five landscape standards have or will be met. All landscaping will be installed by a licensed local landscaping company familiar with the above coverage requirements.

Note: It should be clearly understood that as a subdivision with common area platted, planned, owned and maintained under the ownership of the remaining six lot owners, the common area's open space, landscaping and parking lot landscaping is equally owned and equally allocated to each building lot so that each lot already meets its minimum landscaping requirements required in the C-1 zone.

II-C-1d) Parking

1) Parking areas shall be located behind buildings or on one or both sides.

2) Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.

Parking is located to the rear and under the proposed building. All surface parking areas have a number of landscaping areas that include shade trees.

II-C-le) Designated Creek Protection

1) Designated creek protection areas shall be considered design elements and incorporated in the overall design of a given project.

2) Native riparian plant materials shall be planted in the adjacent to the creek to enhance the creek habitat.

Not applicable. There is no creek associated with the subject property.

II-C-1f) Noise and Glare

1) Special attention to glare (AMC18.72.110) and noise (AMC9.08.170(c) & AMC 9.08.175) shall be considered in the project design to insure compliance with these Standards.

The proposed uses permitted in this zone (restaurant, office, retail and residential) will not generate noise beyond what is legally permitted. The applicants are proposing under canopy lights, strategically located wall lights and pedestrian scale light bollards designed to comply with Section 18.72.110.

II-C-1g) Expansions of Existing Sites and Buildings

1) For sites which do not conform to these requirements, an equal percentage of the site must be made to comply with these standards as the percentage of building expansion, e.g., if the building area is to expand by 25%, then 25% of the site must be brought up to the standards required by this document.

This standard is not applicable as the site is currently vacant.

II-C-2. DETAIL SITE REVIEW STANDARDS:

Developments that are within the Detail Site Review Zone shall, in addition to complying with the standards for Basic Site Review, conform to the following standards:

II-C-2a) Orientation and Scale

1) Developments shall have a minimum Floor Area Ratio of .35 and shall not exceed a maximum Floor Area Ratio of .5 for all areas outside the Historic District. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum floor area ratio.

Not applicable as the site is within a Historic District.

2) Building frontages greater than 100 feet in length shall have offsets, jogs, or have other distinctive changes in the building facade.

Not applicable as the front facade is only 83 feet wide. However, the building does have distinctive changes in the building façade as regulated by the Downtown Design Standards, Section VI-C. The architecture incorporates a number of distinctive elements such as a pronounced entrance, windows, vertical pilasters and horizontal bands.

3) Any wall which is within 30 feet of the street, plaza or other public open space shall contain at least 20% of the wall area facing the street in display areas, windows, or doorways. Windows must allow views into working areas or lobbies, pedestrian entrances or display areas. Blank walls within 30 feet of the street are prohibited Up to 40% of the length of the building perimeter can be exempted from this standard if oriented toward loading or service areas.

The proposed building has its walls, windows and doors within 20' of the Lithia Way right-of-way and is 16' back from the new public sidewalk. In addition, the west elevation faces the common open space area and the pedestrian path. The submitted elevations show how both elevations have display windows and doors complying with the above standard.

4) Buildings shall incorporate lighting and changes in mass, surface of finish to give emphasis to entrances.

As illustrated with the elevation plans, the proposed building provides for various recessed and projecting architectural details, changes in materials as well as surface material changes to give emphasis to the entrance and architectural interest to the building.

5) Infill of buildings, adjacent to public sidewalks, in existing parking lots is encouraged and desirable.

The proposed building is part of a master planned subdivision attempting to align Lithia Way with attractive buildings along the sidewalk that encourage pedestrian activity. The overall vision of the plan was to create a "main street" streetscape similar to buildings found along the Plaza and East Main Street.

6) Buildings shall incorporate arcades, roofs, alcoves, porticoes and awning that protect pedestrian from the rain and sun.

The proposed design incorporates covered entrances and fixed horizontal canopies providing rain and sun protection to pedestrians.

II-C-2b) Streetscape

1) Hardscape (paving material) shall be utilized to designate "people" areas. Sample materials could be unit masonry, scored and colored concrete, grasscrete, or combination of the above.

The plaza area between the building and the sidewalk will have scored and colored concrete and minimal changing surface patterns designating "people" areas. This pattern will also wrap around to the west side of the building creating a second street facade.

2) A building shall be setback not more than 20 feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas. If more than one structure is proposed for a site, at least 25% of the aggregate building frontage shall be within 20 feet of the sidewalk.

The proposed building is setback 20' from the property line and 16' from the public sidewalk along Lithia Way. The area between the building and the sidewalk has been designed as a plaza space consistent with the standards found in Section II-C-3b (Plazas).

II-C-2c) Parking & On-site Circulation

1) Protected, raised walkways shall be installed through parking areas of 50 or more spaces or more than 100 feet in average width or depth.

2) Parking lots with 50 spaces or more shall be divided into separate areas and divided by landscaped areas or walkways at least 10 feet in width, or by a building or group of buildings.

3) Developments of one acre or more must provide a pedestrian and bicycle circulation plan for the site. On-site pedestrian walkways must be lighted to a level where the system can be used at night by employees, residents and customers. Pedestrian walkways shall be directly linked to entrances and the internal circulation of the building.

The proposal complies with these standards as the common parking lot and circulation plan were created as a part of the subdivision's master plan with the intent to create comprehensive and safe parking and circulation pattern for employees, residents, and customers.

II-C-2d Buffering and Screening

1) Landscape buffers and screening shall be located between incompatible uses on an adjacent lot. Those buffers can consist of either plant material or building materials and must be compatible with proposed buildings.

The proposal complies with the above standard as the common parking lot has perimeter landscaping buffers designed as a part of the subdivision's master plan. The subject building is approximately 80' from the nearest residential property line (R-2 zone).

2) Parking lots shall be buffered from the main street, cross streets and screened from

residentially zoned land.

The project's parking lot is to the rear and under the proposed building providing screening from Lithia Way and adjacent streets.

II-C-2e) Lighting

Lighting shall include adequate lights that are scaled for pedestrians by including light standards or placements of no greater than 14 feet in height along pedestrian path ways.

All stand alone and wall mounted lights will be less than 14' in height along pedestrian pathways.

II-C-2f) Building Materials

1) Buildings shall include changes in relief such as cornices, bases, fenestration, fluted masonry, for at least 15% of the exterior wall area.

The submitted elevations show a building façade with changes in relief greater than 15% of the exterior wall area. Please refer plans for architectural details.

2) Bright or neon paint colors used extensively to attract attention to the building or use are prohibited. Buildings may not incorporate glass as a majority of the building skin.

The proposed colors for the building will be primarily earth tone colors. The majority of the building's skin will be brick and concrete. Please refer to plans for architectural details.

VI DOWNTOWN DESIGN STANDARDS:

VI-A) Height

1) Building height shall vary from adjacent builds, using either "stepped" parapets or slightly dissimilar overall height to maintain the traditional "staggered" streetscape appearance. An exception to this standard would be buildings that have a distinctive vertical division/facade treatment that "visually" separates it from adjacent building.

At this time, there are no other "adjacent" buildings to compare this standard to. However, considering the applicants and project consultants have been involved with the subdivision's master plan, the intent of this standard is clearly understood. Nevertheless, the design of the building, with the incorporation of the third story recessed balconies, the height of the building gives and indication of a stepped or staggered roof line.

2) Multi-story development is encouraged in the downtown.

The proposed building is three stories with commercial space on the first and second floors and residential space on the third floor.

VI-B) Setback

1) Except for arcades, alcoves and other recessed features, buildings shall maintain a zero setback from the sidewalk or property line. Areas having public utility easements or similar restricting conditions shall be exempt from this standard

Due to the required 20' setback along the north side of Lithia Way, this standard can not be complied with. However, because of this *restricting condition*, the building is exempt from this design standard as permitted within the regulating standard itself.

2) Ground level entries are encouraged to be recessed from the public right-of-way to create a "sense of entry" through design or use of materials.

The proposed building sits back 16' from the back of the new sidewalk and 20' from the public right-of-way. The building's ground level entrance has been enhanced not only by architectural building elements, but also surface details creating a "sense of entry" into the building.

3) Recessed or projection balconies, verandas or other useable space above the ground level on existing and new buildings shall not be incorporated in a street facing elevation.

The applicants are requesting an exception to this standard (not a Variance) for a variety of reasons, but first and foremost for livability and secondly, architectural interest. The justification and criteria for an exception to the Downtown Design Standards is as follows:

VI-K) Exception to Standards:

An exception to the Downtown Design Standard is not subject to the Variance requirements of Section 18.100 of the Ashland Municipal Code and maybe granted with respect to the Downtown Design Standards if all the following circumstances are found:

1) There is demonstrable difficulty in meeting the specific requirements of this Chapter due to a unique or unusual aspect of the site, an existing structure or proposed use of the site;

In 1998 when the Downtown Design Standards were written and its accompanying map adopted, the 20' setback requirement for this section of Lithia Way was not intended to be applied in the Downtown Design Standards Zone as evidenced within the many other

standards and exhibits (see Downtown Design Standards Overlay Map; Downtown Design Standards Sections VI-A #1; VI-B #1, #2 and #3; VI-D #1 and #6; VI-F #1 and Illustrations #2, #5, and #11). Nevertheless, there are a number of these Standards that conflict with the setback provision making the site unique when compared to the main street buildings on the south side of Lithia Way, East Main Street or the Plaza and thus creating the opportunity for a slightly modified "main street" design.

2) There is demonstrable evidence that the alternative design accomplishes the purpose of the Downtown Design Standards and Downtown Plan in a manner that is equal or superior to a project designed pursuant to this Standard or historical precedent;

The applicants believe the proposed architecture accomplishes the purpose of the Downtown Design Standards and Downtown Plan as the two balconies do not overwhelm the building's architecture, but instead compliment it. In addition, the balconies provide an opportunity to create an "off-set" or "stepped" appearance as desired above in Section VI-A (Height).

3) The exception requested is the minimum necessary to alleviate the difficulty of meeting the Downtown Design Standards.

Considering the small size of the balconies, the exception requested is the minimum necessary to alleviate the difficulty of meeting the Downtown Design Standards and at the same time create an "off-set" or "stepped" appearance as desired by the Standards without exceeding the maximum permitted building height. Overall, because of the additional 20' setback, the applicants contend the building's architectural character is enhanced by the balconies and provide a small opportunity for the tenants to have some outdoor space for occasional dining and recreation and thereby enhancing their urban living experience.

Finally, the applicants believe the best illustration of this type of flexibility is identified within Illustration #11 of the Downtown Design Standards which also shows how a small recessed balcony does not "dramatically deviate" from the downtown's existing context.

VI-C) Width

1) The width of a building shall extend from side lot line to side lot line. An exception to this standard would be an area specifically designed as plaza space, courtyard space, dining space or rear access for pedestrian walkways.

The width of the building extends from side property line to side property line with an enclosed breezeway for pedestrian access extending from the front of the building to the rear parking area.

2) Lots greater than 80' in width shall respect the traditional width of buildings in the downtown area by incorporation a rhythmic division of the facade in the

building's design.

The building's architecture clearly attempts to add vertical interest to the building in an attempt to create a rhythmic division in the façade. The best example of this is the Enders Building (Columbia Hotel) on East Main Street where the building's width is 100' wide, but there are various divisional elements (recessed bay windows and additional doors) creating the sense of multiple storefronts and property lines.

NOTE: Although not visible from the elevations or floor plans, the Architect has designed the building's front bays to allow for future remodeling in order to create a separate space similar to the Enders Building.

VI-D) Openings

1) Ground level elevations facing a street shall maintain a consistent proportions of transparency (i.e., windows) compatible with the pattern found in the downtown area.

The Lithia Way elevation has storefront windows similar in size to other storefront widows found in the Downtown. The proposed building provides transparent storefront windows and doors on the ground level facing Lithia Way. The store front windows provide pedestrians the opportunity to view products on display or other activities inside the building. This opportunity works vice versa allowing tenants of the building to share in the active street environment Ashland's Downtown Design Standards attempts to create.

2) Scale and proportion of altered or added building elements, such as the size and relationship of new windows, doors, entrances, columns and other building features shall be visually compatible with the original architectural character of the building.

Not applicable as the building is new.

3) Upper floor window orientation shall primarily be vertical (height greater than width).

The second and third floor windows are primarily vertical with their height being greater than their width with the exception of the third floor's center bay windows where proportionally the windows correctly align with the established symmetrical pattern.

4) Except for transom windows, windows shall not break the front plane of the building.

The second and third floor windows are casement windows that only open "into" the building and thereby not break the front plane of the building.

5) Ground level entry doors shall be primarily transparent.

The building's ground level entrance doors will be primarily made of glass. The doors will be transparent allowing visibility into the building.

6) Windows and other, features of interest to pedestrians such as decorative columns or decorative corbeling shall be provided adjacent to the sidewalk. Blank walls adjacent to a public sidewalk is prohibited.

The building's architecture provides for a variety of architectural interest such as the variation and play in brick detailing and symbols, use of materials and windows. The building will have transparent storefront windows and doors on the ground level facing Lithia Way as well as the common open space and the pedestrian pathway. Although setback from the front sidewalk by 16', the store front windows provide pedestrians the opportunity to view products on display or other activities inside the building. This opportunity works vice versa allowing tenants of the building to share in the active street environment Ashland is attempting to create in the Downtown.

VI-E) Horizontal Rhythms

1) Prominent horizontal lines at similar levels along the street 's street front shall be maintained

As mentioned above, the proposed building has a traditional commercial storefront character without attempting to mimic any one building or architectural theme found in the Downtown area. The submitted elevations show a mixed-use building with prominent horizontal lines.

2) A clear visual division shall be maintained between ground level floor and upper floors.

The proposed building elevation shows a clear visual division between the ground floor and two upper floors. The division is created due to the horizontal elements such as the base, alignment of windows, marquee, middle band and metal coping line.

3) Buildings shall provide a foundation or base, typically from ground to the bottom of the lower window sills, with changes in volume or material, in order to give the building a "sense of strength".

The proposed building incorporates a "base" giving the building a "sense of strength". The material proposed for the base will be concrete with ceramic tile.

VI-F) Vertical Rhythms

1) New construction or storefront remodels shall reflect a vertical orientation, either through actual volumes or the use of surface details to divide large walls, so as to reflect the underlying historic property lines.

As noted previously, the building's architecture clearly attempts to add vertical interest to the building in an attempt to create a rhythmic division in the façade. The best example of this is the Enders Building (Columbia Hotel) on East Main Street where the building's width is 100' wide, but there are various divisional elements (recessed bay windows and additional doors) creating the sense of multiple storefronts and property lines. In addition, the project's Plaza plan shows surface improvements that align with the building's pilasters enhancing the building's vertical detailing.

2) Storefront remodeling or upper-story additions shall reflect the traditional structural system of the volume by matching the spacing and rhythm of historic openings and surface detailing.

Not applicable as the proposed building is new.

VI-G) Roof Forms

1) Sloped or residential style roof forms are discouraged in the downtown area unless visually screened for the right-of-way by either a parapet or a false front. The false front shall incorporate a well defined cornice line or "cap" along all primary elevations.

The elevation drawings show a parapet wall with a defined "cornice" consistent with other buildings found in the Downtown area.

VI-H) Materials

1) Exterior building materials shall consist of traditional building materials found in the downtown area including block, brick, painted wood, smooth stucco, or natural stone.

All materials to be used are consistent with traditional building materials including brick, cement, steel, plaster, aluminum and glass.

2) In order to add visual interest, buildings are encouraged to incorporate complex "paneled" exteriors with columns, framed bays, transoms and windows to created multiple surface levels.

The proposed design incorporates multiple surface materials for added visual interest as well as framed bays, recessed and projecting brick details, transom windows, storefront windows, etc.

VI-I) Awnings, Marquees or Similar Pedestrian Shelters

1) Awnings, marquee or similar pedestrian shelters shall be proportionate to the building and shall not obscure the building's architectural details. If mezzanine or

transom windows exist, awning placement shall be placed below the mezzanine or transom windows where feasible.

The proposed design incorporates awnings that are proportionate to the building and do not obscure the building's architectural details or windows.

2) Except for marquees - similar pedestrian shelters such as awnings shall be placed between the pilasters.

The proposed building incorporates awnings between pilasters and thereby respecting the vertical and horizontal planes of the building's architecture.

3) Storefronts with prominent horizontal lines at similar levels along the street's streetfront shall be maintained by their respective sidewalk coverings.

The proposed design incorporated awnings that are at similar levels and are not overwhelming to the building's prominent horizontal features.

VI-J) Other

1) Non-street or alley facing elevations are less significant than street facing elevations. Rear and sidewalls of buildings should therefore be fairly simple, i.e., wood, block, brick, stucco, cast stone, masonry clad, with or without windows.

The rear elevation is relatively simple compared to the Lithia Way façade. However, the façade's design maintains a respectful appearance as it is visible from adjacent neighbors and the parking lot. In addition, considering the location of the site, it's welcoming pedestrian pattern and the likely high volume of pedestrian activity, the design incorporates rear third story rear balconies that provide a "sense of security" for pedestrians, customers, tenants and employees accessing to and through the site.

2) Visual integrity of the original building shall be maintained when altering or adding building elements. This shall include such features as the vertical lines of columns, piers, the horizontal definition of spandrels and cornices and, and other primary structural and decorative elements.

Not applicable as the property is currently vacant.

3) Restoration, rehabilitation or remodeling projects shall incorporate, whenever possible, original design elements that were previously removed, remodeled or covered over.

Not applicable as the property is currently vacant.

4) Parking lots adjacent to the pedestrian path are prohibited (Refer to Design and Use Standards, Section II-D, for Parking Lot Landscaping and Screening

Standards). An exception to this standard would be paths required for handicapped accessibility.

The project does exactly what this standard is attempting to create; replace unattractive surface parking lots with attractive buildings along the sidewalk that encourage pedestrian activity.

5) Pedestrian amenities such as broad sidewalks, surface details on sidewalks, arcades, alcoves, colonnades, porticoes, awnings, and sidewalk seating shall be provided where possible and feasible.

The proposed building virtually incorporates all of these elements. The current 8' sidewalk in front of the property will be replaced with a 12' sidewalk and street trees, surface details within the project's plaza space are proposed, pedestrian shelter is provided under the building's awnings and seating is located directly adjacent to the public sidewalk.

6) Uses which are exclusively automotive such as service stations, drive-up windows, auto sales, and tire stores are discouraged in the downtown. The city shall use its discretionary powers, such as Conditional Use Permits, to deny new uses, although improvements to existing facilities may be permitted.

The proposal does not include any uses that are automotive in nature or would require a Conditional Use Permit. The planned uses for the building include professional offices and residential space.

IV-C HISTORIC DISTRICT DESIGN STANDARDS

In addition to the standards found in Section II, the following standards will be used by the Planning and Historic Commissions for new development and renovation of existing structures within the Historic District.

NOTE: The following standards appear to be "residential design standards" and not applicable to this mixed-use "commercial" project. However, in order to insure compliance and avoid procedural error, the applicants have submitted the following responses to the standards.

1) Construct buildings to a height of existing buildings from the historic period on and across the street. Avoid construction that greatly varies in height (too high or too low) from older buildings in the vicinity.

The subject building is similar in height as other three-story buildings found in the Downtown area. The proposed building does not vary in height too greatly beyond what currently exist as depicted in the illustration.

2) Relate the size and proportions of new structures to the scale of adjacent buildings. Avoid buildings that in height, width, or massing, violate the existing scale of the area.

The subject building has a similar proportion in height, width, and mass as other buildings found in the Downtown area and specifically along Lithia Way such as the new Jasmine Building, Kendrick Building or Mojo's Building.

3) Break up uninteresting boxlike forms into smaller, varied masses which are common on most building from the historic period. Avoid single, monolithic forms that are not relieved by variations in massing

The proposed building design does not have large masses or monolithic box-like forms that have little to no relief as depicted in the illustration.

4) Maintain the historic facade lines of streetscapes by locating front walls of new buildings in the same plane as the facades of adjacent buildings. Avoid violating the existing setback pattern by placing new buildings in front or behind the historic facade line.

Not applicable as no buildings are adjacent.

5) Relate the new roof forms of the building to those found in the area. Avoid introducing roof shapes, pitches, or materials not traditionally used in the area.

The roof shape is "flat" similar to the many other roof shapes found in the Downtown area. A short decorative parapet wall screens the roof and mechanical equipment.

6) Respect the alternation of the wall areas with door and window elements in the façade. Also consider the width-to-height ratio of bays in the façade. Avoid introducing incompatible façade patterns that upset the rhythm of openings established by the surrounding structures.

The building has been designed to be a "main street" type of building complying with the Downtown Design Standards. The design respects the window-to-height ratios found in the Downtown area; large square store front windows on the first floor and vertical windows on the second and third floors.

7) The use of a raised platform is a traditional siting characteristics of most of the older buildings in Ashland. Avoid bringing the walls of the building straight out of the ground without a sense of platform.

The proposed building is designed with an articulated base giving the building a platform. The building's columns rise out of the platform and not out of the ground.

8) Relate the vertical, horizontal or non-directional façade character of new buildings to the predominant directional expression of nearby buildings. Avoid horizontal or vertical façade expressions unless they are compatible with the

character of structures in the immediate area.

The directional expression of nearby buildings predominately face Lithia Way. The entrance is articulated through wall and surface details and is parallel with Lithia Way creating a clear visual clue of where the entry is.

9) Articulate the main entrances to the building with covered porches, porticos, and other pronounced architectural forms. Avoid facades with no strong sense of entry.

The front entrance is well articulated in form so that it creates a strong sense of entry from Lithia Way.

10) Utilize accurate restoration of, or visually compatible additions to, existing buildings. For new construction, traditional architecture that well represents our own time, yet enhances the nature and character of the historic district should be used. Avoid replicating or imitating the styles, motifs, or details of older periods. Such attempts are rarely successful and, even if well done, present a confusing picture of the true character of the historical area.

The applicants have met with the Ashland Historic Commission on two occasions and prior to the Planning Commission's review will have met with the Historic Commission a third time to ensure the proposed design is in keeping with the traditional architecture found in Downtown Ashland. The end result is a front façade that does not "mimic" an existing building nor replicate a false style (Tudor, Gothic, etc.). The applicants believe the proposed building is traditional, yet contemporary and will add significantly to the Lithia Way street façade.

CHAPTER 18.61.200, TREE PROTECTION PLAN:

The attached Tree Preservation and Removal Plan (Sheet L2) was submitted with the original subdivision plans (PA-2007-00091) and will be incorporated into all construction documents.

II-E. STREET TREE STANDARDS:

All development fronting on public or private streets shall be required to plant street trees in accordance with the following standards and chosen from the recommended list of street trees found in this section.

II-E-1) Location for Street Trees

Street trees shall be located behind the sidewalk except in cases where there is a designated planting strip in the right of-way, or the sidewalk is greater shall include irrigation, root barriers, and generally conform to the standard established by the Department of Community Development.

All street trees will be planted in accordance with the approved Landscaping Plan as part of the original subdivision approval (PA-2007-00091). All street trees fronting the subject lot will be planted prior to the subdivision's Final Plat unless bonded for in order to avoid unnecessary damage or stress during construction. The planting of the trees will include root barriers, staking and irrigation to ensure its survival. All street trees have been chosen from the City's adopted Street Tree List.

II-E-2) Spacing, Placement, and Pruning of Street Trees

All tree spacing may be made subject to special site conditions which may, for reasons such as safety, affect the decision. Any such proposed special condition shall be subject to the Staff Advisor's review and approval. The placement, spacing, and pruning of street trees shall be as follows:

a) Street trees shall be placed the rate of one tree for every 30 feet of street frontage. Trees shall be evenly spaced, with variations to the spacing permitted for specific site limitations, such as driveway approaches.

All street trees will be planted and placed in accordance with the approved Landscaping Plan as part of the original subdivision approval (PA-2007-00091) which considered the trees spacing requirements.

b) Trees shall not be planted closer than 25 feet from the curb line of intersections of streets or alleys, and not closer than 10 feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.

All street trees will be planted in accordance with the approved Landscaping Plan as part of the original subdivision approval (PA-2007-00091) which considered this standard.

c) Street trees shall not be planted closer than 20 feet to light standards. Except for public safety, no new light standard location shall be positioned closer than 10 feet to any existing street tree, and preferably such locations will be at least 20 feet distant.

All street trees will be planted in accordance with the approved Landscaping Plan as part of the original subdivision approval (PA-2007-00091). The project's Utility Plan identifies proposed lights and the project's Landscape Architect(s) have considered their location as they relate to the street trees.

d) Trees shall not be planted closer than 2½ feet from the face of the curb except at intersections where it shall be 5 feet from the curb, in a curb return area.

All trees to be planted on-site will be at least 2½ feet from the face of curb. The street tree planting and grate style will be consistent with the other styles found along Lithia Way. Again, all street trees will be planted in accordance with the approved Landscaping

Plan as part of the original subdivision approval (PA-2007-00091).

e) Where there are overhead powerlines, tree species are to be chosen that will not interfere with those lines.

The project's Landscape Architect's have chosen street trees from the Street Tree List that are not going to interfere with overhead power lines or any other type of overhead utility. No overhead power lines exist on Lithia Way.

J) Trees shall not be planted within 2 feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees shall be at least 10 square feet, however, larger cuts are encouraged because they allow additional air and water into the root system and add to the health of the tree. Space between the tree and such hard surface may be covered by permeable non permanent hard surfaces such as grates, bricks on sand, or paver blocks.

All street trees will be planted in accordance with the approved Landscaping Plan as part of the original subdivision approval (PA-2007-00091). All trees to be planted will be within an area of permanent hard surface material, but will have a tree grate around its perimeter that is at least 10 square feet. The tree's trunk will be at least two feet from any hard surface area. The tree grate will be similar with the material and design of existing tree grates found in the Downtown area.

g) Trees, as they grow, shall be pruned to provide at least 8 feet of clearance above sidewalks and 12 feet above street roadway surfaces.

According to the projects Landscape Architect, the proposed street trees will comply with this standard.

h) Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the Staff Advisor.

Not applicable as there are no existing trees along the property's frontage that could qualify as a street tree.

II-E-3) Replacement of Street Trees

1) Existing street trees removed by development projects shall be replaced by the developer with those from the approved street tree list. The replacement trees shall be of size and species similar to the trees that are approved by the Staff Advisor.

All street trees will be planted in accordance with the approved Landscaping Plan as part of the original subdivision approval (PA-2007-00091). Although since removed due to the subdivision's excavation work, there were three street trees which will be replaced

with approximately 10 new trees.

II-E-4) Recommended Street Trees

1) Street trees shall conform to the street tree list approved by the Ashland Tree Commission.

All street trees have been chosen from the adopted Street Tree List.

CHAPTER 18.80 SUBDIVISIONS (MODIFICATION)

Again, the proposed modifications to the approved subdivision plan (PA-2007-00091) includes the change in the subdivision's name from Lithia & First Street to First Place, minor modifications to the landscape plan and the merging of Lots #1 and #2.

18.80.010 Proposals to be Submitted

Proposals for subdivision of land shall be submitted to the Planning Commission for approval through the Director of Public Works. Such proposals shall conform to all provisions of this Chapter.

The modifications proposed conform with all provisions of Chapter 18.80 and have been reviewed by the Director of Public Works.

18.80.020 Design Standards

A. Acceptability - principles: The subdivision shall conform with any development plans and shall take into consideration any preliminary plans made in anticipation thereof. The subdivision shall conform with the requirements of State laws and the standards established by this Chapter.

The modification request to merge Lots #1 and #2 complies with the regulations of this Chapter and applicable State laws. There are no overlay zones or City plans prohibiting the lots from being consolidated. It was never the applicants' original intention to consolidate the lots, but due to market conditions and the demand by two businesses wanting single level offices, the consolidation became necessary.

B. Streets: The Street Standards in Chapter 18.88, Performance Standards Options, shall apply to developments under this chapter.

1. Reserve Strips. Reserve strips or street plugs shall be created to control access onto any street which terminates upon any undeveloped land through which the street might logically extend. In such cases, the street shall be provided to within one foot of the boundary line of the tract with the remaining one foot being granted in fee to the City as a reserve strip. Upon approved dedication of the extension of the

affected street, the one-foot reserve strip shall be dedicated by the City to the public use as a part of said street. This dedication will be automatic and without further action by the City. This action shall also apply retroactively to all previously created reserve strips where the streets have been extended and dedicated for street purposes. (Ord. 2436, 1987)

The modification requests do not impact this standard as there are no proposed street stubs or future streets abutting the subject property. The current parking lot design abuts and matches the City's Parking Lot to the west in order to provide both sites efficient circulation and site planning. The proposal includes a Public Access Easement through the common area that also coincides with the existing deeded Access Easement granted on the City's parking lot. Other than the adjacent City parking lot to the west, all adjacent properties are developed. The proposal does recognize the potential of the City's parking lot to redevelop and maintain transportation connectivity between the sites which align with policies noted within the Transportation Element of the Comprehensive Plan.

2. Alignment. All streets as far as is practical shall be in alignment with the existing streets by continuation of the center lines thereof. The staggering of street alignment resulting in "T" intersections shall wherever practical leave a minimum distance of 125 feet between the center lines of streets.

No new streets are proposed and no existing streets are proposed to be modified.

3. Future extension of streets. Where necessary to give access to or permit a satisfactory subdivision of adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead-end streets may be approved without a turnaround. Reserve strips and street plugs may be required to preserve the objectives of street extensions.

The modification requests do not impact this standard as no new streets are proposed with this application. The proposed development will not prevent adjacent land from being developed as shown on the Comprehensive Plan. Other than the City's public parking lot, the adjacent properties are essentially built-out. The proposal does recognize the potential of the City's parking lot to redevelop and maintain transportation connectivity between the sites which align with policies noted within the Transportation Element of the Comprehensive Plan.

4. Intersection angles. Streets shall be laid out to intersect at an angle as near to a right angle as practical, except where topography requires a lesser angle. Property lines at intersections with arterial streets shall have a minimum corner radius of twenty (20) feet and property lines at other street and alley intersections shall have a minimum corner radius adequate to allow sidewalk and utility space and a curb radius of ten (10) feet.

The corner of Lithia Way and First Street is a intersection of two one way streets. Traffic is not exiting onto Lithia Way from First Street and therefore the corner radius is

unnecessary. Current sidewalk and right-of-way exists and in the summer 2006, the Ashland Public Works Department improved this corner to include sidewalk bump outs and handicap ramps.

5. Existing streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of subdivision.

The modification requests do not impact this standard as First Street is a one-way Commercial Neighborhood Collector Street and is of adequate width to serve the proposed project. The paved surface is 28' wide (curb to curb) and includes an 8' wide parallel parking lane adjacent to the Post Office (5 minute parking) and a 20' one-way travel lane leading north toward the historic residences located on First and "B" Streets. Standards for a Commercial Collector Street, Ashland Street Standards, March 1999, require travel lanes to be 10' in width, which in this case, allows parking on both sides, a 10' travel lane, plus an additional 2' as surplus.

Additionally, the applicants will install a 10' wide sidewalk along the subject property's First Street frontage and also install a 12' sidewalk along the Lithia Way frontage. Street trees will also be installed within tree wells are required under City Street Standards.

Bike lanes exist along Lithia Way, installed at the time certain traffic calming "bulb-outs" and handicap accessible ramps were installed along Lithia Way. No bike lanes are required along First Street as the average daily vehicle trips are less than 3,000 (currently approximately 1,510 trips).

6. Frontage and limited access roads may be required as defined in Sections 18.72.040(L) and 18.72.040(M) of this Title.

Sections 18.72.040 (L) and 18.72.040 (M) do not reference frontage or limited access issues. This appears to be a clerical or code management error. Nevertheless, the application complies with all lot width frontage requirements as described above. In addition, the proposal includes a reduction in vehicular access points (curb cuts) along Lithia Way from two to none and along First Street from two to one. Reducing curb cuts along primary arterials such as Lithia Way is a code and policy statement of not only the City of Ashland, but also the Oregon Department of Transportation (ODOT). Overall, the modification requests do not impact this standard.

7. Access to subdivision. All major means of access to a subdivision or major partition shall be from existing streets fully improved to City standards, and which, in judgment of the Director of Public Works, have the capacity to carry all anticipated traffic from the development.

Access to the proposed subdivision will be via First Street, which is fully improved with sidewalks, curbs and gutters. Applicants and the project's Traffic Engineer have met on a number of occasions with the Public Works Department staff regarding this project's

potential traffic impacts.

8. Half streets. Half streets, while generally not acceptable, may be approved when essential to the reasonable development of the subdivision, when in conformity with the other requirements of these regulations, and when the Planning Commission finds it will be practical to require the dedication of the other half when the adjoining property is subdivided. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street may be platted within such tract. Reserve strips and street plugs may be required to preserve the objectives of the half streets.

No new streets are proposed with this application as the existing streets adjacent to the site have been in existence for many years operating at Levels of Service "A".

9. Cul-de-sacs. A cul-de-sac shall be as short as possible and shall have a maximum length of five hundred (500) feet. All cul-de-sacs shall terminate with a circular turnaround unless alternate designs for turning and reversing direction are approved by the Planning Commission.

No new streets or cul-de-sacs are proposed.

10. Street names. No street name shall be used which will duplicate or be confused with the names of existing streets in Ashland and vicinity except for extensions of existing streets. Streets which are an extension of, or are in alignment with, existing streets shall have the same name as the existing street. Street names and numbers shall conform to the establishment pattern for the City and shall be subject to the approval of the Planning Commission.

No new streets are proposed with this application.

11. Streets adjacent to railroad right-of-way. Wherever the proposed subdivision contains or is adjacent to a railroad right-of-way, provision may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad. The distance shall be great enough to provide sufficient depth to allow screen planting along the railroad right-of-way.

No new streets are proposed with this application.

C. Easements.

1. Utility lines. Easements for sewers, water mains, electric lines, or other public utilities shall be dedicated wherever necessary. The easements shall be a minimum of ten (10) feet in width.

To the best of the applicant's knowledge, the modification requests do not impact this standard. All public utilities on private property will be within 10' easements. Such

easements will be verified at the time of Final Plat submittal.

2. Watercourses. Where a subdivision is traversed by a watercourse such as a drainage way, channel, or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the watercourse, and such further width as will be adequate for the purpose. Streets or parkways parallel to major watercourses may be required.

For the past 80 years it appears this site has been used as a lumber yard and has virtually a 100% impervious surface coverage. There is no indication of a natural watercourse on this site.

D. Lots

1. Lots shall meet the requirements of the zone in which the subdivision is located. These minimum standards shall apply with the following exceptions:

The modification requests do not impact this standard. Specifically, the subject property is zoned C-1, Retail Commercial District, regulated by Chapter 18.32 of the Ashland Municipal Code. Subsection 18.32.040, General Regulations state:

A. Area, Width, Yard Requirements. There shall be no lot area, width, coverage, front yard, side yard, or rear yard, except as required under the Off-Street Parking and Solar Access Chapters; where required or increased for conditional uses; where required by the Site Review Chapter or where abutting a residential district, where such setback shall be maintained at ten feet per story for rear yards and ten feet for side yards.

a. In areas that will not be served by a public sewer, minimum lot size shall be increased to conform with the requirements of the County Health Department and shall take into consideration problems of water supply and sewer disposal.

All lots are to be served by a public sewer system. Sewer Service: There is an existing 6" sewer line located in Lithia Way and the Public Works Department has indicated that this sewer line is adequate to serve the project.

b. Minimum lot standard shall not conflict with City zoning standards.

The proposed lots are not in conflict with the City zoning standards as stated above in Section 18.80.020 D.1. In addition, all lots are at least 40' in width as required under 18.80.020 D.2.

c. Where property is zoned and planned for industrial or business use, other standards may be permitted at the discretion of the Planning Commission. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

The subject property is zoned C-1 allowing for a variety of commercial and business uses as described in 18.32.020 and 18.32.025. The modification request merging the two lots provide for an opportunity to bring two large employers into the downtown with underground parking in the basement of the building.

The original intent to create a lot-layout consistent with the lot pattern already found in Downtown Ashland remains intact. Historically, those lots were platted in a block with one side facing the right-of-way, the other facing an alley or parking area and the sides abutting other lots. As identified on the plans, the site's 1.44 acres (currently seven tax lots) will be divided into seven lots with one being a commonly owned lot. Four of the tax lots will front onto Lithia Way and two tax lots will front onto First Street. The commonly owned lot fronts onto both streets and is intended to accommodate the necessary vehicular parking, ingress and egress points, open spaces, drainage, pedestrian circulation, etc. It is expected that once the utilities are installed and the common area improvements are completed and the lots are recorded, the remaining vacant lots will be sold or developed with individual Site Review Permits applied for. The common area lot will be deed restricted restricting future subdivision or further development of the parcel.

2. Access. Each lot shall abut upon a street, other than an alley, for a width of at least forty (40) feet, except in the case of lots located upon the curved portion of cul-de- sacs or knuckles, or in the case where topography warrants a narrower width. In no case shall a lot abut upon a street for a width of less than twenty-five (25) feet.

Each lot has been designed to accommodate the minimum standard and no lot is less than 40'. The lot frontages are as follows:

Lot #1 = 83.04'; Lot #2 = 41'; Lot #3 = 40'; Lot #4 = 50'; Lot #5 = 47.38'; Lot#7 = 42.1'

3. Through lots. Through lots shall be avoided except where essential to provide separation or residential development from major traffic arteries or adjacent nonresidential activities or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten (10) feet, across which there shall be no right of access, may be required along the line of lots abutting such a traffic artery or other disadvantageous use. Through lots with planting screens shall have a minimum average depth of one hundred ten (110) feet.

All of the proposed buildable lots are standard lots. The commonly owned lot (Lot #7), is a through lot. The common area lot extends from Lithia Way to First Street and is intended to provide to-and-through connection, to accommodate the necessary vehicular parking, ingress and egress points, open spaces, bio-swale, drainage, pedestrian circulation, etc. The project's two primary open space areas are located at both ends of the through lot and provide not only a "green streetscape" opportunity, but also separation from the C-1 zone to the adjacent R-2 zone to the north.

4. Lot side lines. The side lines of lots, as far as practicable, shall run at right angles

to the street upon which the lot faces.

The modification requests do not impact this standard. All four proposed lots fronting Lithia Way have side lot lines that are at right angles to Lithia Way. The two lots along First Street have side lot lines that are not quite at right angles, so as to allow the main access entry to be parallel to rear lot lines of the Lithia Way lots and so that the connection between First Street and the Public Parking lot on Pioneer St. could be aligned in a practical and efficient way. Furthermore, the north side lot line of Lot #6 was specifically angled so as not to "decrease" the visibility and presence of the bio-swale along that section of First Street.

E. Lot grading. Lot grading shall conform to the following standards unless physical conditions demonstrate the propriety of other standards.

1. Cut slopes shall not be steeper than one and one-half (1 ½) feet horizontally to one (1) foot vertically.
2. Fill slopes shall not be steeper than two (2) feet horizontally to one (1) foot vertically.
3. Cut slopes and fill slopes along side and rear lot lines shall be planted with ground cover and shrubs or trees, or by some other method approved by the City.

Cuts and Fills shall meet standards; please review Landscaping plan for details about plant species.

F. Large lot subdivision. In subdividing tracts into large lots which at some future time are likely to be re-subdivided, the Planning Commission may require that the blocks shall be of a size and shape, be divided into lots and contain building site restrictions to provide for extension and opening of streets at intervals which will permit a subsequent division of each parcel into lots of smaller size.

The subdivision is *not* designed to be "re-subdivided".

G. Land for public purposes.

1. The Planning Commission may require the reservation for public acquisition, at a cost not to exceed acreage values in the area prior to subdivision, of appropriate areas within the subdivision for a period not to exceed one (1) year, providing the City knows of an intention on the part of the State Highway Commission, school district or other public agency to acquire a portion of the area within the proposed subdivision for a public purpose, including substantial assurance that positive steps will be taken in the reasonable future for the acquisition.

There are no apparent plans known to the applicant that are stated in City documents, State Highway Commission documents, School District documents, or other public agency documents to acquire a portion of the area proposed for subdivision.

2. The Planning Commission may require the dedication of suitable areas for the parks and playgrounds that will be required for the use of the population which is intended to occupy the subdivision.

The applicants have provided two open space areas as part of this subdivision however the applicant believes that dedicating these areas to the City would be more of a burden than a benefit to the City of Ashland. Without a dedication, the lot owners are required to maintain the land and have the liability whereas with a dedication the liability and maintenance become the City's responsibility.

H. Landscaping. The Planning Commission shall ensure that lot coverage requirements of the zoning district are met appropriately. If lot disturbance exceeds the percentage allowable, the subdivider shall submit as part of the Final Plat procedure, a landscaping plan to be approved by the Commission, and which will conform with the letter and intent of the zone district requirements, the slope requirements in the General Regulations of this Title, and any other applicable section. Performance shall be assured in accordance with Section 18.80.050 of this Chapter.

The proposed landscaping plans were completed by a local professional Landscape Architect with the intent to provide for an attractive landscaped site that also complies with the lot coverage standards. However, it should be clearly understood that as a subdivision with common area platted, planned, owned and maintained under the ownership of the remaining six lot owners, the common area's open space, landscaping and parking lot landscaping will be equally owned and equally allocated (based upon lot area) to each buildable lot so that each lot already meets its minimum landscaping requirements required in the C-1 zone. All landscaping will be installed by a licensed local landscaping company familiar with the above coverage requirements.

I. Exceptions - large scale development. The Planning Commission may modify the standards and requirements of this Chapter if the subdivision plat comprises a complete neighborhood unit, a large scale shopping center, or a planned industrial area. The Planning Commission shall determine that such modifications are not detrimental to the public health, safety, and welfare and that adequate provision is made within the development for traffic circulation, open space, and other features that may be required in the public interest.

Not applicable. No exceptions are being requested by the applicant.

J. The Planning Commission may modify the standards and requirements of this Chapter where the applicant presents innovative design concepts that will assist in providing livable housing at reasonable cost. Such modifications of standards shall be made only in conformance with the intent of this Chapter, and in conformance with all applicable portions of this Title. (Ord 2836 S10, Amended, 02/02/1999, 18.80.020 (B) (C) amended).

Not applicable. No modifications of the standards are requested by the applicant.

18.80.030 Approval of streets

A. Creation of streets.

1. The Street Standards in Chapter 18.88, Performance Standards Options, shall apply to developments under this chapter, except that the Planning Commission shall approve the creation of a street to be established by deed without full compliance with the regulations applicable to subdivisions when any of the following conditions exist:

a. The establishment of a street is initiated by the City Council and is declared essential for the purpose of general traffic circulation and the partitioning of land is an incidental effect rather than the primary objective of the street.
b. The tract in which the street is to be dedicated is an isolated ownership of one (1) acre or less.

2. In those cases where approval of a street may be given without full compliance with the regulations applicable to subdivision, a copy of the proposed deed shall be submitted to the City prior to the Planning Commission meeting at which consideration is requested. The deed, and such information as may be submitted, shall be reviewed by the Planning Commission and, if not in conflict with the design standards (Section 18.80.020), shall be approved with conditions necessary to preserve these standards. Within ninety (90) days following approval, the street shall be surveyed, mapped, and duly recorded with the County Surveyor. (Ord 2836 S11, 1999)

Not applicable as no new streets are proposed.

B. Creation of private ways.

1. Any easement of way providing access to property and which is created in order to allow the partitioning of land for the purpose of transfer of ownership or building development, whether immediate or future, shall be in the form of a street either in a subdivision or as provided in "A" above, except that a private way to be established by deed without full compliance with these regulations shall be reviewed as a Type I Procedure if it is the only reasonable means of access to a landlocked parcel. (Ord. 2121 S7, 1981;)

All lots being created have legal frontage on a public street and are not landlocked.

<u>Chapter 18.88, Performance Standards Options; 18.88.050 Street Standards</u>

All development under this Chapter shall conform to the Street Standards as defined in 18.88.020.K.

It appears there is an Ordinance reference error. There is no subsection K found in 18.88.020. The applicant, however, has responded to the entire Section 18.88.020 in the prior paragraphs of these findings.

The following standards regulate the development of streets and are in addition to the standards contained in the Street Standards Handbook.

A. Private Drive. A private drive is a road in private ownership, not dedicated to the public, which serves three or less units. No curbs or sidewalks are required for a private drive. On-street parking is prohibited on private drives. The private drive standard is as follows:

3 Units15 feet with 20 feet dedicated width
2 Units15 feet with 20 feet dedicated width
1 Unit12 feet with 15 feet dedicated width

No private drive is proposed. There is a private parking lot proposed and it has minimum access widths of 20 feet. The modification requests do not impact this standard.

B. Dedicated Public Streets Required. All roads which serve four units or greater, and which are in an R-1, RR and WR zone, must be dedicated to the public and shall be developed to the Street Standards of this section.

The subject site is located in the C-1 Zone.

C. Dead End. No dead end road shall exceed 500 feet in length, not including the turnaround. Dead end roads must terminate in an improved turnaround as defined in the Performance Standards guidelines adopted pursuant to Section 18.88.090.

No dead end streets are proposed.

D. Obstructed Streets. Creating an obstructed street is prohibited.

No obstructed streets are created by the proposed subdivision.

E. Street Grade. Street grades measured at the street centerline for dedicated streets and flag drives shall be as follows:

1. Street and private drive grades in Performance Standards Developments shall not exceed a maximum grade of 15%. No variance may be granted to this section for public streets. Variances may be granted for private drives for grades in excess of 15% but not greater than 18% for no more than 200'. Such variances shall be required to meet all of the criteria for approval as found in 18.100.

No private drives are proposed in this subdivision and there are no grades in the parking

area that exceed the standards.

Private drives serving structures greater than 24' in height, as defined in 18.08.290, shall provide a Fire Work Area of 20' by 40' within 50' of the structure. The Fire Work Area requirement shall be waived if the structure served by the drive has an approved automatic sprinkler system installed.

The modification requests do not impact this standard. No private drive is being proposed, however, a fire work area that meets Fire Department Standards exists within the parking lot area, and the subdivision has been designed to accommodate expeditious ingress and egress as well as easy fire truck maneuvering. Fire trucks can exit the property in a forward manner. In addition, either right-of-way within First Street and Lithia Way provides access to the future structures.

Private drives and work areas shall be deemed Fire Lanes and subject to all requirements thereof.

No private drive is being proposed, however, a fire work area that meets Fire Department Standards exists within the parking lot area, and the subdivision has been designed to accommodate expeditious ingress and egress as well as easy fire truck maneuvering. Fire trucks can exit the property in a forward manner. In addition either right-of-way within First Street and Lithia Way provides access to the future structures. The public access easement extending through the parking lot will be constructed as a fire apparatus lane capable of supporting 44,000lb vehicles.

Private drives greater than 250' in length shall provide a turnaround as defined in the Performance Standards Guidelines as provided in 18.88.090. (Ord. 2663 S5, 1992)

No private drive is proposed and the parking area connects through to the City's public parking lot off of Pioneer Street. There is, however, a turnaround area within the parking area that meets the dimensional standards of 18.88.090.

F. Exception to Street Standards. An exception to the Street Standards is not subject to the Variance requirements of section 18.100 and may be granted with respect to the Street Standards in 18.88.050 if all of the following circumstances are found to exist:

A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
B. The variance will result in equal or superior transportation facilities and connectivity;
C. The variance is the minimum necessary to alleviate the difficulty; and
D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.
(Ord 2836, Amended, 02/02/1999)

No street exceptions are requested.

18.80.040 Preliminary plat

A. Submission. The subdivider shall submit eight (8) copies of a preliminary plat and other supplementary material as may be required to indicate the general program and objectives of the project to the office of the Director of Public Works. The plat shall be prepared by a registered surveyor.

The copies of the preliminary plat have been prepared by Registered Surveyor, Shawn Kampmann of Polaris Survey in Ashland (541-482-5009) and have been included in this application.

B. Scale. The preliminary plat shall be drawn on a sheet eighteen (18) inches by twenty-four (24) inches in size at a scale no smaller than one (1) inch equals one hundred (100) feet.

Size and scale on the map is as required.

C. General information. The following general information shall be shown on the preliminary plat:

1. Proposed name of the subdivision, which must not duplicate nor resemble the name of another subdivision in Jackson County and shall be approved by the Planning Commission.

The name is First Place Subdivision.

2. Date, north point, and scale of drawing.

The map contains this information.

3. Appropriate identification clearly stating the map is a preliminary plat.

The map clearly states it is a preliminary plat.

4. Location of the subdivision sufficient to define the location and boundaries of the proposed tract.

The map clearly states the location and boundaries of the subject properties.

5. Names and addresses of the owner, subdivider, and surveyor.

The appropriate names are evidenced on the plat map.

D. Existing conditions. The following existing conditions shall be shown on the preliminary plat:

1. The location, width, and names of all existing or platted streets within or adjacent to the tract, together with easements and other important features, such as section lines and corners, and monuments.

Map contains this information.

2. Location and direction of all watercourses and areas subject to flooding.

No areas are subject to flooding on this site.

3. Natural features such as rock outcroppings, marshes, wooded areas, and isolated preferable trees.

All known natural features are shown.

4. Existing uses of the property, including location of all existing structures to remain on the property after platting.

Plat map depicts these items.

5. Zoning on and adjacent to the tract.

Plat map contains this information.

6. Contours at an interval of five (5) feet.

Contours are shown at 1 ft intervals and bolded at 5 ft intervals.

F. Land division - proposed plan. The following information shall be included on the preliminary plat.

1. The location, width, names and approximate grades of streets, and the relationship of the streets to any projected streets as shown on any development plan adopted by the Planning Commission, or if there is no development plan, as suggested by the City to assure adequate traffic circulation.

This information is included.

2. The location and purpose of easements.

Easements are shown.

3. The location, approximate dimensions, and proposed lot and block numbers, for

all lots and blocks.

Lot information is shown.

4. Sites, if any, allocated for purposes other than single family dwellings.

All lots have potential for commercial and residential.

G. Partial development. Where the plat to be subdivided contains only part of the tract owned or controlled by the subdivider, the Planning Commission may require a Master Plan for the unsubdivided portion.

Not applicable.

H. Explanatory information. The following information shall be submitted in separate statements accompanying the preliminary plat or, if practicable, shall be shown on the preliminary plat:

1. A vicinity map, showing existing subdivisions, streets, and unsubdivided land adjacent to the proposed subdivision and showing how proposed streets may be extended to connect with the existing streets.

Vicinity Map attached separately. No streets are proposed.

2. Proposed deed restrictions, if any, in outline form.

Restrictions shall be placed on the common lot to ensure it remains in control of the 6 buildable lots and common open spaces are properly maintained. The formal documentation shall be included with the final plat and recorded at that time.

3. Where there are slopes in excess of ten (10) percent within the area to be subdivided, a preliminary grading plan may be required by the Planning Commission. A grading plan should show existing and finished grades on lots and streets proposed to be graded. Before grading can begin, the grading plan shall be approved by the Planning Commission, which may request a review and report from the City Engineer.

No slopes greater than 10% exist on the site.

I. Tentative approval.

1. Within thirty (30) days from the first regular Planning Commission meeting following submission of the plat, the Planning Commission will review the plan and may give tentative approval of the preliminary plat as submitted or as it may be modified or, if disapproved, shall express its disapproval and its reasons therefor.

2. Approval of the preliminary plat shall indicate the Planning Commission's approval of the final plat provided there is no change in the plan of subdivision as shown on the preliminary plat and there is full compliance with the requirements of this Title.

3. The action of the Planning Commission shall be noted on two (2) copies of the preliminary plat, including reference to any attached documents, describing conditions. One (1) copy shall be returned to the subdivider and the other retained by the Planning Commission. (Ord. 2052, 1979)

18.80.050 Final plat

Applicants understand this section and shall comply with requirements in subsections A, B, C, D, E, F, and G. At the time the Final Plat is submitted to the City of Ashland, this information will be provided.

18.80.060 Improvements

A. Improvement procedure. In addition to other requirements, improvements installed by the subdivider either as a requirement of these regulations or at subdividers own option shall conform to the requirements of this Title and improvement standards and specifications followed by the City. The improvements shall be installed in accordance with the following procedure:

1. Work shall not begin until plans have been checked for adequacy and approved by the City. To the extent necessary for evaluation of the subdivision proposal, the plans may be required before approval of the final map.

2. Work shall not begin until the City has been notified in advance, and if work has been discontinued for any reason, it shall not be resumed until the City has been notified.

3. Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require changes in typical sections and details if unusual conditions arise during construction to warrant the change in the public interest.

4. All underground utilities, sanitary sewers, and storm drains installed in streets shall be constructed prior to the surfacing of such streets. Stubs for service connections for all underground utilities and sanitary sewers shall be placed to such lengths as will obviate the necessity for disturbing the street improvements when service connections are made.

5. A reproducible map showing all public improvements as built shall be filed with the City Engineer upon completion of such improvements.

The applicant understands and agrees with Section A.

B. Improvement requirements. Improvements to be installed at the expense of the land divider are as follows:

1. Interior streets. All interior streets shall be graded for the entire right-of-way width, and roadways shall be improved with paving, curbs, gutters, and drainage. The subdivider shall improve the extension of all subdivision streets to the center line of existing streets with which subdivision streets intersect.

Applicant shall perform as required.

2. Exterior unimproved streets. When part of a proposed subdivision or major land partition abuts an existing unimproved street, the property owner, or a representative, shall satisfy the minor land partition improvement requirements and sign an agreement in favor of improving said street in the future to full City standards as outlined in this Section.

The proposal does not abut an existing unimproved street. The applicant has proposed to install 10' sidewalk on the First Street frontage and to install a 12' sidewalk along the Lithia Way frontage.

3. Structures. Structures specified as necessary by the City, for drainage, access, and public safety shall be installed.

Applicant understands and agrees.

4. Sidewalks. Sidewalks may be required on one (1) or both sides of the street at the discretion of the Planning Commission. Such requirement shall be related to the general level and type of development in the area, the anticipated level of pedestrian traffic, and the safety and convenience of children and other pedestrians.

The applicant has proposed a 10' wide sidewalk along the entire First Street property frontage and a 12' wide sidewalk along the entire Lithia Way property frontage.

5. Improvements to be installed or provided by subdividers include all items required by the Director of Public Works at the time of the subdivider's plat and construction plan and specification approval.

Applicant understands this section.

6. Sewers. Sanitary sewer facilities including laterals connecting with the existing City sewer system shall be installed to serve each lot. No septic tanks or cesspools will be permitted within the City. Storm water sewers shall be installed as required by the City.

Applicants understand this section.

7. Water. Water mains and services, fire hydrants of design, layout, and locations approved by the Director of Public Works as conforming to City standards shall be installed.

Applicant understands this section.

8. Street trees. Street trees may be required by the Planning Commission and shall conform with a City street tree plan or specific requirements of the Commission relating to tree type, size and spacing.

Applicant has proposed street trees along both Lithia Way and First Street Frontages. See Landscaping Plan.

9. Landscaping on lots where the allowable percentage of lot disturbance has been exceeded.

See Landscaping Plan.

10. Monuments. Upon completion of street improvements, monuments shall be re-established and protected in monument boxes at every street intersection and at all points of intersection, or at all points or curvature and points of tangency of street center lines.

Monuments shall be set at the appropriate time.

C. Underground utilities - required. All on site utility lines, including but not limited to electric, communications, street lighting, and cable television, shall be installed underground, except as provided in "D" below. For the purpose of this section, appurtenances and associated equipment such as, but not limited to, surface-mounted transformers, pedestal-mounted terminal boxes and meter cabinets, terminations for concealed ducts in an underground system, and street lighting structures and fixtures may be placed above ground. This section does not apply to utility lines which do not provide service to the area being subdivided.

Applicant understands this section and will comply.

D. Underground Utilities - Exceptions. Minor land partitions shall not be required to provide underground utilities, provided that all new service for residential uses shall have installed a service panel and stubbed conduit to convert to underground utilities at a future date.

No exceptions are being proposed.

E. Underground Utilities - Cost. The developer shall deposit with the City the total fee required in Section 14.16.030 of this Code, and shall be responsible for all

trenching and backfilling. (Ord. 2148 S2, 1981)

Applicant shall comply at the appropriate time.

F. Underground Utilities - Rules and Regulations. The City Council may, by resolution, adopt rules and regulations governing the installation and allocation of costs for underground utility extensions. (Ord. 2148 S3, 1981)

Applicant understands this section.

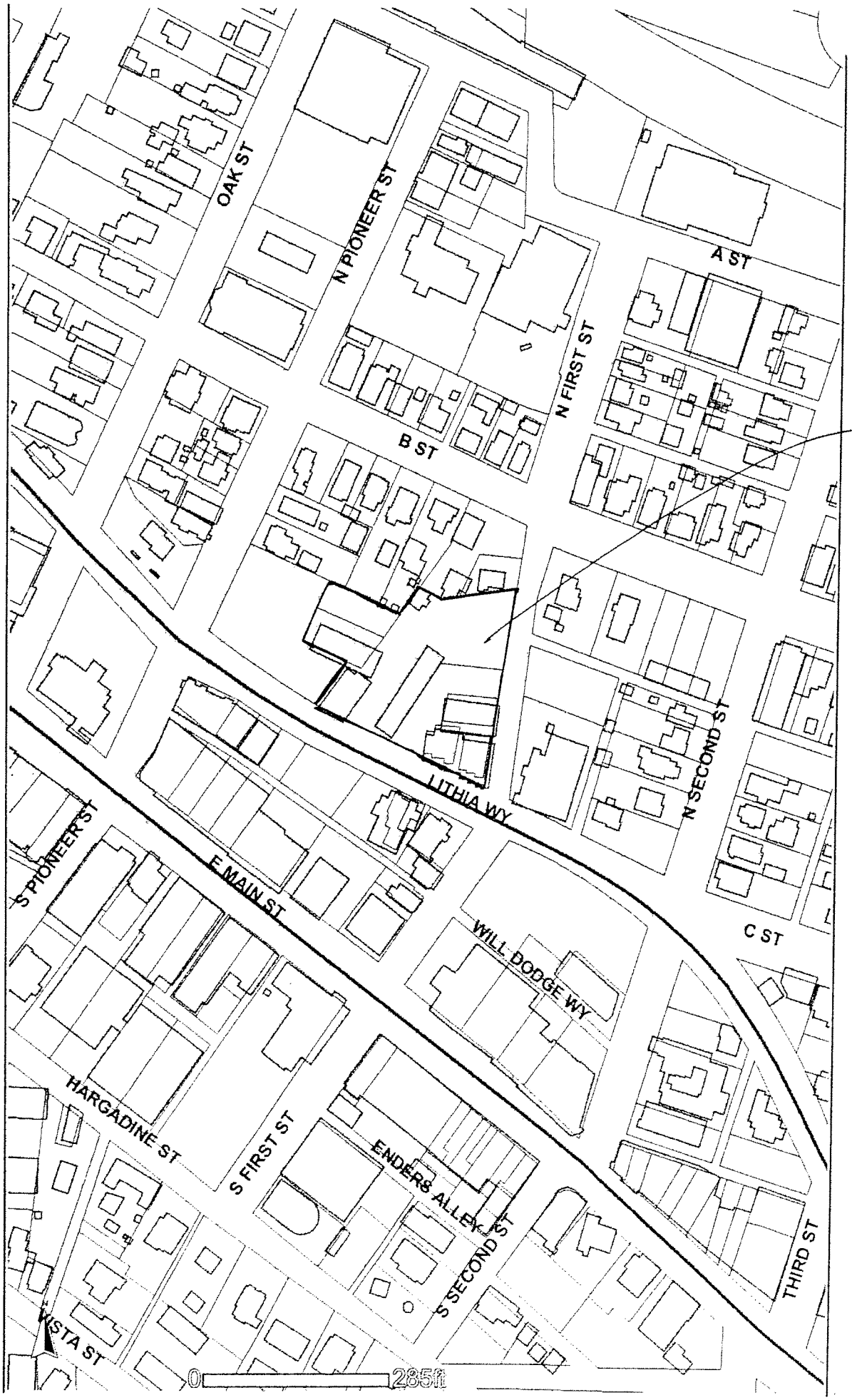
G. Safety Street Lighting. Safety street lighting shall be provided by the developer in new subdivisions and in private developments of five (5) acres or more. Developer shall bear all costs except wiring, maintenance and energy. All street lighting improvements shall be installed to the satisfaction of the Electric Superintendent in accordance with the specifications on file in the office of the Electric Superintendent. The amount and intensity of illumination provided for street lighting shall be in accordance with the standards established by the illuminating Engineering Society, American Standard Association, as approved by the Electric Department.

While this development is not more than five acres, the applicant has proposed to install Sternberg Streetlights along the street frontages and also pedestrian scale lights to assist in nighttime pedestrian circulation.

Attachments: In addition to the written narrative and findings of fact herein, the application materials include all of the requirements of Chapter 18.72.060 as evidenced within the attached plan documents which include:

	Vicinity Map
	Updated Parking Allocation Sheet
	Tree Protection Guidelines
A1	Architectural Site Plan
A2	Basement Floor Plan
A3	First Floor Plan
A4	Second Floor Plan
A5	Third Floor Plan
A6	South Elevation (Lithia Way)
A7	West Elevation
A8	North Elevation
A9	East Elevation
A10	Wall Section/ Elevation Detail
P1	Plaza Site Plan
P2	Plaza Landscape Plan
7	Civil Utility Plan
	Preliminary Survey Plat

L1 Tree Preservation & Removal Plan
L2 Irrigation Plan
L3 Landscaping Plan
L4 Soil Preperation, Planting Details & Specifications
L5 Irrigation Details & Specifications
L6 Structural Soils Specifications



Vicinity Map

Project Site

JACKSON COUNTY
Oregon

TREE PROTECTION GUIDELINES

Prepared by Galbraith & Associates, Inc.
For 165 Lithia Way
Ashland, OR
December 6, 2006

REGISTERED 254 John L. Galbraith OREGON 04/07/89 LANDSCAPE ARCHITECT

GENERAL CONSIDERATIONS

Contrary to popular belief, the root systems of trees are not deep taproots in form. Instead most tree roots grow in the top 12 – 18" from the soil surface and are horizontally oriented, extending far beyond the tree's dripline or canopy. See tree and root section drawing Figure 1.

A rule of thumb is that a healthy tree may tolerate removal of approximately one third of its roots, and "A healthy, vigorous tree may withstand removal of up to 50 percent of its roots without dying."[1] If roots on one side of a tree are severed, it may become unstable and a hazard. Old and mature trees are less tolerant of construction impacts than younger, more vigorous trees, and trees in a grove or forest stands are best retained in those groups.

The species tolerances for trees to be retained surrounding the 165 Lithia Way project are as follows:

RELATIVE TOLERANCE OF SELECTED SPECIES TO DEVELOPMENT IMPACTS[2]

COMMON NAME	SCIENTIFIC NAME	RELATIVE TOLERANCE	COMMENTS
Maple	*Acer*	Moderate	
Mulberry	*Morus*	Moderate	
Malus	*Apple/crabapple*	Moderate	
Leyland Cypress	*Cupressocyparis*	Moderate	
Hornbeam	*Carpinus*	Moderate	Moderately tolerant of root pruning

The size of the tree protection zone, the area protective fencing is shown on the Tree Protection Plan, is calculated by species tolerance and tree age category which selects a distance factor from the trunk of the tree.

GUIDELINES FOR OPTIMAL TREE PRESERVATION ZONES[3]

SPECIES TOLERANCE	TREE AGE	DISTANCE FROM TRUNK (Feet per inch trunk diameter)
Good	Young (<20% life expectancy)	.5'
	Mature (20%-80% life expectancy)	0.75'
	Over mature (>80% life expectancy)	1.0'
Moderate	Young	0.75'
	Mature	1.0'
	Over mature	1.25'
Poor	Young	1.0'
	Mature	1.25'
	Overmature	1.5'

[1] Matheny, N. & Clark, J. 1998. *Trees and Development: A Technical Guide to Preservation of Trees During Land Development.* p. 72.
[2] Ibid. Appendix B selections, p. 165 – 178.
[3] Ibid., p. 74.

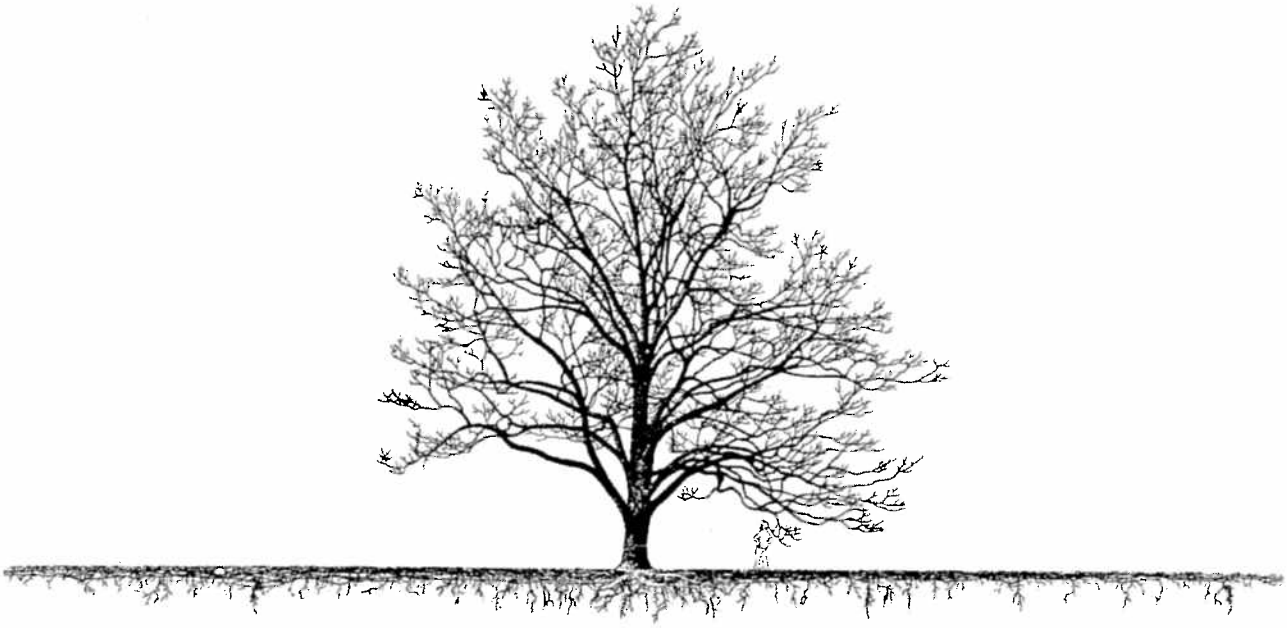


Figure 1
Drawing used by permission of Dr. Gary Watson, The Morton Arboretum, Lisle, Illinois.

TREE PROTECTION SITE RECOMMENDATIONS

GENERAL:

Trees in this section are recommended to be retained. See Tree Preservation notes on Protection Plan (hereinafter called 'Plan') for requirements affecting all retained trees. See Plan for tree numbers, locations and Tree Protection Zone outlines for specific retention trees.

Tree #2 -- 7" Ash

- The tree is off-site, just northwest of the subject property, and leans substantially away from the subject property. Thus the above-ground tree structure will be much less endangered by construction on this adjacent parcel.
- During demolition of the existing building near to this tree, care will need to be given to protect the roots and tree canopy.
- No trenching shall occur within the tree protection zone. Use no equipment that pulls and shatters roots, such as backhoe or trencher.
- Root pruning, if necessary, shall occur only under the direction of a Certified Arborist or Landscape Architect. Where roots are damaged by demolition, or if roots must be removed, cut cleanly with appropriate equipment (e.g., rack saw).
- The southeast edge of the tree protection zone for this tree falls 3' (maximum) inside the subject property, and is in the location of a planned sidewalk. To protect the roots during sidewalk construction, remove no soil within the tree protection zone. The sidewalk, including sidewalk base, shall be installed above the existing grade.

Tree #3 -- 7" Maple

- The tree is off-site, just northwest of the subject property, and its roots as well as its canopy extend over the subject property.
- During demolition of the existing building near to this tree, care will need to be given to protect the roots and tree canopy.
- No trenching shall occur within the tree protection zone. Use no equipment that pulls and shatters roots, such as backhoe or trencher.
- Root pruning, if necessary, shall occur only under the direction of a Certified Arborist or Landscape Architect. Where roots are damaged by demolition, or if roots must be removed, cut cleanly with appropriate equipment (e.g., rack saw).
- The southeast edge of the tree protection zone for this tree falls 3' (maximum) inside the subject property, and is in the location of a planned sidewalk. To protect the roots during sidewalk construction, remove no soil within the tree protection zone. The sidewalk, including sidewalk base, shall be installed above the existing grade.

Tree #7 – Multi-trunk (average 4" cal) Morus alba (Mulberry)

- The tree is off-site, just northeast of the subject property, and its roots may extend and its canopy does extend over the subject property.
- No trenching shall occur within the tree protection zone. Use no equipment that pulls and shatters roots, such as backhoe or trencher.
- Root pruning, if necessary, shall occur only under the direction of a Certified Arborist or Landscape Architect. Where roots are damaged by demolition, or if roots must be removed, cut cleanly with appropriate equipment (e.g., rack saw).
- The southeast edge of the tree protection zone for this tree falls 6' (at the time of this writing) inside the subject property, and is in the location of planned landscaping. To protect the roots during landscape construction, remove no soil within the tree protection zone.

Tree #8 – Multi-trunk (average 4" cal) Malus (Crabapple)

- The tree is off-site, just north of the subject property and an existing block wall will protect it from construction activity. If the wall is demolished, a temporary tree protection fence shall be installed prior to construction

Tree #9 – (average 8" cal) Leyland Cypress Grove

- These trees are off-site, just north of the subject property, and its roots as well as its canopy extend over the subject property.
- No trenching shall occur within the tree protection zone. Use no equipment that pulls and shatters roots, such as backhoe or trencher.
- Root pruning, if necessary, shall occur only under the direction of a Certified Arborist or Landscape Architect. Where roots are damaged by demolition, or if roots must be removed, cut cleanly with appropriate equipment (e.g., rack saw).
- No trenching shall occur within the tree protection zone. Use no equipment that pulls and shatters roots, such as backhoe or trencher.

Tree #10 – Multi-trunk (average 3" cal) Carpinus

- The tree is off-site, just north of the subject property, and ts roots as well as its canopy extend over the subject property. No trenching shall occur within the tree protection zone. Use no equipment that pulls and shatters roots, such as backhoe or trencher.
- Root pruning, if necessary, shall occur only under the direction of a Certified Arborist or Landscape Architect. Where roots are damaged by demolition, or if roots must be removed, cut cleanly with appropriate equipment (e.g., rack saw).
- No trenching shall occur within the tree protection zone. Use no equipment that pulls and shatters roots, such as backhoe or trencher.

Tree #11 – Multi-trunk (average 4" cal) Apple

- The tree is off-site, just north of the subject property, and No trenching shall occur within the tree protection zone. Use no equipment that pulls and shatters roots, such as backhoe or trencher.
- Root pruning, if necessary, shall occur only under the direction of a Certified Arborist or Landscape Architect. Where roots are damaged by demolition, or if roots must be removed, cut cleanly with appropriate equipment (e.g., rack saw).
- No trenching shall occur within the tree protection zone. Use no equipment that pulls and shatters roots, such as backhoe or trencher.

TREE REMOVAL NARRATIVE

We have carefully examined the potential for impacts that might result from the removal of trees as contemplated in this project and it is our opinion that the removal of these trees will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.

We have also examined how the removal of these trees will affect off-site existing trees to be preserved and it its our opinion that the removal of these trees will not have a significant negative impact on the tree densities, sizes canopies, and species diversity within 20 feet of the subject property because:

Tree #1 12" Pine

- This Pine is located in a level area that will be a paved parking lot. This paved area will have no significant impact on erosion. Soil stability will be ensured beneath this paving, and the flow of surface waters will be directed so as to avoid any negative impacts.
- This tree is not part of a windbreak.
- Neighboring trees are not protected by this tree. The tree densities and eventual canopies and mature sizes of proposed landscape trees will actually increase the urban forest canopy, when compared to the existing development.
- The removal of this tree will not have a significant negative impact on species diversity because several evergreen tree species are to be planted. See Landscape Plan.

Tree #4 9" Birch

- This Birch tree is located in an area that will be a central paved entry area. This paved area will have no significant impact on erosion. Soil stability will be ensured beneath this paving, and the flow of surface waters will be directed so as to avoid any negative impacts.
- This tree is not part of a windbreak.
- Neighboring trees are not protected by this tree. The tree densities and eventual canopies and mature sizes of the proposed landscape trees will actually increase the urban forest canopy of this site, when compared to the existing development.
- The removal of this non-native tree will not have a significant negative impact on species diversity because birches are frequently planted throughout the community. Several species of deciduous trees are to be planted. See Landscape Plan.

Tree #5 8" Pine

- This Pine is located in a level area that will be at the edge of a paved sidewalk and a planting area at the front of this development. This planting and paved area will have no significant impact on erosion. Soil stability is to be protected beneath paving and within the planting area, and the flow of surface waters will be directed so as to avoid negative impacts.
- This tree is not part of a windbreak.
- Neighboring trees are not protected by this tree. The tree densities and eventual canopies and mature sizes of proposed landscape trees will actually increase the urban forest canopy, when compared to the existing development.
- The removal of this tree will not have a significant negative impact on species diversity because several evergreen tree species are to be planted. Several species of deciduous trees are to be planted. See Landscape Plan.

Tree #6 8" Birch

- This Birch tree is located in a level area that will be a paved sidewalk. This sidewalk will have no significant impact on erosion. Soil stability will be protected and the flow of surface waters will be directed so as to avoid negative impacts.
- This tree is not part of a windbreak.
- Neighboring trees are not protected by this tree. The tree densities and eventual canopies and mature sizes of proposed landscape trees will actually increase the urban forest canopy, when compared to the existing development.
- The removal of this non-native tree will not have a significant negative impact on species diversity because birches are frequently planted throughout the community.

CITY OF ASHLAND
TREE PERMIT

12-8-06

Applicant's Name Archard Designs LLC and Paolo Dell'Acc Home Phone _____

Address _____ Day Phone _____

Property Owner (If different than above): SEE ATTACHED

Name _____ Home Phone _____

Address _____ Day Phone _____

Location of Tree (Note address if different than above and include a sketch on back side of paper if necessary.):

SEE ATTACHED TREE PRESERVATION PLANS
PLANS AND DOCUMENTS

Type of Tree: _____ Number _____

Tree Diameter: _____ Height: _____

Request to: _____ Plant _____ Prune _____ Remove _____ Other

Explanation of Request: SEE ATTACHED

_____ Date 12/8/06
Applicant

TREE COMMISSION RECOMMENDATION

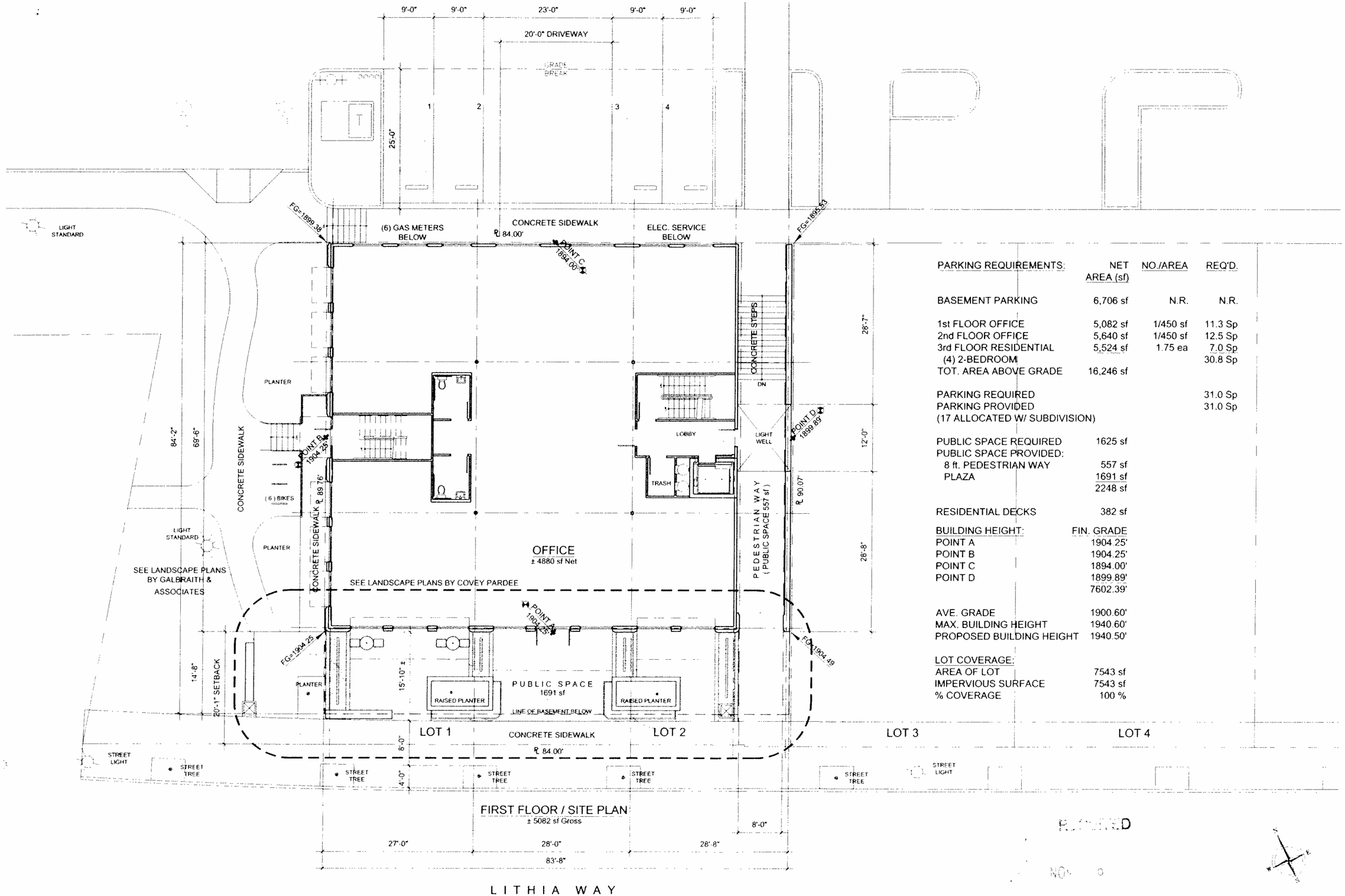
_____ Approved _____ Denied _____ Approved with Conditions

Conditions: _____

_____ Date _____
Tree Commission Member

_____ Date _____
Designated Representative or City Administrator

This permit is valid with the above two signatures for a period of _____ days from _____.
All work must be completed within this time and subject to the above conditions.



PARKING REQUIREMENTS:	NET AREA (sf)	NO./AREA	REQ'D.
BASEMENT PARKING	6,706 sf	N.R.	N.R.
1st FLOOR OFFICE	5,082 sf	1/450 sf	11.3 Sp
2nd FLOOR OFFICE	5,640 sf	1/450 sf	12.5 Sp
3rd FLOOR RESIDENTIAL	5,524 sf	1.75 ea	7.0 Sp
(4) 2-BEDROOM			30.8 Sp
TOT. AREA ABOVE GRADE	16,246 sf		
PARKING REQUIRED			31.0 Sp
PARKING PROVIDED			31.0 Sp
(17 ALLOCATED W/ SUBDIVISION)			
PUBLIC SPACE REQUIRED	1625 sf		
PUBLIC SPACE PROVIDED:			
8 ft. PEDESTRIAN WAY	557 sf		
PLAZA	1691 sf		
	2248 sf		
RESIDENTIAL DECKS	382 sf		

BUILDING HEIGHT:	FIN. GRADE
POINT A	1904.25'
POINT B	1904.25'
POINT C	1894.00'
POINT D	1899.89'
	7602.39'
AVE. GRADE	1900.60'
MAX. BUILDING HEIGHT	1940.60'
PROPOSED BUILDING HEIGHT	1940.50'

LOT COVERAGE:	
AREA OF LOT	7543 sf
IMPERVIOUS SURFACE	7543 sf
% COVERAGE	100 %

kistler + small + white architects
(541) 488 8200
545 A Street
Ashland, OR
97520

REGISTERED ARCHITECT
JEROME WHITE
ASHLAND, OREGON
3525
STATE OF OREGON

FIRST PLACE

LITHIA WAY & FIRST - LOTS 1 & 2
ASHLAND, OREGON 97520
APPLICANT: EVAN ARCHERD
PH: 1-541-482-8856

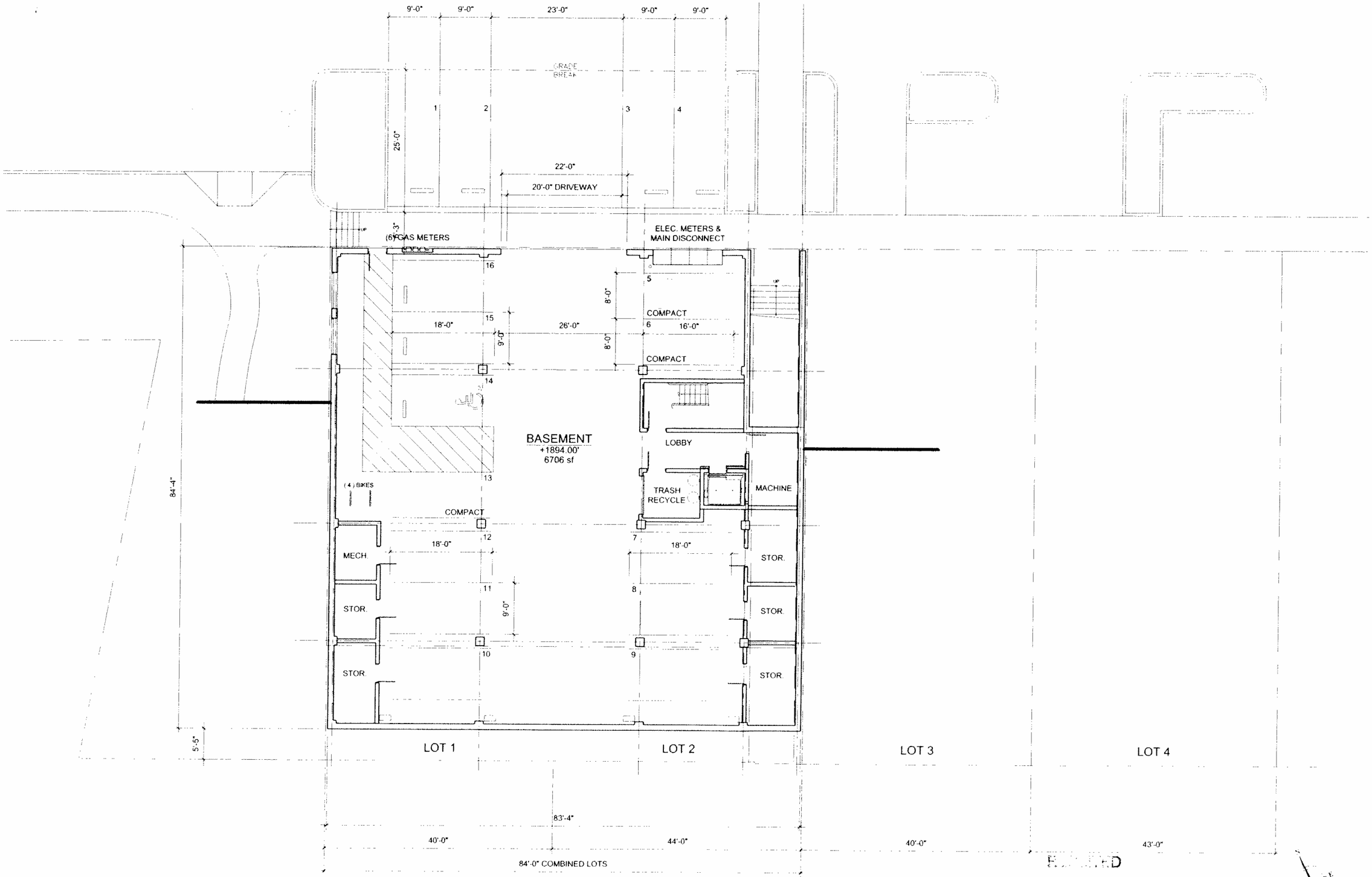
FIRST FLOOR PLAN & SITE PLAN

JOB NO.: 07-009
DATE: 9 NOV 07
SCALE: 1/16"=1'-0"
DRAWN: JW

SHEET

A3

SITE REVIEW
9 NOV 07



BASEMENT
6706 sf Gross

kistler+ small +white architects

(541) 488 8200
545 A Street
Ashland, OR
97520

REGISTERED ARCHITECT
JEROME WHITE
ASHLAND, OREGON
3525
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FIRST PLACE

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ASHLAND, OREGON 97520
APPLICANT: EVAN ARCHERD

PH: 1-541-482-8856

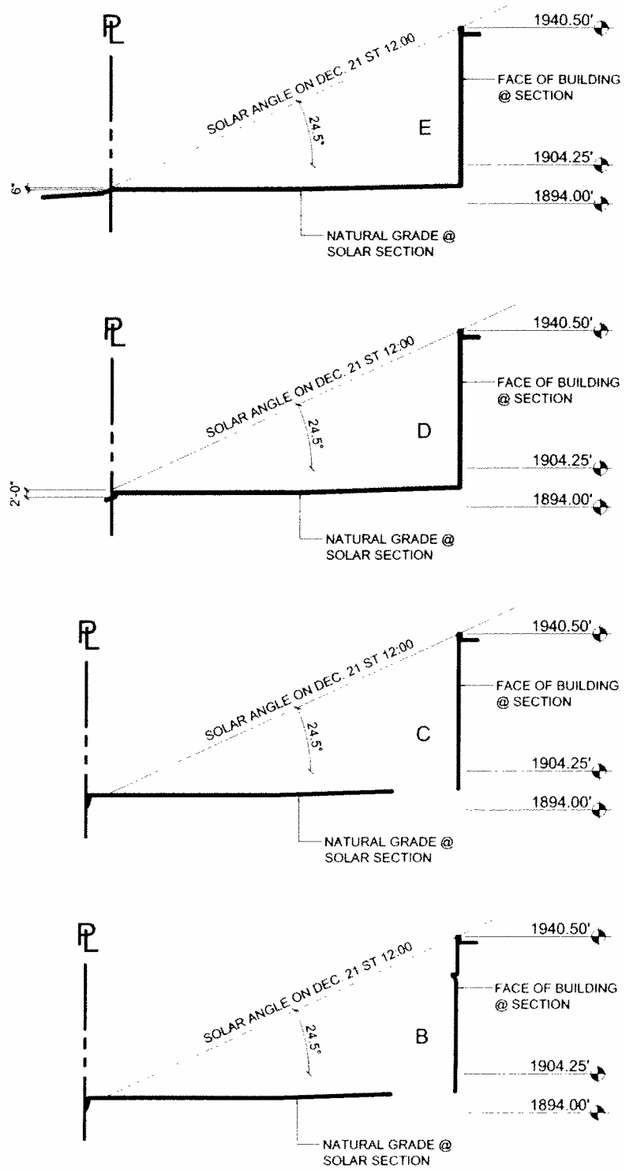
BASEMENT PLAN

JOB NO : 07-009
DATE 9 NOV 07
SCALE 1/16"=1'-0"
DRAWN : JW

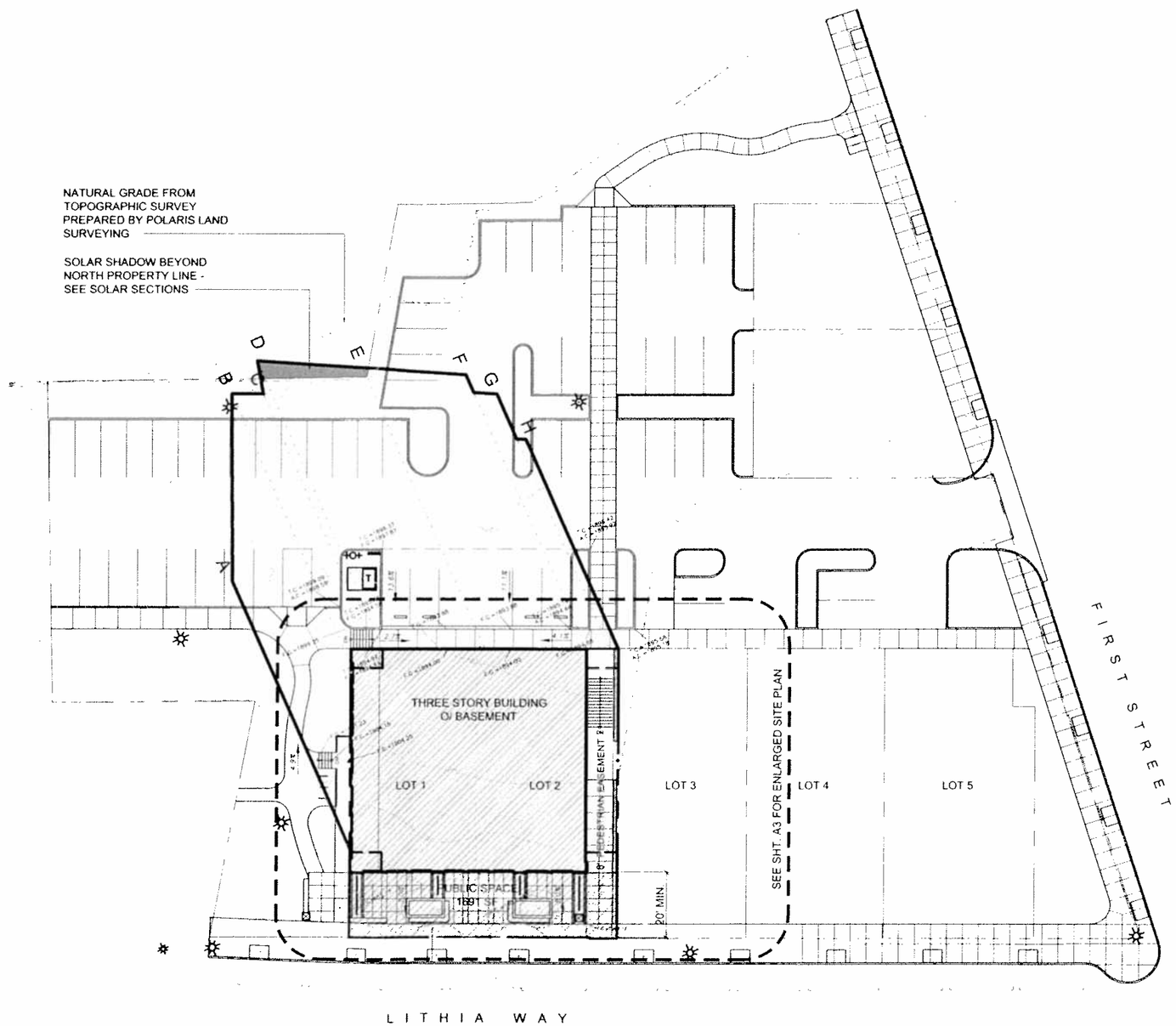
SHEET

A2

SITE REVIEW
9 NOV 07



SOLAR SECTIONS



SITE PLAN

kistler+ small +white architects
(541) 488 8200
545 A Street
Ashland, OR
97520

REGISTERED ARCHITECT
JEROME WHITE
ASHLAND, OREGON
3525
STATE OF OREGON

FIRST PLACE

LITHIA WAY & FIRST - LOTS 1 & 2
ASHLAND, OREGON 97520
PH: 1-541-482-8856
APPLICANT: EVAN ARCHERD

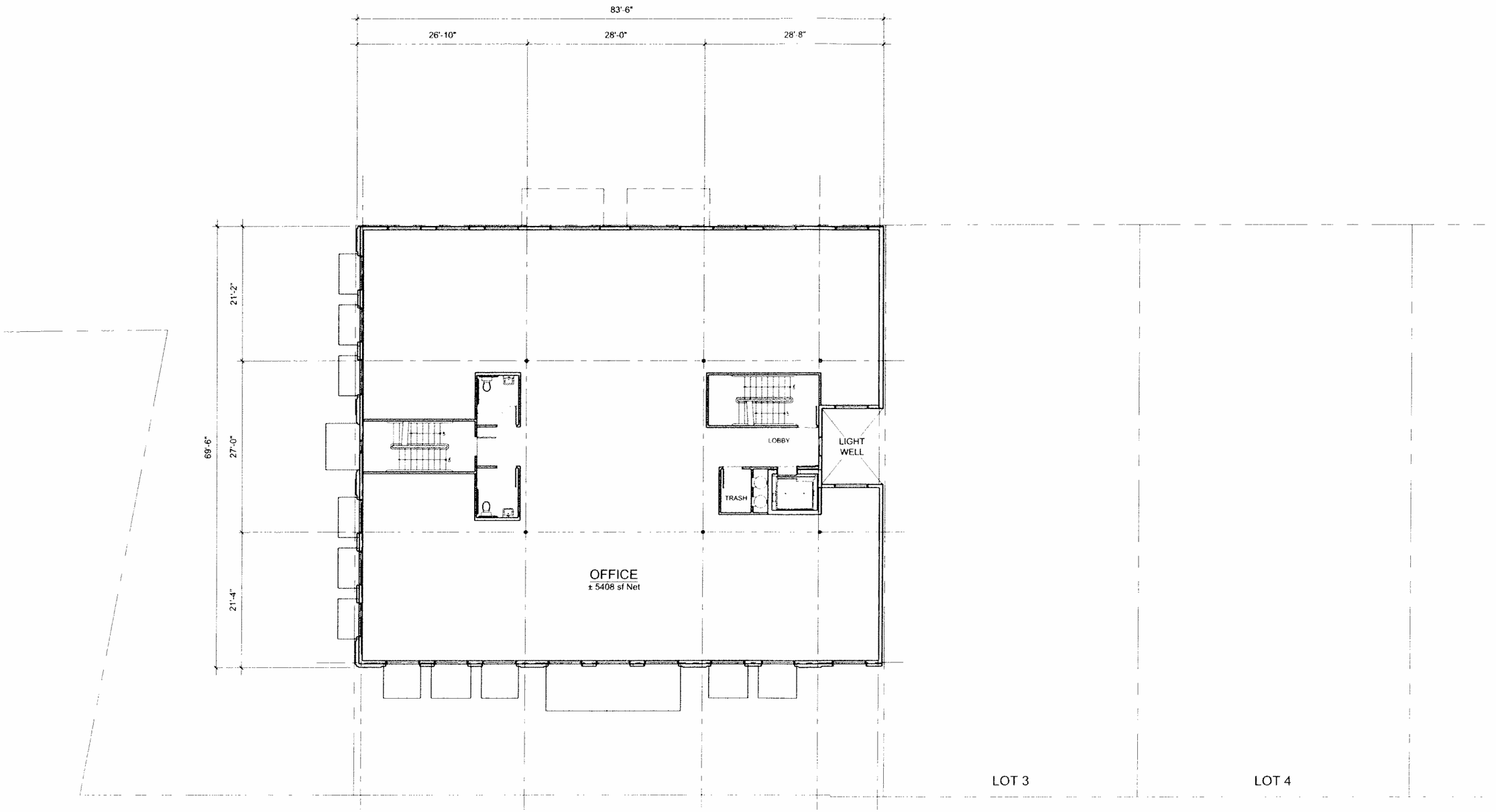
ARCHITECTURAL SITE PLAN

JOB NO.: 07-009
DATE: 9 NOV 07
SCALE: 1'=40'
DRAWN: JW

SHEET

A1

SITE REVIEW
9 NOV 07



SECOND FLOOR
± 5640 sf Gross

RECEIVED
NOV 9
Development

SITE REVIEW
9 NOV 07

kistler + small + white architects
(541) 488 8200
545 A Street
Ashland, OR
97520

REGISTERED ARCHITECT
JEROME WHITE
ASHLAND, OREGON
3525
STATE OF OREGON

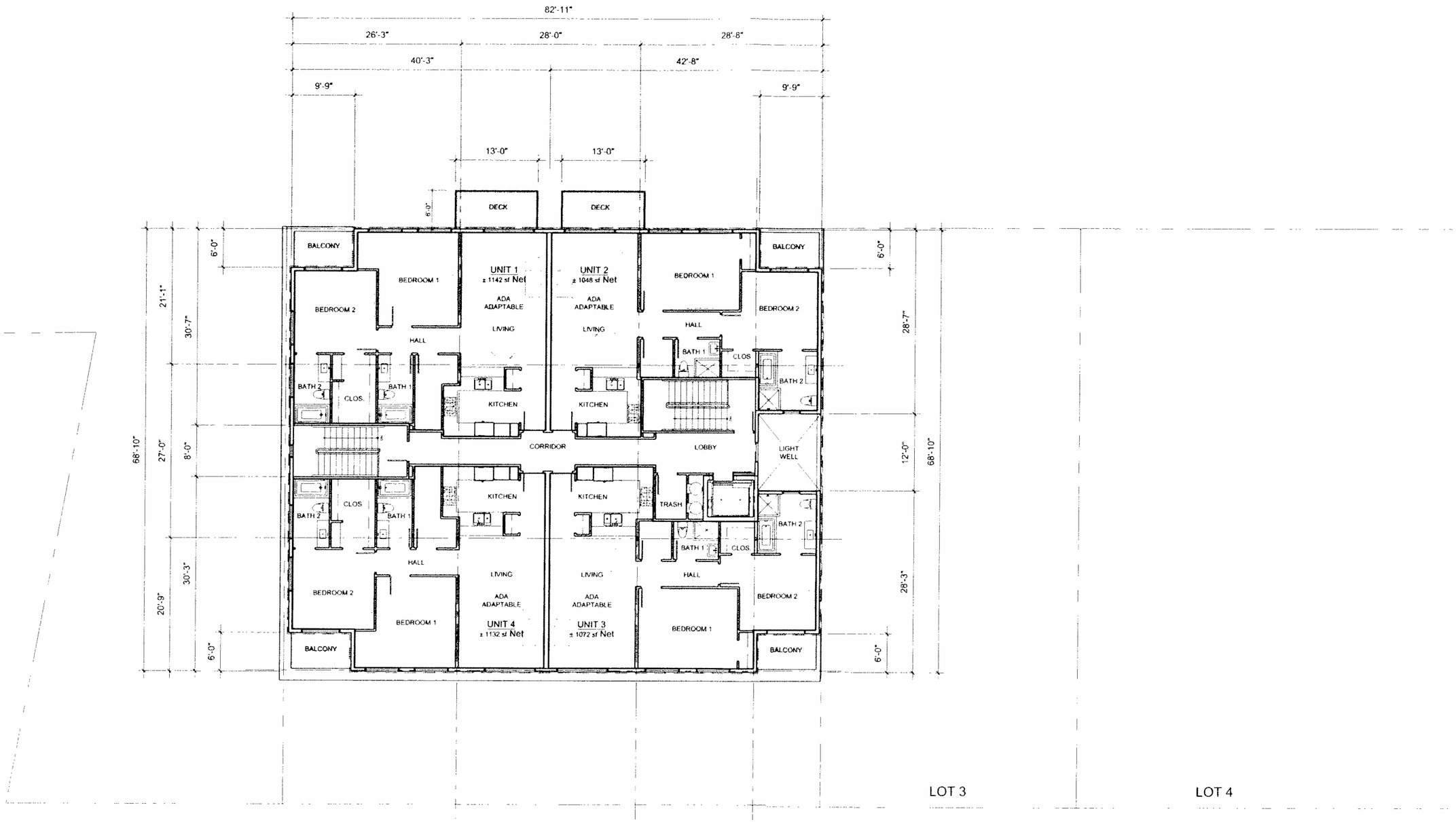
FIRST PLACE

LITHIA WAY & FIRST - LOTS 1 & 2
ASHLAND, OREGON 97520
APPLICANT: EVAN ARCHERD
PH: 1-541-482-8856

SECOND FLOOR PLAN

JOB NO.: 07-009
DATE: 9 NOV 07
SCALE: 1/16"=1'-0"
DRAWN: JW

SHEET:
A4



THIRD FLOOR
± 5524 sf Gross

kistler + small + white architects
(541) 488 8200
545 A Street
Ashland, OR
97520

REGISTERED ARCHITECT
JEROME WHITE
ASHLAND, OREGON
3525
STATE OF OREGON

FIRST PLACE

LITHIA WAY & FIRST - LOTS 1 & 2
ASHLAND, OREGON 97520
PH: 1-541-482-8856
APPLICANT: EVAN ARCHERD

THIRD FLOOR PLAN

JOB NO.: 07-009
DATE: 9 NOV 07
SCALE: 1/16" = 1'-0"
DRAWN: JW

SHEET
A5

SITE REVIEW
9 NOV 07

SOUTH ELEVATION
(LITHIA WAY)

SITE REVIEW
9 NOV 07

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545 A Street
Ashland, OR
97520

REGISTERED ARCHITECT
JEROME WHITE
ASHLAND, OREGON
3525
STATE OF OREGON

FIRST PLACE
LITHIA WAY & FIRST - LOTS 1 & 2
ASHLAND, OREGON 97520
APPLICANT: EVAN ARCHERD
PH: 1-541-482-8856

SOUTH ELEVATION
(LITHIA WAY)

JOB NO 07-009
DATE 9 NOV 07
SCALE 1/8"=1'-0"
DRAWN JW

SHEET
A6

WEST ELEVATION

WEST ELEVATION

SITE REVIEW
9 NOV 07

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545 A Street
Ashland, OR
97520

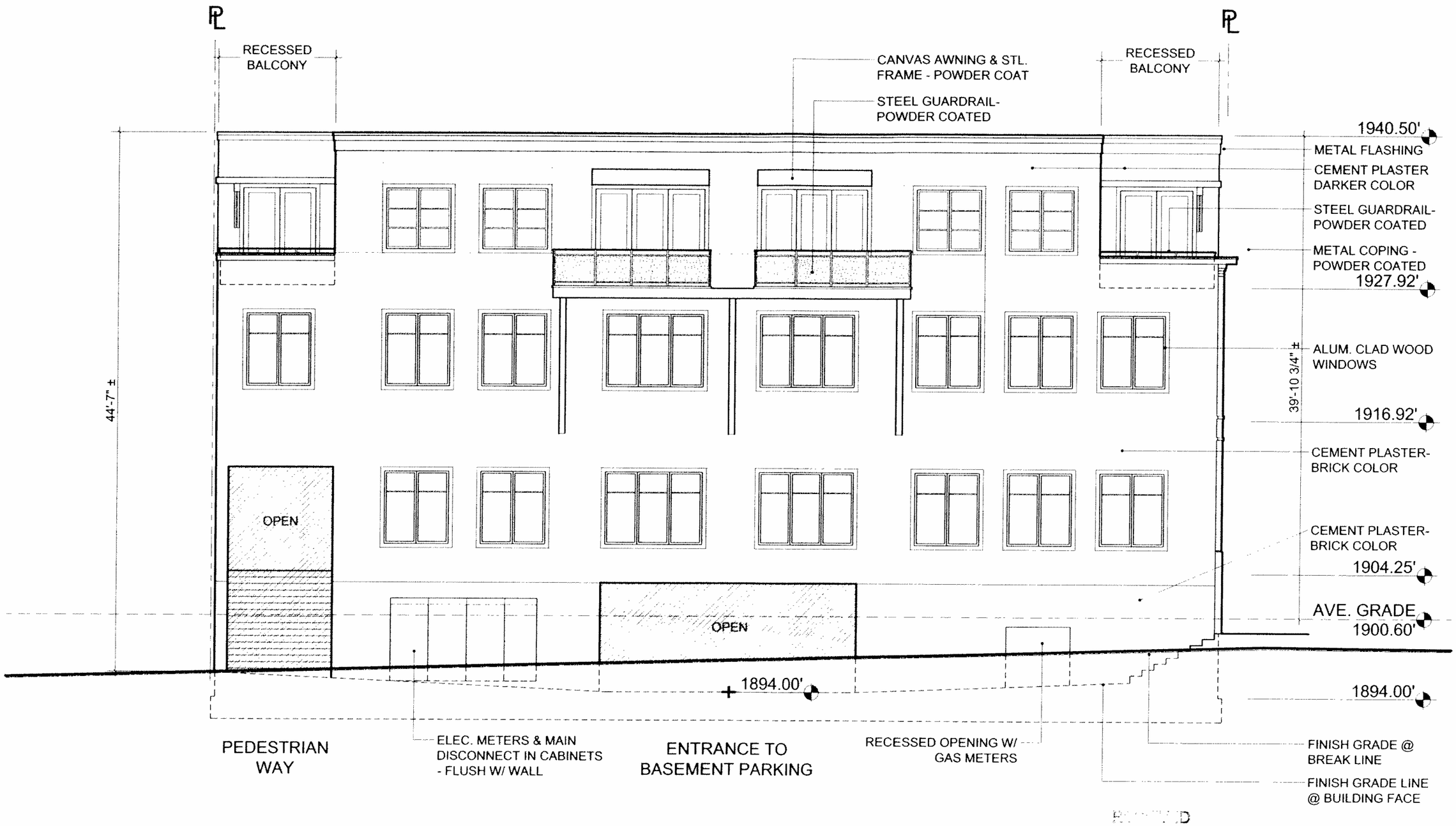
REGISTERED ARCHITECT
JEROME WHITE
ASHLAND, OREGON
3525
STATE OF OREGON

FIRST PLACE
LITHIA WAY & FIRST ST - LOTS 1 & 2
ASHLAND, OREGON 97520
PH: 1-541-482-8856
APPLICANT: EVAN ARCHERD

WEST ELEVATION

JOB NO : 07-009
DATE : 9 NOV 07
SCALE 1/8"=1'-0"
DRAWN : JW

SHEET :
A7



NORTH ELEVATION

SITE REVIEW
9 NOV 07

kistler+ small +white architects
(541) 488 8200
545 A Street
Ashland, OR
97520

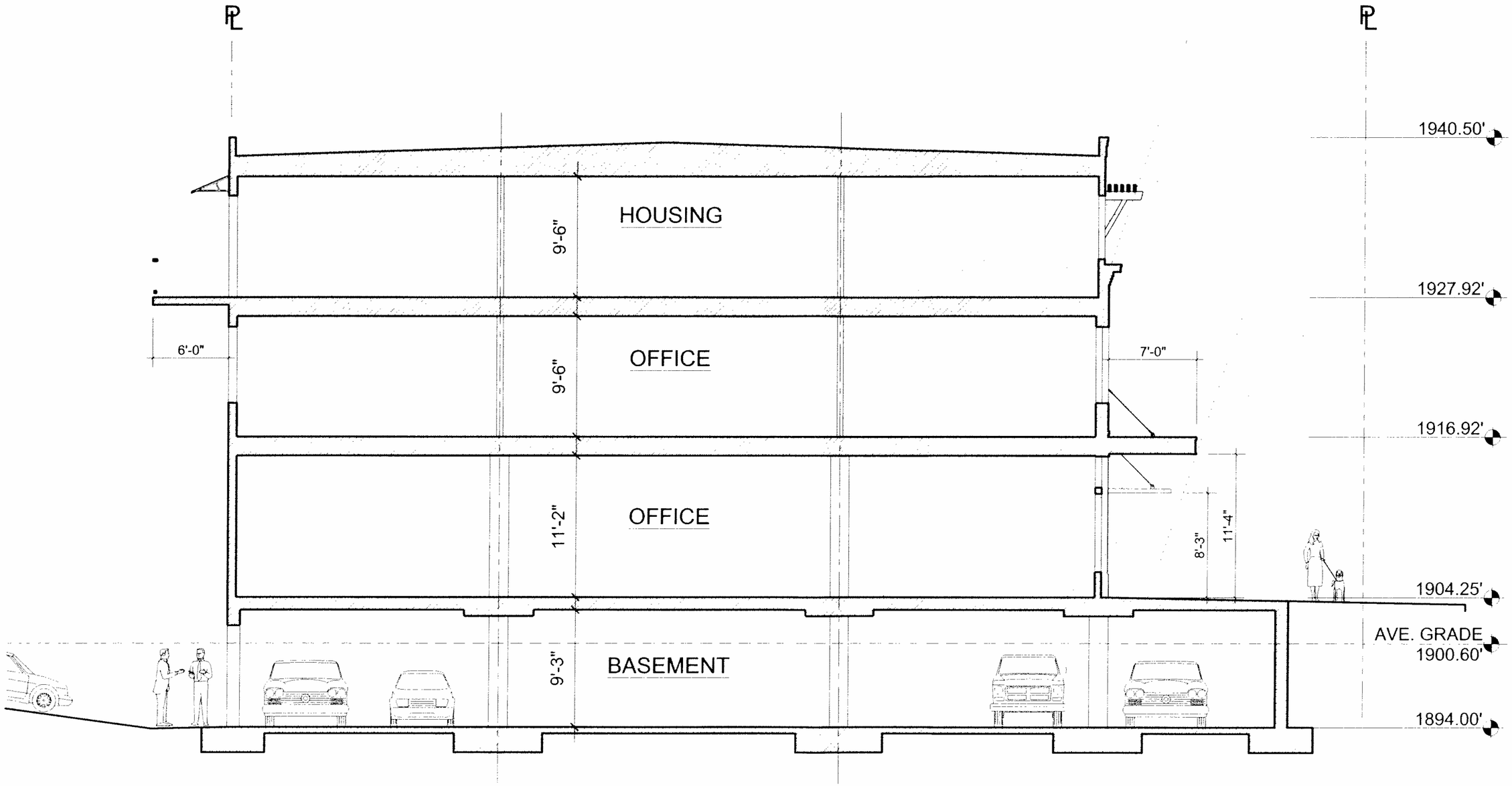
REGISTERED ARCHITECT
JEROME WHITE
ASHLAND, OREGON
3525
STATE OF OREGON

FIRST PLACE
LITHIA WAY & FIRST - LOTS 1 & 2
ASHLAND, OREGON 97520
PH: 1-541-482-8856
APPLICANT: EVAN ARCHERD

NORTH ELEVATION

JOB NO.: 07-009
DATE: 9 NOV 07
SCALE: 1/8"=1'-0"
DRAWN: JW

SHEET:
A8



BUILDING SECTION

SITE REVIEW
9 NOV 07

kistler + small + white architects
(541) 488 8200
545 A Street
Ashland, OR
97520

REGISTERED ARCHITECT
JEROME WHITE
ASHLAND, OREGON
3525
STATE OF OREGON

FIRST PLACE
LITHIA WAY & FIRST - LOTS 1 & 2
ASHLAND, OREGON 97520
PH: 1-541-482-8856
APPLICANT: EVAN ARCHERD

BUILDING SECTION

JOB NO.: 07-009
DATE: 9 NOV 07
SCALE: 1/8"=1'-0"
DRAWN: JW

SHEET:
A10

Tree Inventory

#	SPECIES	DBH	HEALTH, HAZARD CONDITION	RECOMMENDATIONS
(1)	Pine	12"	Fair, excessive sap dripping	Remove, due to site development
(2)	Ash	7"	Leaning, poor structure, good health	Off-site, protect & retain
(3)	Maple	7"	Good	Off-site, protect & retain
(4)	Birch	9"	Good	Remove, due to site development
(5)	Pine	8"	Good	Remove, due to site development
(6)	Birch	8"	Poor structure, dead branch, pruning stubs	Remove, due to site development
(7)	Morus alba 'Stribling'	Multi- 4"	Good	Off-site, protect & retain
(8)	Malus species	Multi- 4"	Good	Off-site, protect & retain
(9)	Leyland Cypress Grove	8"	Good, Grove	Off-site, protect & retain
(10)	Carpinus	Multi- 3"	Included bark, good health	Off-site, protect & retain
(11)	Apple	Multi- 4"	Good, Grove	Off-site, protect & retain

Legend:

- TREE TO BE REMOVED
- DRIPLINE/CANOPY OF TREE TO REMOVE
- EXISTING TREE TO REMAIN
- DRIPLINE / CANOPY OF EXISTING TREE TO REMAIN
- TREE PROTECTION ZONE SEE RESTRICTIONS BELOW
- PROTECTIVE FENCING

NOTE: FOR GRAPHIC CLARITY FENCELINES ARE SHOWN OUTSIDE TREE PROTECTION ZONES. IF CONFLICTS ARE DISCOVERED IN THE FIELD, CONTACT LANDSCAPE ARCHITECT IMMEDIATELY.

Tree Commission Recommendations

Tree Protection Fencing (Individual Lot Development): All new trees and landscaping shall be protected from construction impacts prior to site disturbance, storage of materials and building or excavation permit approval at the time of individual site reviews with Tree Protection fencing.

City of Ashland Parking Lot Property: Contractor shall coordinate with Ashland Parks & Recreation Departent prior to the removal of any trees and/or landscaping on the adjacent City of Ashland parking lot property.

Tree Preservation Notes

Development Contact: Galbraith & Associates, (541) 770-7964

Tree Narrative Outline: Contractor shall obtain a copy of the Tree Narrative Outline as submitted to the City of Ashland prior to start of work.

Notification/Notice to Proceed: Prior to commencing ANY construction activities on the site, the General Contractor shall contact the Landscape Architect for a pre-construction meeting prior to commencing any work on the site. The Landscape Architect shall be notified by the Contractor 48 hrs. in advance for all site visits requested. Contractor shall obtain written approval from the owner's representative that construction may begin after all of the described fencing is in place. Fencing shall remain in place until the project is completed. Before any equipment arrives on site the Landscape Architect shall consult with excavation supervisor.

Signage/Tagging: Approved sign shall be attached to the chain link fence stating that inside the fencing is a tree protection zone, not to be disturbed unless prior approval has been obtained from the Staff Advisor for the project. Trees being removed shall be tagged with pink ribbon. Trees being retained shall be tagged with green ribbon.

Tree Protection Fencing: Prior to demolition and remaining throughout construction, the Contractor shall construct a 6' temporary chain link fence with 2" dia. steel post @ 10' o.c. max. around all existing trees to remain and all areas as shown by the Landscape Architect on this plan. Steel posts shall not have any permanent concrete footings when installed.

Tree Preservation Procedure: Before removal of any structures or plants around existing trees to remain, the Landscape Architect shall be notified to instruct the contractor and any operators on proper procedure of tree preservation around specific trees. The Landscape Architect shall determine if manual root pruning should be done before construction begins. After all demolition is complete, the Contractor shall relocate the construction fence, as directed by the Landscape Architect, before any new construction begins. Boring under existing trees shall be under the direction of the Landscape Architect. Hand digging may be used only under the direction of the Landscape Architect. All heavy equipment shall stay inside foundation of building during construction.

Construction/Storage Around Trees: No construction activity of any sort shall occur within the tree protection zone, including, but not limited to dumping or storage of materials such as building supplies, soil, waste, equipment, or parked vehicles.

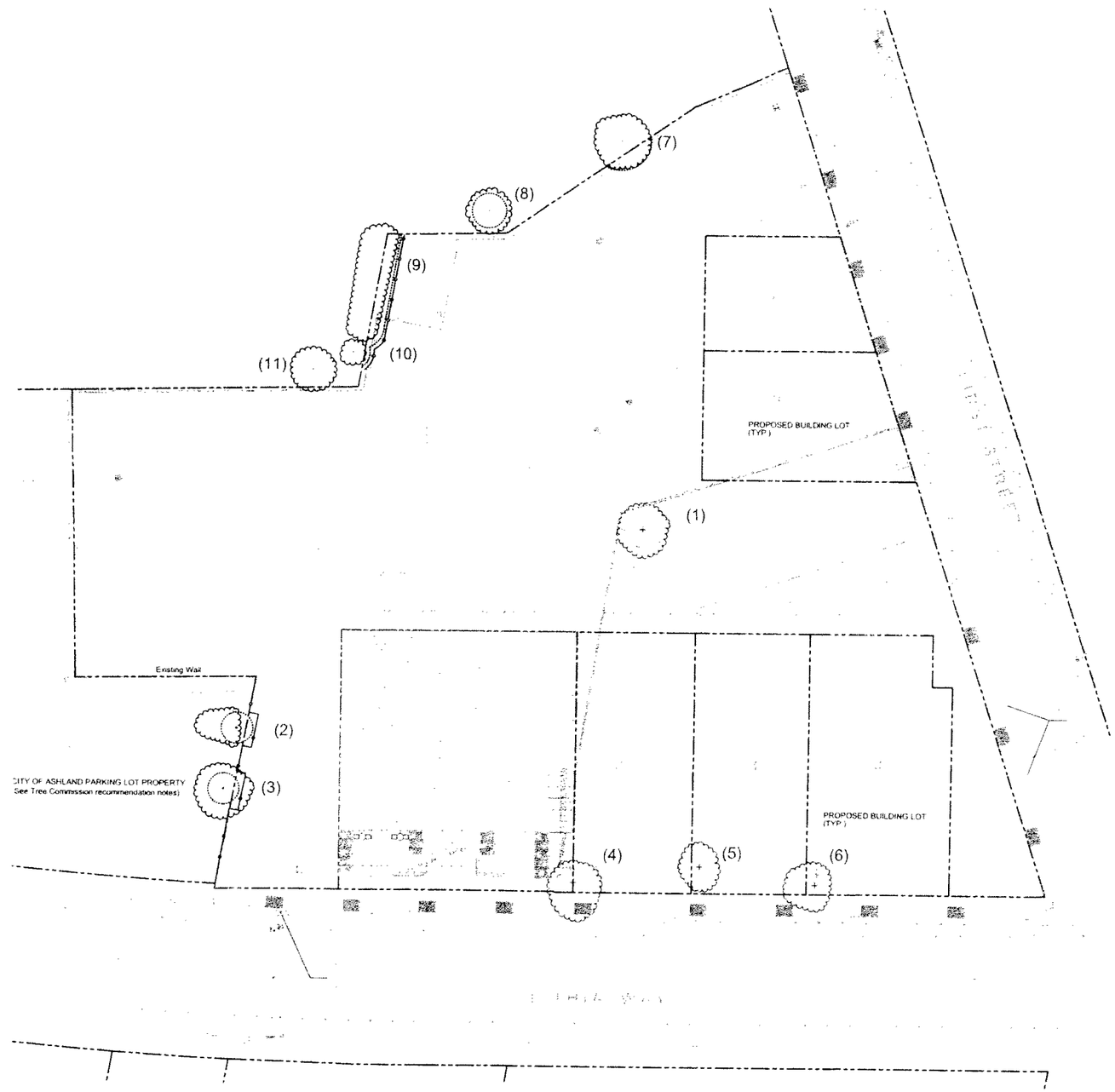
Pruning of Trees: Do no pruning of trees immediately prior to, during, or immediately after construction impact. Perform only that pruning which is unavoidable due to conflicts with proposed development.

Chemical Material Disposal: The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, and concrete or dry wall excess, construction debris, or m-off.

Grade Changes: No grade changes may occur within the drip line of existing trees to remain.

Repairing of Trees: Any tree damaged by construction operations shall be repaired immediately in a manner acceptable to the Landscape Architect.

Tree Mitigation: Mitigation of trees with trees similar character is planned on this site. Many trees beyond those required for mitigation will be planted. See Landscape Plan.



NORTH
SCALE 1"=20'-0"

galbraith AND ASSOCIATES
LANDSCAPE ARCHITECTURE & SITE PLANNING
318 S. GRAPE STREET
MEDFORD, OR 97501
PH 541.770.7964
FAX 541.770.5164
OREGON LICENSE No. 254 (C.S. 29460)

REGISTERED LANDSCAPE ARCHITECT
JOHN L. GALBRAITH
OREGON
04/07/89

LITHIA & FIRST SUBDIVISION

Ashland, Oregon

REVISIONS
1 11-09-07 SITE PLAN REVISIONS-PLAZA

TREE PRESERVATION & REMOVAL PLAN

JOB NO.	0668
ISSUE DATE	6-8-07
DRAWN BY	BW, TG
REVIEWED BY	JG
JOB STATUS	

L1

OF 6

galbraith AND ASSOCIATES

LANDSCAPE ARCHITECTURE
& SITE PLANNING

318 S. GRAPE STREET
MEDFORD, OR 97501

PH. 541.770.7964
FAX 541.770.5164

OREGON LICENSE No. 254 (C.A., 29860)

REGISTERED LANDSCAPE ARCHITECT
254
JOHN L. GALBRAITH
OREGON
04/07/89

IRRIGATION HEAD LEGEND

SYMBOL	DESCRIPTION	MODEL (*)	FLOW RATE
	1/4, 1/2	Rainbird VAN-6 series	0.37, 0.60
	1/4, 1/3, 1/2, FULL	Rainbird 1806-PRS-U8 Series	0.26, 0.35, 0.52, 1.05
	1/4, 1/3, 1/2, FULL	Rainbird 1806-PRS-U10 Series	0.39, 0.53, 0.79, 1.6
	1/4, 1/3, 1/2, FULL	Rainbird 1806-PRS-U12 Series	0.65, 0.87 1.30, 2.6
	1/4, 1/3, 1/2, FULL	Rainbird 1806-PRS-U15 Series	0.92, 1.23, 1.85, 3.7
	End, Side	Rainbird 1806-15-PRS-Strip Series	0.49, 1.21
	FULL	Rainbird 1806-PRS - MP Rotator 3000	3.15
	Multi-stream Bubbler	Hunter MSBN-50H	0.50

IRRIGATION LEGEND

SYM.	ITEM
	PVC ISOLATION BALL VALVE - LINE SIZE
	70 SERIES 1 1/2" PRESSURE REDUCER
	1 1/2" WILKINS DOUBLE CHECK VALVE - MODEL 950XLS
	RAINBIRD PEB ELECTRIC VALVE and 075-DV for 3/4" size valve
DV	MANUAL DRAIN VALVE
	MAIN LINE: SHALL BE SCH. 40 PVC - 1 1/2"
	LATERAL LINES CLASS 200 PVC., SIZE ACCORDING TO CHART BELOW
	SLEEVES - 4" - SCH. 40, CL. 200 OR EQUAL
	CONTROLLER: RAINBIRD ESP-16 MC with RAIN SENSOR WRSC OR RSD ON PEDESTAL PED-DD16

VALVE #
#2 — 36 — G.P.M.
1 1/2" — Turf
VALVE SIZE

LATERAL LINE SIZING

(CL. 200)

SIZE ACCORDING TO CHART BELOW

0-10 GPM	3/4"
10-17 GPM	1"
17-27 GPM	1 1/4"
27-36 GPM	1 1/2"

IRRIGATION NOTES:

The irrigation contractor shall verify water pressure prior to construction. Report any difference between the water pressure indicated on the drawings and the actual pressure reading at the irrigation point of connection.

Install spray heads 4-6" from building walls or within 1 1/2" of pavement &/or header boards.

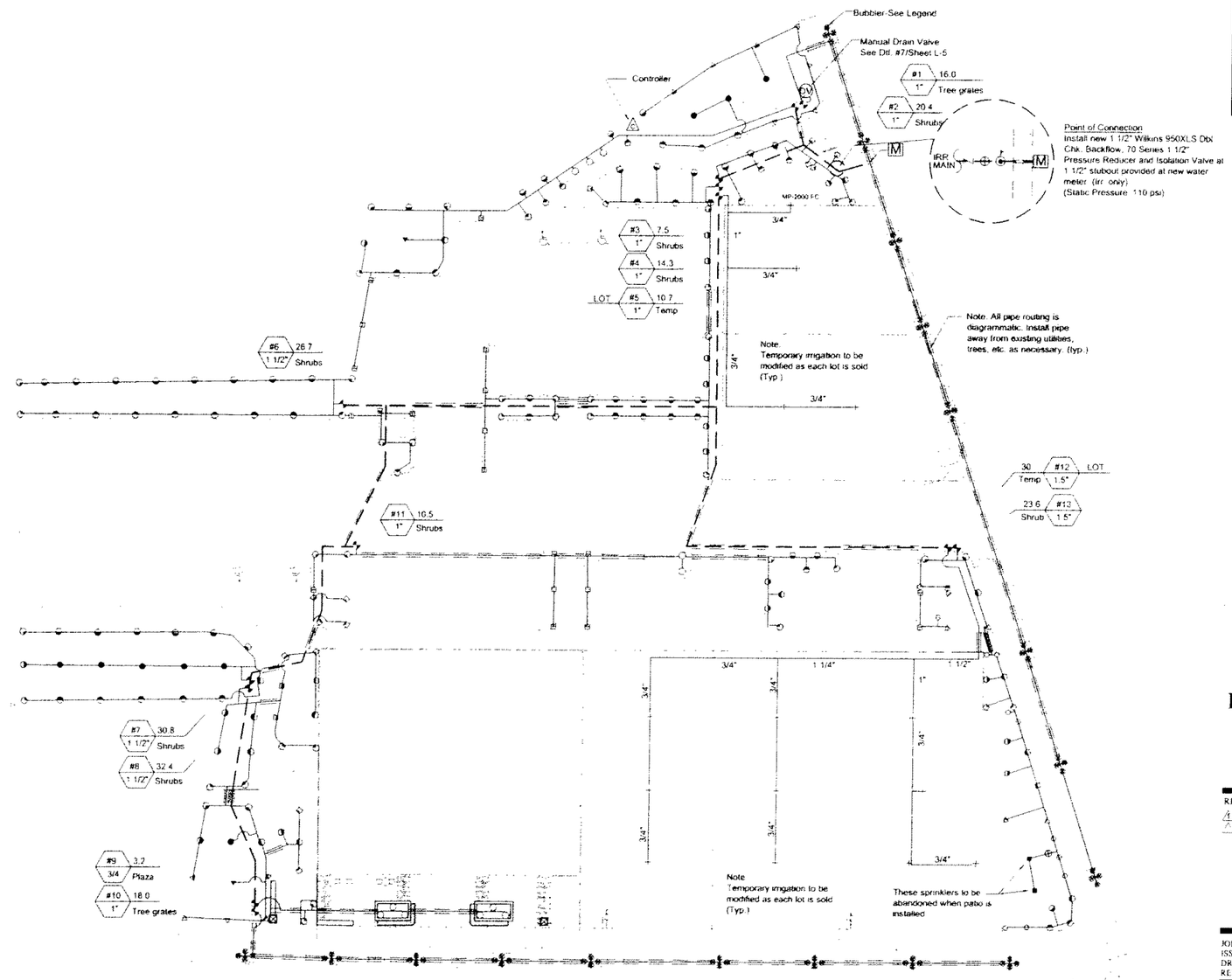
Irrigation layout is schematic. Adjust routing of existing and proposed underground utilities prior to starting any excavation. Any damage to existing pipes, underground utilities or related facilities to be repaired at Contractor's expense.

All piping, PVC elec. sleeves, etc., under paving shall be installed prior to paving work. No tees, ells or other turns in piping shall be located under paving. Cap all ends hand tight, prior to backfill.

All irrigation sleeves shall be min. 4" sch. 40, or 3034 sewer pipe. Clearly mark sleeves using a wood stake marked with paint showing exact location. All sleeves shall extend 12" beyond pavement edge.

120v electrical power outlet at the automatic controller location shall be provided by others.

Manual drain valves shall be placed on the mainline at all low points for winterization of irrigation system and as noted on plan. See Detail #7/Sheet L-5.



LITHIA & FIRST SUBDIVISION

Ashland, Oregon

REVISIONS:
4. 11-09-07 SITE PLAN REVISIONS/PLAZA
3.

IRRIGATION PLAN

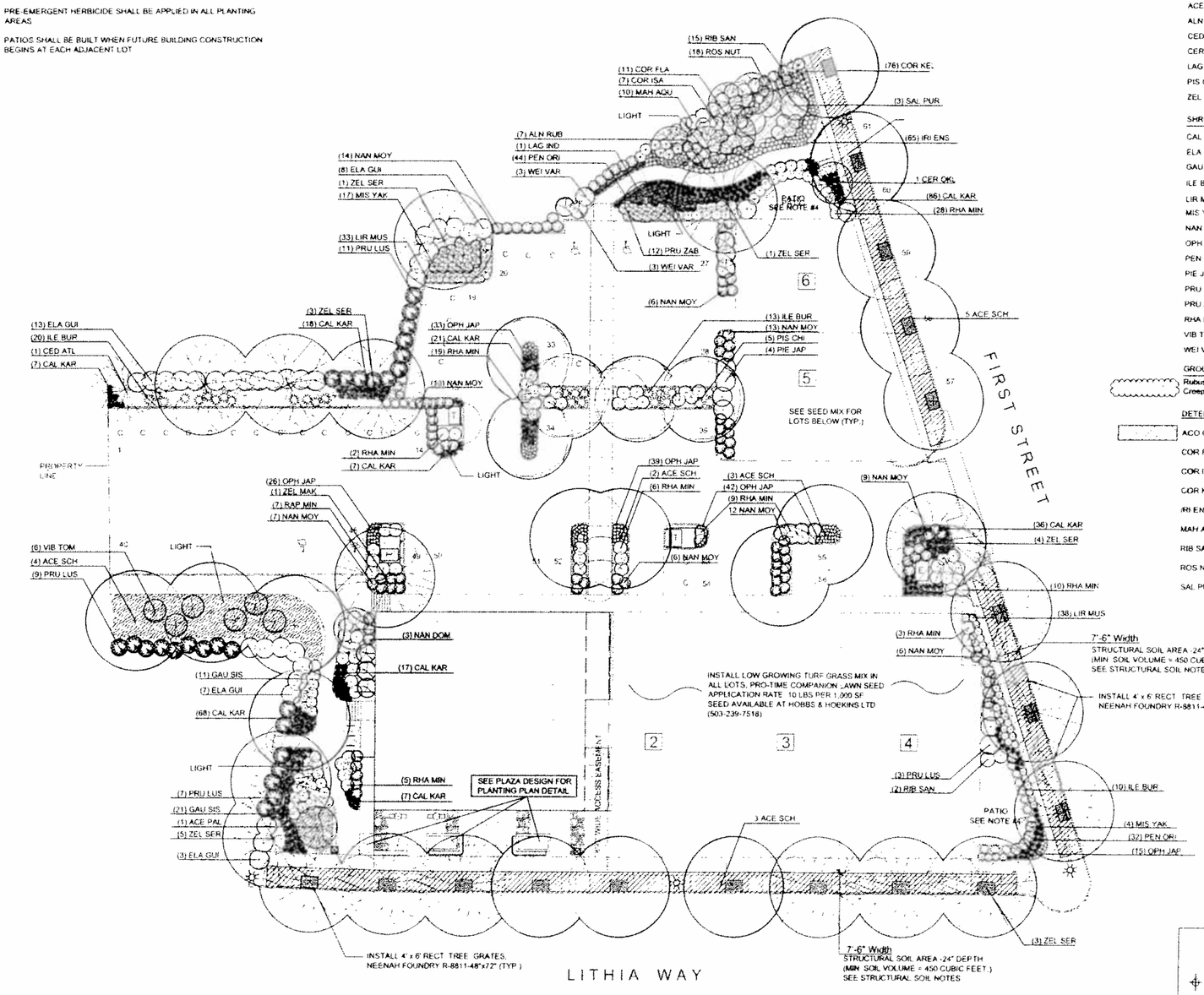
JOB NO.	0668
ISSUE DATE:	6-8-07
DRAWN BY:	BW, TG
REVIEWED BY:	JG

JOB STATUS:

L2

GENERAL NOTES

1. ALL PLANTER AREAS SHALL RECEIVE A MIN. OF 12" OF TOPSOIL MIX
2. ALL PLANTING AREAS SHALL RECEIVE 3" OF UNSETTLED BARK MULCH SEE SPECIFICATION SHEET L5
3. PRE-EMERGENT HERBICIDE SHALL BE APPLIED IN ALL PLANTING AREAS
4. PATIOS SHALL BE BUILT WHEN FUTURE BUILDING CONSTRUCTION BEGINS AT EACH ADJACENT LOT



PLANT SCHEDULE

CODE	LATIN NAME	COMMON NAME	SIZE
TREES			
ACE PAL	Acer palmatum	Japanese Maple	6' ht. min
ACE SCH	Acer g. 'Schmidt'	Big Tooth Maple	2" cal
ALN RUB	Alnus rubra	Red Alder	2" cal
CED ATL	Cedrus atlantica 'Glauca'	Blue Atlas Cedar	6' ht. min
CER OKL	Cercis c. 'Oklahoma'	Red Bud	1" cal
LAG IND	Lagerstroemia i. 'Watermelon' (Multi-Trunk)	Crape Myrtle	8' clump
PIS CHI	Pistacia chinensis	Chinese Pistache	2" cal
ZEL SER	Zelkova serrata 'Makino'	Zelkova	2" cal
SHRUBS			
CAL KAR	Calamagrostis a. 'Karl Foerster'	Feather Reed Grass	1 gal
ELA GIL	Elaeagnus e. 'Gilt Edge'	Silverberry	5 gal
GAU SIS	Gaura l. 'Siskiyou Pink'	Gaura	1 gal
ILE BUR	Ilex c. 'Burfordii'	Burford Holly	5 gal
LIR MUS	Liriope muscari 'Silvery Sunproof'	Silvery Sunproof Lilyturf	1 gal
MIS YAK	Miscanthus 'Yaku Jima'	Eulalia Grass	1 gal
NAN MOY	Nandina d. 'Moyers Red'	Nandina	5 gal
OPH JAP	Ophiopogon japonicus	Mondo Grass	1 gal
PEN ORI	Pennisetum orientale	Fountain Grass	1 gal
PIE JAP	Pieris japonica	Andromeda	5 gal
PRU LUS	Prunus lusitanica	Portugal Laurel	5 gal
PRU ZAB	Prunus l. 'Zabeliana'	Zabel Laurel	5 gal
RHA MIN	Rhaphiolepis u. 'Minor'	Indica Hawthorn	5 gal
VIB TOM	Viburnum plicatum tomentosum 'Mariesii'	Doublefile Viburnum	5 gal
WEI VAR	Weigela 'Variegata'	Variegated Weigela	5 gal

GROUNDCOVER

Rubus Pentalobus - 4" pot @ 18" o.c. or 1g @ 24" o.c.
Creeping Bramble

DETENTION SWALE LEGEND

ACO GRA	Acorus grameneus	Sweet Flag	3 gal
COR FLA	Cornus stolonifera 'Flaviramea'	Yellow Twig Dogwood	3 gal
COR ISA	Cornus stolonifera 'Isanti'	Isanti Redtwig Dogwood	3 gal
COR KEL	Cornus stolonifer 'Kelseyi'	Kelsey Redtwig Dogwood	1 gal
IRI ENS	Iris ensata	Japanese Iris	1 gal
MAH AQU	Mahonia aquifolium	Oregon Grape	3 gal
RIB SAN	Ribes sanguineum	Red Flowering Currant	5 gal
ROS NUT	Rosa nutkana	Nootka Rose	2 gal.
SAL PUR	Salix purpurea	Purple Osier Willow	5 gal

STRUCTURAL SOIL & DRAINAGE NOTES

1. ALL SUBSURFACE DRAINAGE SYSTEM SHALL BE OPERATIONAL PRIOR TO INSTALLATION OF STRUCTURAL SOIL
2. INSTALL 4" PERFORATED DRAIN ALONG THE LENGTH OF THE SOIL VOLUME AREA AND CONNECT TO THE STORM DRAIN SYSTEM. PLACE DRAIN LINE BETWEEN THE STRUCTURAL SOIL MATERIAL AND THE COMPACTED SUBGRADE. PROVIDE POSITIVE DRAINAGE TO PREVENT WATER LOGGING AND BUILD UP OF MOISTURE IN THE ROOT ZONE
3. A MINIMUM DEPTH REQUIREMENT SHALL BE 2'-0" DEPTH AS SHOWN TO OBTAIN THE MINIMUM SOIL VOLUME REQUIREMENT

LIGHTING LEGEND

LIGHT FIXTURE - SEE ELECTRICAL PLAN (TYP.-5)

STREET LIGHT FIXTURE - SEE ELECTRICAL PLAN (TYP.-5)

galbraith AND ASSOCIATES
LANDSCAPE ARCHITECTURE & SITE PLANNING
318 S. GRAPE STREET
MEDFORD, OR 97501
PH. 541.770.7964
FAX 541.770.5164
ORE.LANDSCAPE LICENSE No. 234 (CA. 2940)

REGISTERED LANDSCAPE ARCHITECT
JOHN L. GALBRAITH
OREGON
04/07/00

LITHIA & FIRST SUBDIVISION

Ashland, Oregon

REVISIONS
1. 11-09-07 SITE PLAN REVISIONS/PLAZA
2.

JOB NO.	0668
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JOB STATUS	

NORTH
SCALE 1"=20'-0"

L3

SECTION 02930 - TREES, SHRUBS, AND GROUNDCOVER

PART 1 - GENERAL

1.01 SUMMARY
A Section Includes:
1 Trees, plants, and ground covers
2 Decorative Bark Mulch
3 Plant establishment and Maintenance period
B Related Sections
1 Section 02810, Irrigation System, Sheet L5
2 Section 02940, Soil Preparation, Sheet L4

1.02 SUBMITTALS
A Action Submittals
1 Product Data
a Submit to Owner's Representative a ½ gallon product sample of bark mulch a minimum of 14 days prior to delivery to the site
2 Delivery Slips
a Contractor shall furnish certified delivery slips for all material used in performance of his work. Delivery slips shall list brand names, material strength and rate of application. The Owner's Representative may request samples periodically.
B Informational Submittals
1 Submit to Owner's Representative a Certificate of confirmed plant orders from supplier(s) within five days after Notice to Proceed including information on quantity ordered and location, phone number, and address of grower who has agreed to provide plant material
2 Submit to Owner's Representative product information for Planting Tablets, Pre-emergent Herbicide, and Mycorrhizae
3 Submit to Owner's Representative certificates required by law with plant shipments in the Closeout Manual
C Maintenance Material Submittal
1 At least 14 days prior to the end of the contractural maintenance period, submit to Owner full and complete maintenance instruction of the installed landscape. (Fertilizing, pruning, irrigating schedule, etc.)

1.03 QUALITY ASSURANCE
A Qualifications
1 Contractor shall be fully licensed with the State of Oregon for all phases of landscape installation
B Acceptable Plant Installers
1. Employ a planting field superintendent to be present and direct performance of planting Work and familiar with planting materials and methods of installation. The person shall have a minimum of 5 years experience in related work.
C Regulatory Requirements
1 Comply with minimum requirements for plant quality, grade tolerances, and caliper to height ratios as specified in American Standards for Nursery Stock, ANSI Z60.1-1973.
2 Meet or exceed the specifications of federal, state, and county laws requiring inspection of plants and planting material for plant disease control
D Substitutions
1 Submit to the Owner's Representative substitution requests no later than ninety (90) days prior to beginning landscape site work.
E Plant Names
1. Names and sizes of plants shall comply with the Standards of Practice of the American Association of Nurserymen, Inc.
2 Conform to Standardized Plant Names by J. Horace McFarland Company
3 Botanical names take precedence over common names
F The Owner's Representative may reject plant material that does not meet specified standards

1.04 DELIVERY, STORAGE, AND HANDLING
A Packing and Shipping
1 Notify Owner's Representative within 48 hours of delivery schedule so plant materials may be inspected upon delivery.
2. Deliver packaged materials in manufacturer's unopened containers, fully identified by name, brand, type, weight, and analysis
3 Do not transport plant material in an open vehicle unless it is covered from wind and sun damage
B Storage and Protection
1 Protect plants against damage and dehydration
2 Cover plant roots and root balls with soil or other accepted material upon delivery, if not scheduled for planting within four hours
3 Store plant materials in shade and protect against harmful weather
4 Maintain plant materials that are not planted within four hours
5 Store packaged materials to prevent damage and intrusion of foreign matter
6 Do not deliver more plant materials to the site than can be planted in one day without a permanent or temporary irrigation means of irrigation in place and operating

1.05 FIELD CONDITIONS
A Environmental Requirements
1 Do not plant when air temperature is less than 35 degrees F or above 95 degrees F
2 Do not plant when ground is frozen, excessively wet or dry
3 Do not plant when wind velocity exceeds 25 mph
B Scheduling
1 Conduct landscape work within the acceptable planting season for each kind of plant

1.06 PLANT ESTABLISHMENT AND MAINTENANCE
A Guarantee
1 Guarantee plant material and planting workmanship for one (1) year. The guarantee period shall begin on the date of Certificate of Final Completion
2 Plant materials shall be in healthy condition at end of one year guarantee period, or for one full growing season after installation, whichever is longer
3 Any plant found to be unhealthy during the guarantee period shall be removed and replaced. Replace unhealthy plants within 15 days or as approved by Architect
4 Plant replacement shall be of the same kind and size and planted as originally specified at no additional cost to the Owner. Plants that are replaced shall be guaranteed for six (6) months from time of replacement. Guarantee shall have same terms as specified herein
5 Corrective work shall be done within 15 days or as approved by Architect
6 Lawns must be solid color, well-sodded, dense, uniformly grassed and reasonably weed free. Reseed areas larger than twelve inches (12") not covered by uniform grass over entire surface
7 The Contractor shall not be held responsible for plant material damaged due to conditions beyond his control (vandalism or theft) or negligence of the Owner.
B One (1) year Maintenance Period
1 Maintain plantings for a period of one (1) year after Project Final Acceptance
2 General
a Water, weed, fertilize, spray, cultivate, mulch, reset plants to correct grade and upright position, remove dead wood, and perform other necessary maintenance work necessary for healthy growth
3 Trees, Shrubs, and Plants
a No Shearing, balling, or poodling of plants will be acceptable as a maintenance procedure. Plants overlapping the edge of pavement may be sheared to prevent obstruction of pathways and driveways
b Maintain by pruning, cultivating, and weeding as required for healthy growth
c Spray as required to keep trees and shrubs free of insects and disease
C Plant Establishment Period (During Construction)
1 Plant establishment period shall begin at the commencement of planting & continue until Project Final Acceptance.
2 Water, weed, fertilize, spray, cultivate, mulch, reset plants to correct grade and upright position, remove dead wood, and perform other necessary maintenance work necessary for healthy growth
3 Irrigate planting beds when necessary to avoid drying out of plant materials and to promote healthy growth
D Physical Completion (Final Site Meeting)
1 A final site meeting shall be required with the Owner in the eleventh (11th) month of the maintenance and guarantee period to review all warranty replacement items, workmanship and plant establishment

1.07 SITE OBSERVATION VISITS
A Pre-Construction Meeting
1 Prior to commencing any Work on the site, the Project Architect may call for an on-site meeting of all Contractors involved to review the Work under each Contract and the schedule of work
B Scheduled Visits
1 Planting. The contractor shall notify the Owner's Representative no less than one week prior to beginning planting work. The Owner's Representative shall observe plant conditions, planting layout and placement of plant materials
2 Initial Checklist. The Contractor shall contact the Owner's Representative upon the completion of planting and the application of bark mulch. The Owner's Representative shall be given a 48 hour notice of all site observation requests by the contractor
3 All work that is to be reviewed by the Owner's Representative shall be ready and in place at the time of the site visit. The Owner's Representative has the right to determine changes made to work at that time
4 Additional site observation visits can be required by the Owner's Representative at any time. If more than one site observation visit is required for a particular portion of Work due to excessive deficiencies (as determined by the Owner), the Landscape Contractor shall be charged for additional site observation visits

PART 2 PRODUCTS

2.01 PLANTS
A Nursery Stock
1 Healthy well branched and rooted, full foliaged when in leaf, free of disease, injury, insects, weeds, and weed roots
2 Typical of plant species and variety
3 Plants held in storage will be rejected if they show signs of stress due to drying out, solar exposure, and growth during storage
4 Do not use cold storage plants unless authorized by Owner's Representative in writing
5 Where drawings indicate row planting, furnish plants matched in form
6 Plants larger than specified in plant list may be used when acceptable to the Owner's Representative
7 If use of larger plants are acceptable to the Owner's Representative, then increase the spread of roots or root ball in proportion to the plant size
B Plant Names
1 Furnish plants true to name
2 Tag one in 25 with common and botanical name. Tag shall remain with the plant after planting
C Balled and Burlapped Plants (B&B)
1 Ball and Burlap with natural ball of size to insure healthy growth
2 Dig with firm natural balls of earth of sufficient diameter and depth to encompass the feeding root system necessary for full recovery of the plant.
3 Comply with ball sizes listed by American Standard for Nursery Stock.
4 Cracked and mushroomed balls are not acceptable
D Container Grown Plants
1 Furnish plants in removable containers or integral peat pots
2 Furnish plants well rooted to ensure healthy growth
3 Furnish plants grown in containers from six months to two years prior to delivery, with roots filling container but not root bound
4 Furnish plants grown in container for sufficient length of time for root system to hold container soil together.
F Trees
1 Do not furnish trees that have a main trunk with two co-dominated stocks unless stated otherwise
2 Trees shall not contain pruning wounds with a diameter of more than 1 inch and wounds must be made at branch collar and have sound bark on all edges
3 Furnish evergreen trees branched to the ground
G Shrubs and Ground Covers
1 Furnish plants with spread and height requirements indicated in plant list
2. Furnish plants in a moist and vigorous condition, free of dead wood, bruises, root injuries, and branch injuries

2.02 ACCESSORIES
A. Planting Tablets:
1 10 gram tablets, with NPK analysis of 20-10-5 with 1.4 percent sulfur
2 21 gram tablets, with NPK analysis of 20-10-5 with 1.4 percent sulfur
B Soil Conditioner
1 Free from weeds, seeds, and material harmful to plant life
2 Aged Compost
C Pre-Emergent Herbicide
1 Pre-emergent such as Ronstar, Casoron or approved equal, shall be applied in all shrub and ground cover planting areas per manufacturer's directions
D. Bark Mulch
1 1/2"-3/4" "Multi-Bark"
E Wood Stakes
1 Wood Specie and Grade: 2" X 8" Lodge Pole, as shown on Drawings
F Plant Guys
1 Deciduous Tree: "Rigid Guy" Tree ties or approved equal.
2 Conifer Tree: Galvanized steel wire rope, 5 strand, 3/16 inch minimum with 5/16 inch galvanized turnbuckles
3 Tree Anchoring at Tree Pits: As shown on Drawings
G Mychorrizae
1. Mycorrhizae Inoculant: Each plant shall receive an application of "Endo/Ecto Plus" available from Mycorrhizal Applications, Inc., (541) 476-3985, or approved equal. Apply per manufacturer's recommendations.

PART 3 - EXECUTION

3.01 PERFORMANCE
A Verification of Conditions
1 Examine planting areas and site conditions prior to starting work
2 Verify location of underground utilities prior to starting work
3 Start of work indicates acceptance of existing site conditions.
B Protection
1 Protect active underground utility lines whether indicated or not.
2. Barricade and cover excavations as required to protect pedestrians, employees, equipment, and adjacent property
3 Protect existing shrubs and trees from damage, discoloration, and soiling
C Surface Preparation
1 Comply with requirements of Section 02940-Soil Preparation, See Sheet L6.2
D Excavation for Plants
1 Excavate pit to two times diameter of root ball or root system and not less than 6 inches deeper for shrubs and holes for balled trees not to exceed depth of root ball.
2 Assure drainage by flooding prior to planting
3 Scarify bottom and sides of hole with shovel
E Placement of Trees and Shrubs
1 Place lightly compacted layer of prepared planting soil under root system to a depth of 6 inches minimum for shrubs and holes for balled trees not to exceed depth of root ball
2 Set top of root balls level as shown on the Drawings
3 If hole is too deep, fill hole with compacted soil to correct levels, deep planting is not permitted
4 Install plants upright and face plants to give best appearance and relationship to adjacent plants and structures
5 Remove root ball containers completely
6 Completely remove burlap and fasteners from root ball if root ball will not be damaged
7 Remove burlap and fasteners from tops and sides of root ball if complete removal cannot be accomplished without damage to root ball
8 Trim broken and frayed roots and any circularly growing roots conforming to the container shape
F Installation of Tree Support
1 Guy evergreen trees from three directions with guy wire and anchors or stakes as detailed. Stake deciduous trees from two directions with stakes as detailed
2 Install tree supports prior to backfilling. Supports for all trees should be attached at two thirds of the overall height of the trees as measured from root crown
G Planting Trees and Shrubs
1 Cut off broken and frayed roots
2 Place and compact prepared planting soil mix carefully to avoid injury to roots and fill voids
3 When planting hole is three-fourths filled, place planting tablets evenly spaced around each plant
4 Provide the following tablet quantities for each plant
a Gallon Container Shrubs up to 12 inch Spread: Two 10 gram tablets
b Shrubs 15 to 36 inch Spread: Four 10 gram tablets
c Shrubs 36 inches and Larger Spread: Three 21 gram tablets
5 When hole is 4 inches deep, fill with water and let stand until water is absorbed by soil
6 Fill hole to finish grade and provide 2 inch deep depressed water basin at each shrub and tree
7 Do not perform initial watering of trees and shrubs by irrigation system
H Planting Ground Covers
1 Install plants at spacing indicated
2 Dig holes large enough to allow spreading of roots
3 Backfill with prepared imported soil mix and compact to eliminate voids
4 Slightly dish finish grade at each plant and water thoroughly
I Pruning Trees and Shrubs
1 Prune trees and shrubs to remove damaged and diseased branches and poorly connected branches
J Mulching
1 Apply 3 inch thick layer of bark mulch over planting beds within two days after planting
2 Lift ground cover plant foliage above bark mulch where required to prevent mulch contact with plant foliage, trunk, and branches
3 Where indicated on the drawings, apply approximately 3" of clean, smooth river rock within two days after planting

3.02 COMPLETION
A Adjusting and Cleaning
1 Remove defective trees, plants, and ground covers from the site within 8 hours after site delivery
2. Relocate plants not located as indicated on Drawings
3 Repair damage to underground utility lines and site improvements as a result of planting work
4 Reshape finish grade to match adjacent surfaces
5 Replace defective trees, plants, and ground covers prior to Substantial Completion or where necessary during next planting season
6 Remove excess materials from the site
7 Sweep clean adjacent paving, curb, and walk surfaces on a daily basis

SECTION 02940 - SOIL PREPARATION

PART 1 - GENERAL

1.01 SUMMARY
A Section Includes
1 Soil materials
2 Preparing planting areas
B Related Sections
1 Section 02930 Trees, Plants and Ground Covers, Sheet L5
2 Division 2 Section - Earthwork/Excavation

1.02 REFERENCES
A Definitions
1 Noxious Weed: Includes Blackberry, Canada Thistle, Dandelion, Horsetail, Morning Glory, Nut Sedge, Poison Oak, Rush Grass, Annual Ryegrass, Bermuda Grass, Brome, Crabgrass, Johnson Grass, Nut Grass, Quack Grass, and other plants designated as a noxious weed by authorized State and county officials

1.03 SUBMITTALS
A Action Submittals
1 Product Data: Submit to Owner's Representative written statement giving location of property from which topsoil will be obtained
B Informational Submittal
1. Quantity Certification: Submit to Owner's Representative certification of quantities of topsoil, fertilizer and organic soil amendments to be delivered to the site
2 Topsoil Analysis: Submit one copy of existing and/or imported topsoil analysis including soil texture and contractor's written guarantee of additional fertilizers/organic material to meet the recommendations for ornamental plantings. For imported topsoil, analysis shall reflect soil collected at source not more than 3 weeks from time of shipment to site.
3 Soil Amendments Analysis: Submit one copy of soil amendment analysis showing
a Organic Matter Content
b pH range
c Moisture Content
d Soluable Salt Content
4 Fertilizers: Submit one copy of fertilizer labels used

1.04 QUALITY ASSURANCE
A Qualifications of Existing and/or Imported Topsoil:
1 Submitted topsoil must meet the definition
2 Twenty (20) days prior to beginning soil work, submit a topsoil analysis that includes
a Major elements fertility
b Agricultural suitability
c Organic evaluation
d Data evaluation/recommendations for ornamental planting uses
B Regulatory Requirements
1 Meet State of Oregon licensing requirements for the application of herbicides
C. Packing and Shipping:
1 Deliver commercial fertilizer in original containers with labels indicating weight, chemical analysis and name of manufacturer
D Storage and Protection:
1 Store fertilizers and lime in dry place and protect from contamination by herbicides
2 Protect soil materials from deterioration by surface moisture erosion, freezing temperatures, and chemical contamination during storage and handling
3 Protect existing and new improvements from damage and staining
4 Provide protective cover and barriers as necessary to prevent damage and staining

1.05 SITE CONDITIONS
A. Environmental Requirements:
1 Prepare soil only when topsoil is not in a wet, mud, and frozen condition

1.06 SITE OBSERVATIONS
A Pre-Construction Meeting:
1 Prior to commencing any Work on the site, the Project Architect may call for an on-site meeting of all Contractors involved to review the Work under each Contract and the schedule of work
B Scheduled Visits
1 Soil Preparation/Grading. The contractor shall notify the Owner's Representative no less than one week prior to beginning soil preparation and grading work. The Owner's Representative shall observe subgrade, soil preparation, topsoil acceptance, rough grade and final grade check
2 Initial Checklist. The Contractor shall contact the Owner's Representative upon the completion of soil preparation and grading prior to planting and application of bark mulch. The Owner's Representative shall be given a 48 hour notice of all site observation requests by the contractor
3 All work that is to be reviewed by the Owner's Representative shall be ready and in place at the time of the site visit. The Owner's Representative has the right to determine changes made to work at that time
4 Additional site observation visits can be required by the Owner's Representative at any time. If more than one site observation visit is required for a particular portion of Work due to excessive deficiencies (as determined by the Owner), the Landscape Contractor shall be charged for additional site observation visits

PART 2 PRODUCTS

2.01 MATERIALS
A Topsoil
1 On-Site Stockpiled Topsoil: Provide topsoil analysis of existing topsoil to Landscape Architect for approval of use
B New Imported Topsoil
1 Imported Topsoil shall be good grade of sandy loam with 10%-70% sand, 20%-80% silt, 5%-25% clay and no more than 5% of other material. It shall be free of alkali, nematodes, harmful chemicals, debris, and waste materials
2 Free of noxious weeds as designated on State of Oregon Dept. of Agricultures Noxious Weed List
3 Obtain from well drained site
4 Provide 12" minimum approved topsoil in all shrub planting areas
C Soil Amendment
1 Soil amendments shall be per soil analysis recommendation
2 Organic amendments shall consist of composted yard debris or organic waste material and be well composted, stable and weed-free organic matter
3. For bidding purposes use the following quantity per 1,000 square feet
a) 6 cubic yards aged sawdust
D Commercial Fertilizers
4 Commercial fertilizer shall be per soil analysis recommendation
5 Natural organic or inorganic granular fertilizers dry and free flowing complying with Oregon State fertilizer laws, and bearing guaranteed analyses of manufacturer
6 For Bidding Purposes use the following quantity per 1,000 square feet
a) 20 lbs. of commercial fertilizer
E Lime
1 Natural agricultural limestone containing not less than 85 percent of total carbonates, ground so that not less than 90 percent passes a 10 mesh sieve and not less than 50 percent passes a 100 mesh sieve
2 Dolomite limestone, calcium magnesium carbonate, 50 percent passing through a 100 mesh sieve, 95 to 100 percent passing through a 20 mesh sieve, agricultural ground grade, minimum neutralizing value of 90 percent
3 For Bidding Purposes use the following quantity per 1,000 square feet
a) 50 lbs. of ground limestone (dolomite lime)
F Herbicide
1 Broad Spectrum: Round-Up or approved equal
2 Selective for Broadleaves: Weed-B-gone or approved equal
3 Selective for Grasses: as approved

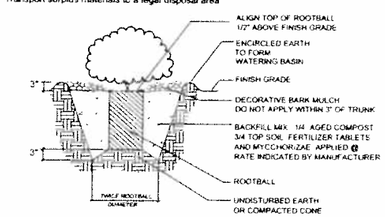
2.02 SOURCE QUALITY CONTROL
A Laboratory Analysis
1 Provide topsoil and soil amendment analysis by recognized laboratory made in accordance with methods established by the Association of Official Agriculture Chemists. Recommended labs are as follows:
a Agri-Check, Inc., 541 922-4894
b Miller Horticultural Associates, 503 699-4077

PART 3 - EXECUTION

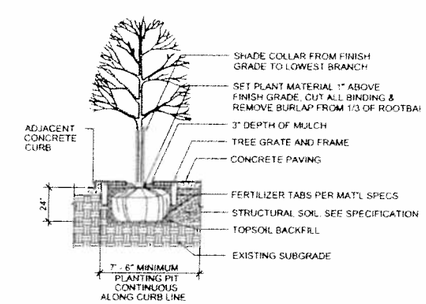
3.01 PERFORMANCE
A Site Verification of Conditions
1 Examine site for conditions, which will adversely affect execution, permanence, quality of work, and survival of plant material
2 Verify that grade and slopes of areas receiving topsoil are acceptable to Owner's Representative prior to beginning soil preparation
3 Report existing conditions detrimental to completion of soil preparation work to Owner's Representative
4 Begin Work required in this Section only after conditions are satisfactory

3.02 PREPARATION
A Protection of Existing Site
1 Protect utility lines, storm drainage lines, site improvements, and underground utilities
2 Stake location of underground utilities and avoid excavation in these areas beyond safe limits
3 Hand excavate where required to avoid utility line damage
B Preparing Shrub Planting Areas
1 Remove stones, mortar, concrete, asphalt, debris, materials larger than 2" and any material harmful to plant life from all shrub planting areas
2 Provide 12 inches minimum of approved topsoil mix to all shrub planting areas
3 Precautions are to be taken to avoid soil stratification and to ensure a gradual transition throughout the soil profile. Blend 1/ 4 of the stockpiled topsoil and required amendments into the top four (4) inches of the existing subsoil. Remove all deleterious material over 2" in diameter prior to placing the remainder of the required topsoil
4 Finish Grade: If not otherwise indicated, finish grades to be 2 inches below finish elevations indicated on Drawings. (Ref. Civil Plans)
5 Prepare areas by raking out spoil materials and debris such as construction debris, rocks, and plant debris from the top surface of the grade/subgrade. All spoil material shall be removed from the project area by the Contractor
6 Apply mulch after planting to a depth as shown on the drawings
C Finish Grading Areas
1 Remove high spots and fill depressions
2 Grade with uniform levels or slopes between finish grades as indicated on Drawings
3 Grade areas adjacent to improvements to drain away and to prevent ponding. Ensure positive drainage throughout
4 Maintain existing grades at limits of Work
5 Compact prepared topsoil to 80% density and float seeded planting areas to 1/2" and shrub planting areas to 2" below elevations indicated on the drawings. (Ref. Civil Plans)
6 Unless indicated otherwise, slope planting areas with a 6" crown or 2% minimum slope. Maintain positive drainage away from paved surfaces and buildings

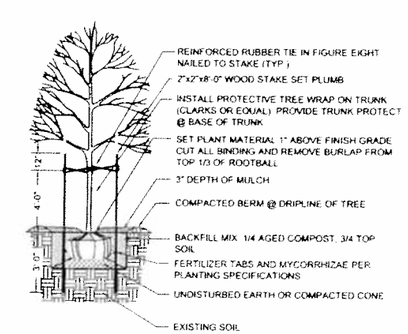
3.03 COMPLETION
A Adjusting and Cleaning
1 Restore prepared areas to specified condition where eroded, settled, or compacted after mixing of soil amendments and fine grading prior to landscape planting and seeding
2 Remove excess topsoil and soil amendments from adjacent paving, curb, and walk surfaces
3 Provide protective cover and barriers as necessary to prevent damage and staining
4 Remove debris, topsoil, fertilizer, limestone, textural soil amendment, and soil mixes from curbs, walks, paving, and other improvement surfaces daily
5 Broom and hose down curb, pavement, and walk areas daily as necessary to maintain clean surfaces
6 Transport surplus materials to a legal disposal area



1 SECTION - SHRUB/GROUNDCOVER PLANTING
Scale: N.T.S.



2 SECTION - STREET TREE PLANTING
Scale: N.T.S.



3 SECTION - TREE PLANTING AND STAKING
Scale: 1/2" = 1'-0"

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REGISTERED LANDSCAPE ARCHITECT
JOHN L. GALBRAITH
OREGON
04/07/86

LITHIA & FIRST SUBDIVISION

Ashland, Oregon

REVISIONS
1 10-26-07 SITE PLAN REVISIONS
2
3

SOIL PREPARATION, PLANTING DETAILS & SPECIFICATIONS

JOB NO.	0666
ISSUE DATE	6-8-07
DRAWN BY	BW, TG
REVIEWED BY	JG

JOB STATUS

L4

OF 6

PART 1 - GENERAL

1.01 SCOPE OF WORK
A. Provide labor, material and equipment to install the irrigation system and related Work as indicated on the drawings and shall include, but not be limited to:
1. Lawn and shrub sprinkler system
2. P.O.C., Main Line, automatic controller and valves
B. Balance and adjust irrigation system as required

1.02 REGULATORY AGENCY REQUIREMENTS
A. Obtain all permits and pay required fees to any government agency having jurisdiction over the work.
B. Inspections required by local ordinances during the course of construction shall be arranged as required by Contractor

1.03 SUBMITTALS
A. Action Submittal
1. Submit copies of manufacturer's product data of all materials to be used for this portion of work
B. Closeout Submittal
1. The Contractor shall furnish (2) record as-built drawings which include all approved variations or changes, indicating all main and lateral line locations, valves, drains, wire runs, and irrigation head locations.
2. The Contractor shall furnish operation and maintenance manual data including
a. Instruction manual which lists complete instruction for system operation and maintenance including winterizing
b. Manufacturer's cut sheets for each element of the system
c. Manufacturer's printed literature on operation and maintenance of operating elements of the system
d. On the inside surface of the automatic controller cover, the Contractor shall prepare and mount operation schedule and the drawings.
e. Mount near the controller a half-size, laminated, reduced copy of the as-built drawing with each zone color coded for ease of identification
f. Final payment for system will not be authorized until accurate and complete submittals are delivered to the Owner's representative
3. After the system has been completed, provide up to four (4) hours of training to instruct the Owner/Owner's maintenance personnel in the operation and maintenance of the irrigation system

1.04 RECORD DRAWINGS
A. Documents: Maintain at job site one (1) copy of Drawings, Specifications, Addenda, and approved Shop Drawings, Change Orders, Field Orders, other contract modifications, field reports, inspection reports, and other approved documents submitted by Contractor in compliance with various Sections of these Specifications.
B. Identification and Maintenance: Clearly mark each document "Project Record Copy", and maintain in good condition, available at all times for Architect's inspection. Do not use for construction purposes
C. Records: Legibly mark most appropriate document to show significant detail and dimension changes made during construction or not shown in original Contract Documents
D. Information given shall include, but not be limited to: Horizontal and vertical location of external underground utilities and appurtenances, referenced to permanent, visible, and accessible surface improvements
E. Keep Project Record Documents current. Do not permanently conceal any Work until required information has been recorded

1.05 SITE OBSERVATION VISITS
A. The Landscape Architect shall be notified by the Contractor 48 hours in advance of all site observation visits requested
B. The Contractor shall be present at each site observation visit
C. All Work that is to be viewed by the Landscape Architect shall be ready and in place. The Landscape Architect has the right to have changes made to any or all of the Work
D. The following site observation will be required for the contract
1. Mainline Pressure Test
2. Sprinkler Head Layout
3. Trenching (Layout and Depth)
4. Head Coverage Test
5. Final Irrigation Punch list
E. Additional site observation visits may be required by the Landscape Architect at any time. If more than one site observation visit is required for a particular portion of Work because of excessive deficiencies (as determined by Owner or Landscape Architect), the Landscape Contractor shall be charged for additional visits and reports required

1.06 QUALITY ASSURANCE
A. All work shall be installed by competent workmen experienced in trade in a neat and orderly manner acceptable to the Owner. Contractor shall be properly licensed for all Work of this section in the State of Oregon
B. Provide at least one person who shall be present at all times during execution of this portion of the Work and who shall be thoroughly familiar with the type of material being installed and the manufacturer's recommended methods

1.07 CODES AND STANDARDS
A. Conform to all pertinent codes and regulations. Comply with the latest rules of the National Electrical Code and the American Master Plumbers Code.
B. Conform to requirements of all legally constituted authorities having jurisdiction

1.08 RESPONSIBILITY
A. Protect Work and materials of this Section and Work and materials of others at all times
B. Carefully note all established grades, overhead and underground utilities and structures before commencing work and assume responsibility for damage to same
C. Restore any established grade changed during the course of this work to original contours
D. Maintain sidewalks and paved areas clean at all times
E. Maintain vehicles and equipment in clean condition to prevent soiling of roads, walks, and other paved or surfaced areas

1.09 CHANGES
A. Changes or alterations in the system to meet existing conditions shall be made at Contractor's expense. If major changes are required due to unforeseen problem conditions, the Contractor shall obtain a Change Order from the Architect before proceeding with the Work

1.10 PRODUCT HANDLING
A. Protection: Use all means necessary to protect irrigation system materials before, during, and after installation until completion of this Section
B. Replacement: In the event of damage, immediately make all repairs and replacements necessary to the approval of the Architect and at no additional cost to the Owner

1.11 JOB CONDITIONS
A. In freezing weather, do no solvent welding of PVC pipe. In rainy weather, do solvent welding of PVC pipe only under cover

1.12 SUBSTITUTIONS
A. Submit requests for product substitution approval to Landscape Architect. Substitutions will be permitted only if approved in writing by the Landscape Architect

1.13 GUARANTEE
A. Guarantee all installation against defects in materials and workmanship, which may occur during normal usage for a period of one year after final acceptance of the Work
B. System shall be in good working condition, free of debris in lines or heads and with no leaks. All heads plumb and adjusted for complete coverage
C. Defects that occur during the guarantee period shall be promptly repaired without cost to the Owner
D. Repair all settling of trenches which occurs during guarantee period and repair all damage to planting, paving, or other improvements resulting from defects or settling in irrigation installation
E. Contractor not responsible for damage due to vandalism, negligence of the Owner or Acts of Nature

1.14 MAINTENANCE
A. Furnish service and maintenance of entire system until completion and acceptance of landscape planting work
B. Provide maintenance of plantings until final completion of all landscape work. Clean filter screens in last two heads of each lateral (or for driplines, flush) at completion of installation work, or as necessary to remove all debris
C. Adjust controller and sprinkler heads as required during maintenance period
D. Provide keys to automatic controller to Owner

PART 2 - PRODUCTS

2.01 MATERIALS
A. All proposed materials and equipment of the systems shall be new and shall be of brands and types as shown in the Drawings or as specified herein

2.02 PIPE AND FITTINGS
A. All lateral pipe shall be Class 200 PVC Type I
B. All main line pipe shall be schedule 40 PVC
C. PVC fittings shall be schedule 40 PVC
D. Nipples shall be Sch. 80
E. Galvanized iron pipe and fittings shall be standard weight (Schedule 40), hot dipped galvanized
F. All risers above ground, if any, shall be galvanized iron pipe, or Schedule 80 PVC
G. Pipe Sleeves shall be Sch. 40 PVC. All sleeves to be twice the size of passing pipe. All wires to valves to be in separate sleeves, adequate for carrying twice the intended number of wires.

2.03 SPRINKLER HEADS
A. As indicated on Irrigation Drawings

2.04 VALVES AND CONTROLLERS
A. As indicated on Irrigation Drawings
B. Manual Drain Valves
1. 1/2" Brass, 150 los. class threaded connections, with cross type operating handle designed to receive operating key. Casco, Champion 100, or approved equal
2. Valve Operating Key: Heavy galvanized plated iron Key for operating cross-type flow control handle on valve. Length, 30"
C. Ball Valve: as indicated on plans. If size is not indicated on plans, valve shall be same size as main line

2.05 PVC SOLVENT CEMENT, PVC CLEANER AND PRIMER
A. As recommended by pipe manufacturer in writing

2.06 VALVE BOXES
A. Ametek brand or equal, of sufficient size to house one or more valves as needed for proper installation

2.07 OTHER MATERIALS
A. All materials not specifically described but required for a complete and proper irrigation system installation, shall be new and first quality of their respective kinds

PART 3 - EXECUTION

3.01 EXISTING CONDITIONS
A. Prior to all work of this Section, carefully inspect the installed work of all other trades and verify that all such work is complete to the point where this installation may properly commence. Do not start work until conditions are satisfactory.

3.02 LAYOUT
A. Layout shall follow as closely as practical the schematic design as on the Drawings. Make no substantial changes without prior approval.
B. Stake head locations and adjust to site conditions for uniform coverage. After system when required or instructed to afford uniform irrigation coverage

3.03 TRENCHING
A. Trenching locations shown on Drawing are diagrammatic. Adjust to actual site conditions and ease of trenching
B. Stake tree locations and route pipe trenches so they do not pass through tree pits
C. Provide the following depth of backfill over top of pipe
1. Lateral Line: 10" minimum/18" maximum
2. Main Line: 18" minimum/24" maximum
3. Sleeves: 18" minimum/24" maximum
D. Bottom of trenches shall be free of rocks, clods, and other sharp objects. Snake pipe from side to side in bottom of trench to allow for expansion.
E. Temporary Stockpiling of Excavated Material:
1. Unless otherwise approved, do not obstruct private streets, drives, or pedestrian walkways
F. No mechanical trenching shall be permitted within any tree protection zone (TPZ).

3.04 PLASTIC PIPE
A. Carefully clean all pipe of scale, sand, dirt, etc., prior to assembling. Make up pipe on the surface by solvent welding process before lowering into trench. Avoid using an excess of cement when making joints. All excess cement shall be continuously wiped off as it appears on the surface of the pipe after making joints. Allow at least 15 minutes set-up curing time before moving or handling.
B. Make all connections between plastic pipe and metal valves, copper pipe or steel pipe with screw fitting using plastic male adaptars. Do not use solvent cement on threaded joints, but wrap joints with minimum wraps of Teflon tape. Hand tighten, do not use a wrench. Do not screw steel pipe into plastic fitting
C. Thoroughly flush pipe through all sections before installing valves, heads, or drains
D. Provide 2" clearance between all pipes in same trenches.

3.05 SPRINKLER HEAD LOCATION
A. Install heads in locations shown on plans and as directed to obtain complete coverage. Do not install heads until lines have been thoroughly tested and flushed clean.
B. All heads shall be installed plumb, and set with top of pop-up heads flush with finish grade allowing for bark or sod. Install heads in straight lines to each other where possible.
C. Heads shall be immediately adjusted to keep water from building and paving.

3.06 DRAIN VALVES
A. Install manual drain valves at low points of system. Valves shall be accessible through a 4" PVC sleeve and have a 2 cubic foot pea gravel sump to drain into. Provide owner with valve key

3.07 AUTOMATIC SPRINKLER EQUIPMENT
A. Install Controller where acceptable to Owner in panel box provided by Owner, and coordinate installation with work of other trades including electrical connection to Controller.
B. Provide all conduit, wire, and equipment to properly install
C. Label circuits inside controller cover, including scheduling of all zones. Submit to Landscape Architect for review and acceptance minimum ten (10) days prior to system operation test
D. Control Wire
1. Single wires of different colors (red) to each solenoid from controller and a common neutral wire (white) to all solenoids from the controller. Wire sizes shall meet minimum requirements for operation of control valves installed
2. Wire shall be laid in trenches traveling via the main line whenever possible from controller to the valve. Wire shall be placed at bottom of main line and to the side as detailed
3. Wire shall be "taped" with electrical tape at 10-foot intervals.
4. Provide a 36" expansion loop at each control valve
5. All splices shall be in boxes and noted on as-built drawings.
6. Splicing of wire shall be made with Rain Bird Pen-Tite wire connectors or approved equal
7. All control wire shall have 18 inches minimum cover
8. All control wiring under paving, curbs, walls etc., shall be protected by a pipe (Sch. 40 PVC) sleeve of adequate size and proper installation for "pulling" twice the required number of wires. No taping of wire inside sleeve
9. Install 1 extra control wire of different color (green) and 1 extra common wire along entire wire route.
E. Control Valve I.D. Tag: Field Printable, Christy or equal. Clip on each control valve to identify

3.08 MAIN LINE PRESSURE TEST
A. Pressure test main line free of valves
B. Do not apply pressure tests until after the last solvent weld joint has set up for 24 hours.
C. Center load all mainline pipe leaving all glue joints exposed
D. Flush dirt & bleed air from mainline prior to test
E. Existing static line pressure (60-75 psi) shall be sustained in the lines for two hours. If a leak develops in glued joints, the joints shall be replaced and the test repeated until the entire system is proven to be watertight.

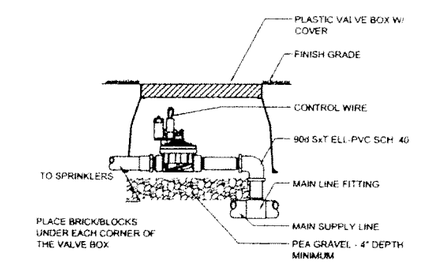
3.09 VISUAL MAIN LINE TEST
A. Remove all caps and install valves.
B. Prior to the connection of lateral lines to valves, a visual inspection of valves and valve manifolds shall be required
C. The mainline shall be held at the existing static pressures for 2 hours. A visual inspection shall be performed to determine if leaks develop in the threaded and glued portions of the manifolds
D. Corrective steps shall be taken and the test shall be repeated until the mainline is shown to be drip-tight

3.10 VISUAL LATERAL LINE TEST
A. A visual inspection shall be performed to determine if leaks develop in the glued portions of the lateral line
B. Cap swing joints with threaded caps, and maintain static line pressure for a period of two hours
C. The test shall be repeated until the lateral line is shown to be drip-tight. Threaded portions of the lateral lines shall be tightened to reduce leakage
D. Tests shall be observed and approved by the Owner's Representative prior to backfill

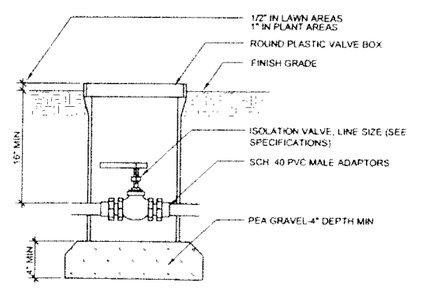
3.11 BACKFILLING
A. In no event shall the Contractor cover up or otherwise remove from view any work under this contract without prior approval of the Owner's representative. Any work covered prior to inspection shall be opened to view by the Contractor at his expense
B. After work has been tested and is in good working order, trenches shall be backfilled with excavated earth after all roots, rocks or hard objects over 2" in size have been removed or broken up, with initial backfill over plastic pipe being of a fine granular material.
C. Backfill Compaction
1. Backfill shall be "water jetted" or compacted with an appropriately sized gas powered mechanical compactor in 6" lifts when soil moisture level is low enough to permit. Soil moisture level shall be evaluated by Owner's Representative
2. Backfill must be "water jetted" when soil moisture level is too high for proper mechanical compaction
3. Backfill shall be compacted to a dry density equal to adjacent soil and shall conform to adjacent grades free of sunken areas, or other irregularities.
D. Remove all excess excavated material from site. Dispose of legally

3.12 COVERAGE TEST
A. Upon completion of all systems, the Contractor shall perform a coverage test to determine that all areas are completely and adequately watered. Change any heads/nozzles as may be required to provide coverage as indicated on the Drawings or as specified
B. Adjust heads to keep water off of structures or paving
C. Contractor shall be present at test and shall perform test in presence of Landscape Architect or Owner's Representative

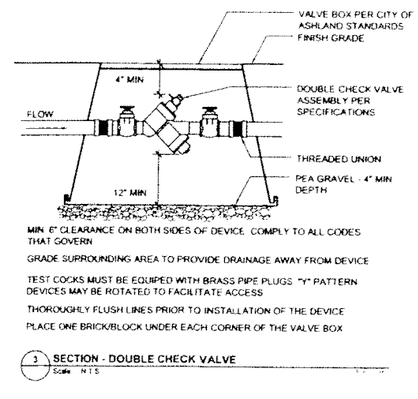
3.13 CLEAN UP
A. Upon completion of work, remove all excess material, equipment and debris and leave the area in a neat and acceptable condition
B. Properly replace all features and plant material disturbed during installation and return area to original condition or better
C. Including products of other sections, clean, repair, or replace when directed, products, which have been soiled, discolored, or damaged by work of this section. Remove debris from project site upon Work completion or sooner, if directed.



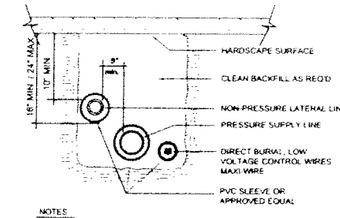
1 SECTION - REMOTE CONTROL VALVE
Scale: N.T.S



2 SECTION - ISOLATION VALVE
Scale: N.T.S



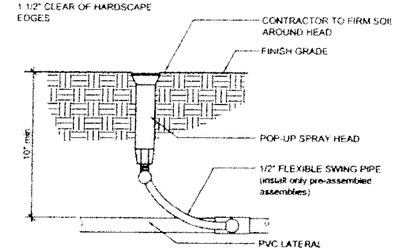
3 SECTION - DOUBLE CHECK VALVE
Scale: N.T.S



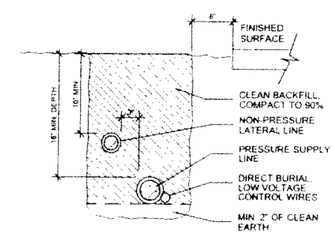
NOTES:
1. COORDINATE INSTALLATION OF PIPING AND WIRES UNDER VEHICULAR PAVEMENT AREAS WITH OTHER TRADES
2. ALL SLEEVES TO BE 4" SCH 40 PVC, 2 E
3. ALL SLEEVES TO BE RUN 12" MIN. PAST HARDSCAPE

4 SECTION - SLEEVING @ PAVING
Scale: N.T.S

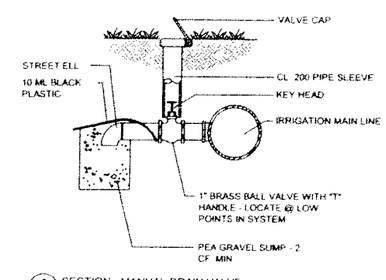
NOTE
ALL SPRAY HEADS TO BE KEPT 1 1/2" CLEAR OF HARDSCAPE EDGES



5 SECTION - POP-UP SPRAY HEAD
Scale: N.T.S



6 SECTION - IRRIGATION LINE TRENCH
Scale: N.T.S



7 SECTION - MANUAL DRAIN VALVE
Scale: N.T.S

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LITHIA & FIRST SUBDIVISION

Ashland, Oregon

REVISIONS
1. 10-26-07 SITE PLAN REVISIONS
2.

IRRIGATION DETAILS & SPECIFICATIONS

JOB NO.	0668
ISSUE DATE	6-8-07
DRAWN BY	BW, TG
REVIEWED BY	JG
JOB STATUS	

L5

OF 6

SECTION 02055 - STRUCTURAL SOIL

PART 1 - GENERAL

1.01 SUMMARY

A Section Includes
1 Preparation of subgrade in areas to receive structural soil

B Related Sections:
1 Section 02950, Trees, Plants and Ground Covers, Sheet L4
2 Section 02810, Irrigation System, Sheet L5
3 Division 2 Section - Earthwork/Excavation
4 Division 2 Section - Cast-in-Place Concrete

1.02 REFERENCES

A Reference Standards
1 ASTM: American Society of Testing Materials
2 AASHTO: American Association of State Highway and Transportation
3 AOAC: Association of Official Agricultural Chemists
4 USDA: United States Department of Agriculture

1.03 SUBMITTALS

A At least 14 days prior to ordering materials, the Contractor shall submit to the Owner's representative samples, certificates, manufacturer's literature and certified tests for materials as specified below. No materials shall be ordered until the required samples, certificates, manufacturer's literature and test results have been reviewed and approved. Delivered materials shall closely match the approved samples. Approval shall not constitute final acceptance. The Owner reserves the right to reject, on or after delivery, any material that does not meet these specifications. All testing and analysis shall be at the expense of the Contractor

B Submittals: (Product Data and Testing)
1. **Topsoil:**
a Submit location of loam borrow pit and suppliers name and address
b Submit a physical and chemical analysis, performed in accordance with current AOAC Standards including: soil texture percentage, pH range, organic matter, nutrient test, moist bulk density, CAC, carbon/nitrogen ratio, etc.
c. Submit Fertilizer analysis needs and recommendation by the Soils Testing Lab.
2. **Crushed Stone:**
a Submit particle size analysis for all Crushed Stone according to the following gradients.

USDA Designation	Size at mm
3"	+76mm
2-1/2"	63-76mm
2"	50-63mm
1-1/2"	37-50mm
1"	25-37mm
3/4"	19-25mm
Fine gravel	2-19mm
Sand	0.05 - 2mm
Silt	0.002 - 0.05mm
Clay	minus 0.002mm

3. **Structural Soil:**
a Submit California Bearing Ratio (CBR) test results.
b Provide Structural Soil mix sample for approval at mixing site. Sample mixes for review shall be provided for each 500 cubic yards of material. Bearing ratio test shall be completed and submitted prior to review.

1.04 ADMINISTRATIVE REQUIREMENTS

A. Scheduling and Coordination:
1 Owner's Representative shall be given at least two working days notice in advance of starting operations or requesting site observations. Contractor shall keep the Owner's Representative advised of the operations.
2. For soil preparation and grading, the contractor shall notify the Owner's Representative no less than one week prior to beginning soil preparation and grading work
3. All work that is to be reviewed by the Owner's Representative shall be ready and in place at the time of the site visit. The Owner's Representative has the right to determine changes made to work at that time
4. Additional site observation visits can be required by the Owner's Representative at any time. If more than one site observation visit is required for a particular portion of Work due to excessive deficiencies (as determined by the Owner), the Landscape Contractor shall be charged for additional site observation visits

B Site Observation Meetings
1 Pre-Construction Meeting:
a Prior to commencing any Work on the site, the Project Architect may call for an on-site meeting of all Contractors involved to review the Work under each Contract and the schedule of work
2 Scheduled Visits
a. Review of Vertical Section Layout of all Structural Soil
b Soil Preparation
c Topsoil Acceptance
d Rough Grade
e Final Grade Check

1.05 QUALITY ASSURANCE

A Regulatory Requirements.
1 Regional or Municipal Standard Specifications documentation

B Qualifications:
1 The work of this section shall be performed by a Contractor which has a minimum of 5 years experience successfully installing planting mix of similar quality, schedule requirement and construction detailing to this project. Proof of this experience shall be submitted as outlined above

1.06 DELIVERY, STORAGE AND HANDLING

A Storage and Handling Requirements
1 Do not deliver or place soils in frozen, wet, or muddy conditions. Material shall be delivered at or near optimum compaction moisture content as determined by AASHTO T 99 ((ASTM D 698). Do not deliver or place materials in an excessively moist condition (beyond 2 percent above optimum compaction moisture content as determined by AASHTO T 99 (ASTM D 698)
2 Protect soils and mixes from absorbing excess water and from erosion at all times. Do not store materials unprotected from large rainfall events. Do not allow excess water to enter site prior to compaction. If water is introduced into the material after grading, all material to drain to near optimum compaction moisture content

1.07 FIELD CONDITIONS

A Existing
1 Locate and confirm the location of all underground utility lines and structures prior to the start of any excavation.
2 Notify the Owner's representative of any subsurface conditions which will affect the Contractor's ability to complete the work.
3 Repair any underground utilities or foundations damaged by the Contractor during the progress of this work. The cost of all repair shall be at the Contractor's expense

B Site Conditions
1 All areas to receive Structural Soil shall be inspected by the Contractor before starting work and all defects such as incorrect grading, compaction and inadequate drainage etc. shall be reported to the engineer prior to beginning this work
2 \The Contractor shall be responsible for judging the full extent of work requirements involved, including but not limited to the potential need for temporary storage and staging of soils, including moving soil stock piles at the site to accommodate scheduling of other work and the need to protect installed soils from compaction, erosion and contamination

PART 2 - PRODUCTS

2.01 TOPSOIL

A Topsoil shall be a "clay loam" based on the "USDA classification system" as determined by mechanical analysis (ASTM D-422) and be of uniform composition, without admixture of subsoil. It shall be free of stones greater than one-half inch, lumps, plants, and their roots, debris and other extraneous matter over one inch in diameter or excess of smaller pieces of the same materials as determined by the Landscape Architect. It shall not contain toxic substances harmful to plant growth. It shall be obtained from naturally well drained areas which have never been stripped of top soil before and have a history of satisfactory vegetative growth. Clay Loam shall contain not less than 2% or more than 5% organic matter as determined by the loss on ignition of oven dry samples.

B Physical properties for Clay Loam shall conform to the following USDA soil classification system

Textural Class	% of total weight
Gravel	less than 5%
Sand	20 - 40%
Silt	20 - 50%
Clay	20 - 40%

C Moist Bulk Density 1.20 - 1.40

D Chemical analysis. Shall conform to the following criteria
1 pH between 5.5 to 6.5
2 Percent organic matter 2 - 5% by dry weight
3 Soluble salt less than 1.0 Millimho per cm
4 Cation Exchange Capacity (CEC) greater than 10
5 Carbon/Nitrogen Ratio less than 33:1

2.02 FERTILIZER

A. Fertilizer shall be formulated for mixing into the soils and be certified by the manufacturer to provide controlled release of nitrogen continuously for a period of no less than 8 months and no longer than 12 months.

B Fertilizer percentages of weight of ingredients and application rates shall be as recommended by the soil testing results

2.03 SULFUR

A Sulfur shall be commercial granular, 98% pure sulfur, delivered in containers with the name of the manufacturer, material and analysis appearing in the container.

B Sulfur used to lower soil pH above 6.5 shall be ferrous sulfate formulation

2.04 LIME

A. Agricultural limestone containing a minimum of 85% carbonates. Minimum gradation: 100% passing 10 mesh sieve; 98% passing 20 mesh sieve; 55% passing 60 mesh sieve and 40% passing 100 mesh sieve

2.05 CRUSHED STONE

A Crushed stone shall be DOT certified, narrowly graded from 0.75 -1.5 inches, highly angular with no fines and shall conform to the following
1. 90-100 percent should pass an 1.5 inch sieve
2 20-55 percent should pass the 1.0 inch sieve
3. 10 percent should pass the 0.75 inch sieve

B A ratio of nominal maximum to nominal minimum particle size of 2 is required

2.06 FILTER FABRIC

A Woven, UV stabilized, polypropylene geotextile fabric

2.07 WATER

A The contractor shall be responsible to furnish his own supply of water to the site. All work injured or damaged due to the lack of water, or the use of too much water, shall be the Contractor's responsibility to correct. Water shall be free from impurities injurious to vegetation

2.08 HYDROGEL

A Hydrogel shall be a potassium propenoate-propenamide copolymer. Gelscape by Amereq inc (1-800-832-8788) or approved equal

2.09 STRUCTURAL SOIL MIX

A A uniformly blended mixture of Crushed Stone, Clay Loam and Hydrogel, mixed to the following proportion

MATERIAL	BY UNIT OF WEIGHT(dry weight)	BY PERCENT *
Crushed Stone	100	76.90 percent
Topsoil	15-20	15.40 percent
Hydrogel	0.03	0.023 percent
Water	10	7.70 percent

* percentages are calculated with a dry unit weight of topsoil at 20

B The soaked CBR (California Bearing Ratio) shall equal or exceed a value of 50. Adjust final dry weight mixing proportion to decrease soil in mixture if CBR test results fail to meet acceptance

PART 3 - EXECUTION

3.01 MIXING

A Mix structural soil materials at an off-site location and deliver to site

B Mixing Procedure
1 Spread crushed stone on paved surface to maximum depth of 12 inches
2 Spread dry hydrogel evenly on top of stone.
3 Spread clay loam evenly over the prepared stone
4 Add soil amendments to alter soil fertility including fertilizers and pH adjustment at the rates recommended by the soil test
5 Blend the entire amount by turning using a front end loader or other suitable equipment until a consistent blend is produced
6 Add moisture gradually and evenly during the blending and turning operation as required to achieve the required moisture content

C. Maintain records documenting quantities and proportions of material.

3.02 STORING

A The Contractor shall mix sufficient material in advance of the time needed at the job site to allow adequate time for final quality control testing as required. Structural soil shall be stored in piles of approximately 500 cubic yards and each pile shall be numbered for identification and quality control purposes. Storage piles shall be protected from rain and erosion by covering with plastic sheeting

3.03 SITE PREPARATION

A Do not proceed with the installation of the Structural Soil material until all walls, curb footings and utility work in the area have been installed. For site elements dependent on Structural Soil for foundation support, postpone installation until immediately after the installation of Structural Soil

B Excavate and compact the proposed subgrade to depths, and widths as shown on the Drawings. Maintain all required angles of repose of the adjacent materials as shown on the drawings. Do not over excavate compacted subgrades of adjacent pavement or structures

C Confirm that the subgrade is at the proper elevation and compacted as required. Subgrade elevations shall slope parallel to the finished grade

D Clear the excavation of all construction debris, trash, rubble and any foreign material. In the event that fuels oils, concrete washout silts or other material harmful to plants has been spilled into the subgrade material, excavate the soil sufficiently to remove the harmful material. Fill any over excavation with approved fill and compact to the required subgrade compaction.

E Install subsurface drain line as shown on the drawing prior to installation of Structural Soil

F Do not proceed with the installation of Structural Soil until all utility work in the area has been installed

G Protect adjacent walls, walks, and utilities from damage or staining by the soil

3.04 INSTALLATION OF FILTER FABRIC

A Install Filter Fabric wherever the underlying subgrade fill material is sufficiently coarse to permit significant migration of particles from Structural Soil into the subgrade material below

B Maintain a minimum of 24 inch overlap at all Filter Fabric joints

C Install each compacted lift of Structural Soil material taking care not to damage the Filter Fabric

3.05 INSTALLATION OF STRUCTURAL SOIL

A Place Structural Soil in maximum 12" lifts

B. Compact each lift to 95 percent. Delay compaction 24 hours if moisture content exceeds maximum allowable and protect Structural Soil during delays in compaction with plastic or plywood.

C Install filter fabric cover below paving or wearing surface materials

D. Protect installed structural soil from contamination by toxic materials, trash and debris, and from water contaminated with cement, clay or silt.

ga LAND
LANDSCAPE ARCHITECTU.
& SITE PLANNING
318 S. GRAPE STREET
MEDFORD, OR 97501
PH. 541.770.7964
FAX 541.770.5164
OREGON LICENSE No. 254 (CA. 2986)

REGISTERED LANDSCAPE ARCHITECT
JOHN L. GALBRAITH
OREGON
04/07/80

LITHIA & FIRST SUBDIVISION

Ashland, Oregon

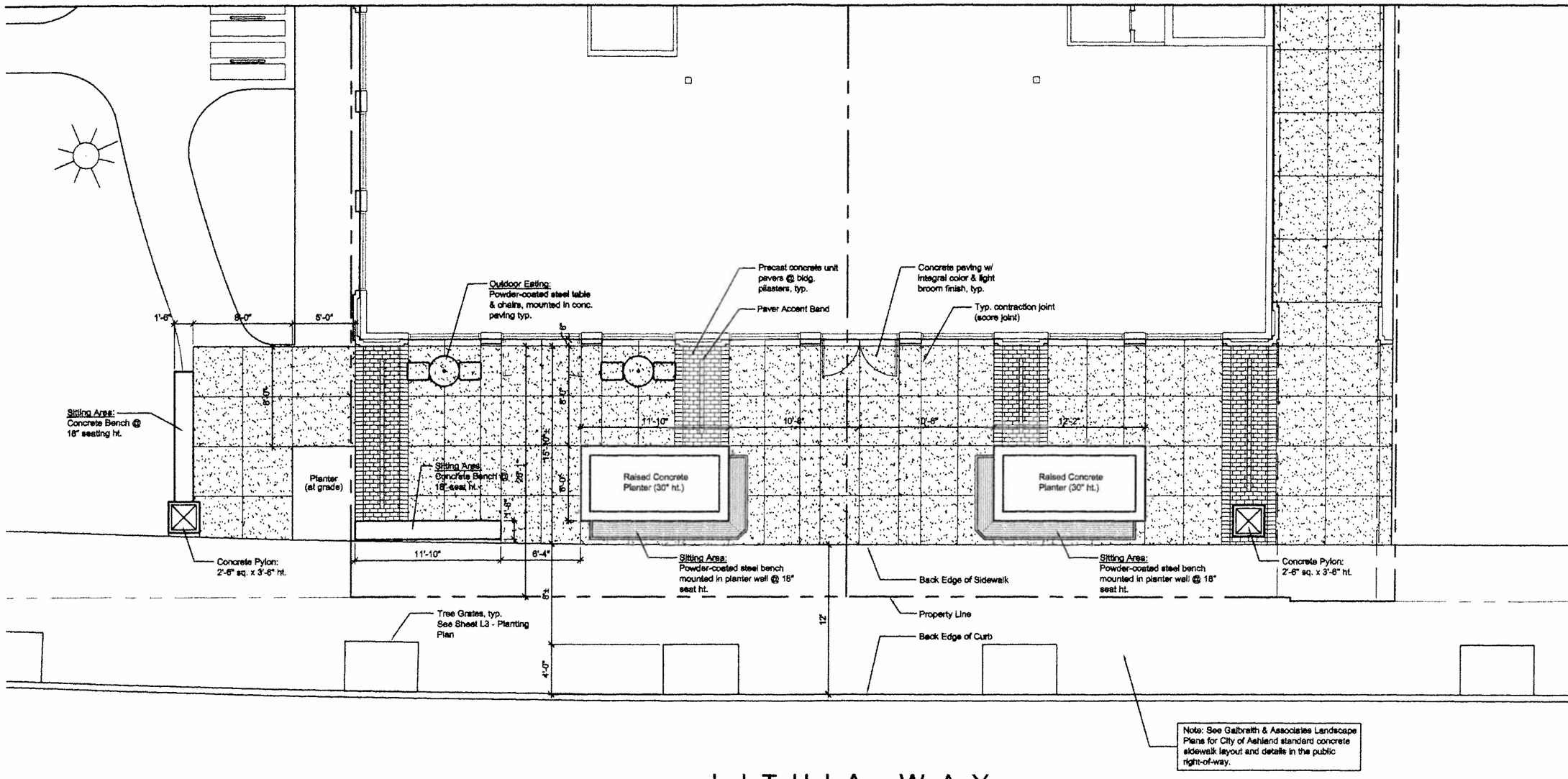
REVISIONS
1 10-26-07, SITE PLAN REVISIONS

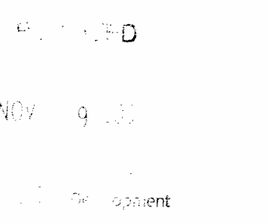
STRUCTURAL SOIL SPECIFICATIONS

JOB NO.	0668
ISSUE DATE	6-8-07
DRAWN BY	BW, TG
REVIEWED BY	JG
JOB STATUS	

L6

OF 6





REGISTERED LANDSCAPE ARCHITECT
Gregory Covey
OREGON
12/29/92

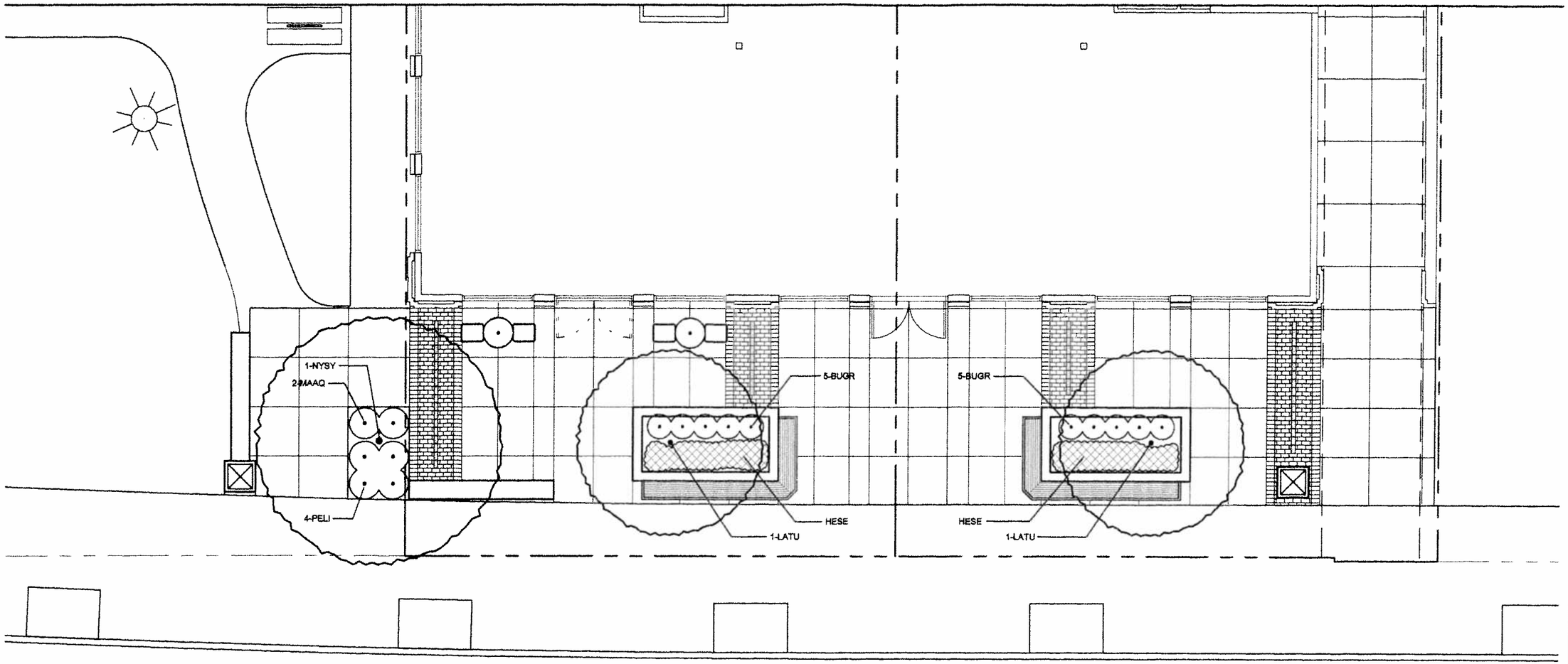
COVEY PARDEE
LANDSCAPE ARCHITECTS

LITHIA & FIRST - LOTS 1 & 2
LITHIA WAY
Ashland, Oregon 97520

NO.	ISSUE/REV.	DATE
0	Site Review	11/9/07

SHEET TITLE
PLAZA
SITE PLAN

DATE	9 NOV 2007
SCALE	1/4"=1'-0"
DRAWN	GTC
JOB	Lithia
SHEET	P1
FILE	0721-BASL



PLANT LIST

Key	Botanical Name	Common Name	Size / Comments
Trees			
LATU	LAGERSTROEMIA 'TUSCARORA'	TUSCARORA CRAPE MYRTLE	1.75" CAL. - B&B
NYSA	NYSSA SYLVATICA	BLACK TUPELO	1.75" CAL. - B&B
Shrubs			
BUGR	BUXUS MICROPHYLLA JAPONICA	GREEN BEUATY BOXWOOD	1 GAL
MAAQ	MAHONIA AQUIFOLIUM	OREGON GRAPE	1 GAL
Ornamental Grasses			
HESE	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL at 18" O.C.
PELI	PENNISETUM ALOPECUROIDES 'LITTLE BUN	LITTLE BUNNY FOUNTAIN GRASS	1 GAL

LITHIA WAY

GENERAL NOTES

A. VERIFY LOCATIONS OF ALL BELOW GRADE UTILITIES PRIOR TO BEGINNING WORK. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL UTILITY LOCATES.

B. SEE GALBRAITH & ASSOCIATES LANDSCAPE PLANS FOR IRRIGATION PLANS & DETAILS

C. SEE GALBRAITH & ASSOCIATES LANDSCAPE PLANS FOR STREET TREE PLAN

NORTH

0 2' 4' 8'

REGISTERED LANDSCAPE ARCHITECT
Gregory Covey
OREGON
12/29/92

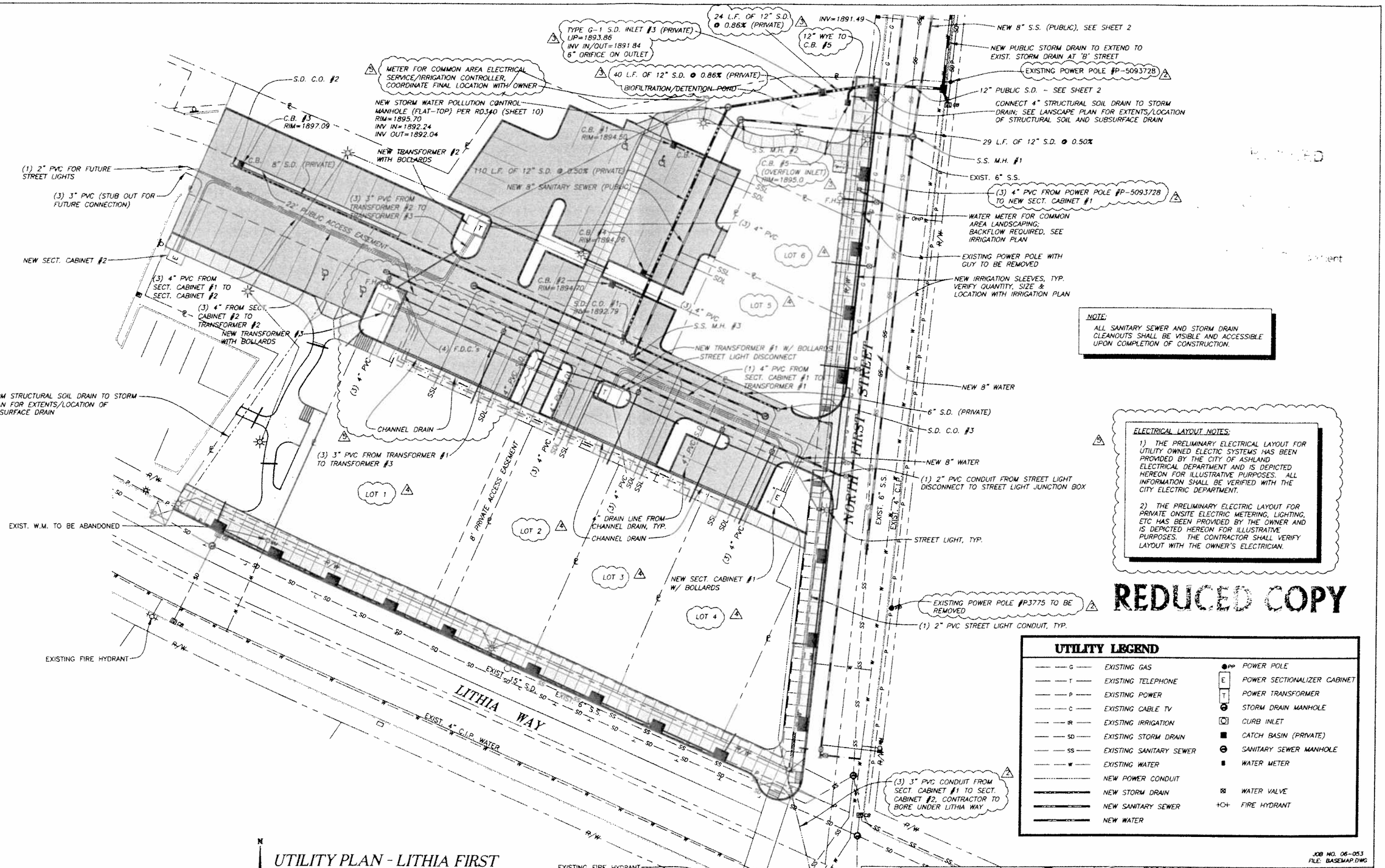
Covey PaRDEE LANDSCAPE ARCHITECTS
270 LOST WAY, #16
P.O. BOX 1599
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx
greg@coveypardee.com

LITHIA & FIRST - LOTS 1 & 2
LITHIA WAY
Ashland, Oregon 97520

NO.	ISSUE/REV.	DATE
0	Site Review	11/8/07

SHEET TITLE
PLAZA
PLANTING PLAN

DATE	9 NOV 2007
SCALE	1/4"=1'-0"
DRAWN	GTC
JOB	Lithia
SHEET	P2
FILE	0721-PL



NOTE:

ALL SANITARY SEWER AND STORM DRAIN CLEANOUTS SHALL BE VISIBLE AND ACCESSIBLE UPON COMPLETION OF CONSTRUCTION.

ELECTRICAL LAYOUT NOTES:

1) THE PRELIMINARY ELECTRICAL LAYOUT FOR UTILITY OWNED ELECTIC SYSTEMS HAS BEEN PROVIDED BY THE CITY OF ASHLAND ELECTRICAL DEPARTMENT AND IS DEPICTED HEREON FOR ILLUSTRATIVE PURPOSES. ALL INFORMATION SHALL BE VERIFIED WITH THE CITY ELECTRIC DEPARTMENT.

2) THE PRELIMINARY ELECTRIC LAYOUT FOR PRIVATE ONSITE ELECTRIC METERING, LIGHTING, ETC HAS BEEN PROVIDED BY THE OWNER AND IS DEPICTED HEREON FOR ILLUSTRATIVE PURPOSES. THE CONTRACTOR SHALL VERIFY LAYOUT WITH THE OWNER'S ELECTRICIAN.

REDUCED COPY

UTILITY LEGEND

G	EXISTING GAS
T	EXISTING TELEPHONE
P	EXISTING POWER
C	EXISTING CABLE TV
IR	EXISTING IRRIGATION
SD	EXISTING STORM DRAIN
SS	EXISTING SANITARY SEWER
W	EXISTING WATER
	NEW POWER CONDUIT
	NEW STORM DRAIN
	NEW SANITARY SEWER
	NEW WATER
PP	POWER POLE
E	POWER SECTIONALIZER CABINET
T	POWER TRANSFORMER
	STORM DRAIN MANHOLE
	CURB INLET
	CATCH BASIN (PRIVATE)
	SANITARY SEWER MANHOLE
	WATER METER
	WATER VALVE
	FIRE HYDRANT

UTILITY PLAN - LITHIA FIRST

SCALE: 1"=20'

JOB NO. 06-053
FILE: BASEMAP.DWG

DRAWN:	JP
DATE:	6/15/07
REVISIONS	
7/9/07	1 ELIMINATE DETENTION
8/13/07	2 ELECTRICAL CONDUIT
9/26/07	3 ADD BIOSWALE
10/18/07	4 MERGE LOTS/ADD HYDRANT
11/7/07	5 L/S ISLAND, LIGHTS, POWER

REGISTERED PROFESSIONAL ENGINEER 15,973 OREGON JULY 21, 1992 KIRK J. DALEY
RENEWAL DATE: 12/31/2007

THORNTON ENGINEERING INC.
1236 disk drive, suite i
medford, oregon 97501
(541) 857-0864 (541) 857-1947 fax

UTILITY PLAN

LITHIA FIRST SUBDIVISION
LITHIA WAY
ASHLAND, OREGON

SHEET 7

PRELIMINARY PLAT
FIRST PLACE SUBDIVISION

OF

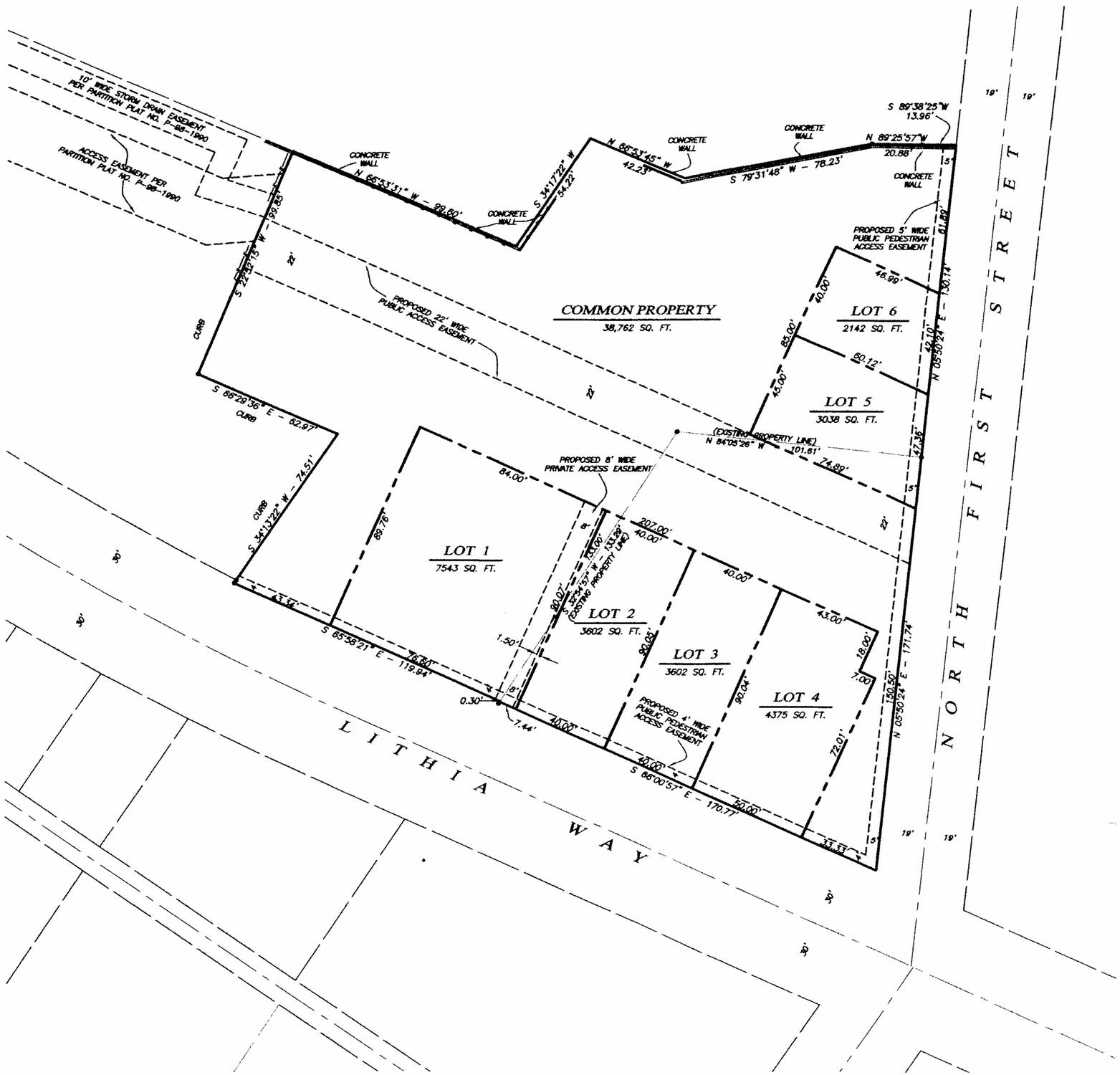
COPELAND LUMBER SITE & TEMPCO MALL
165 LITHIA WAY & 123 NORTH FIRST STREET

LYING SITUATE WITHIN

NORTHWEST QUARTER OF SECTION 9,
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN

FOR

REDCO DEVELOPMENT CO., LLC
230 WILSON ROAD
ASHLAND, OREGON 97520



LEGEND

- PROPERTY LINE
- NEW LOT LINE
- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- FENCELINE

SCALE: 1" = 30'

REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JULY 14, 1986
SHAWN KAMPMANN
2853 LS

RENEWAL DATE: 6/30/2009

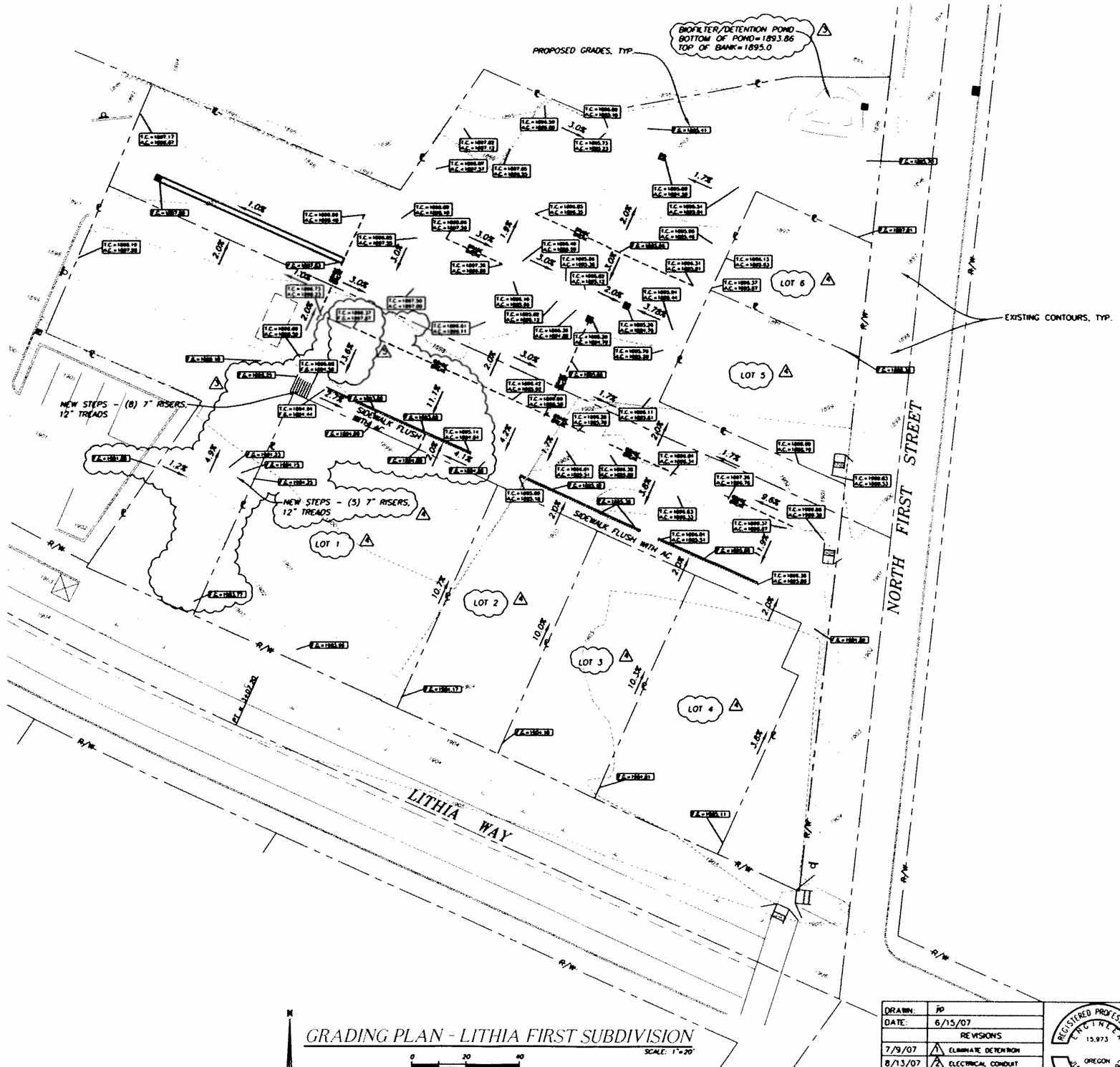
SURVEYED BY:

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

DATE: NOVEMBER 9, 2007
PROJECT NO. 220-04

Assessor's Map No. 39 1E 09 BA, Tax Lots 10100, 11601, 11701, 90000, 90001, 90002 & 90003

POLARIS LAND SURVEYING



GRADING PLAN - LITHIA FIRST SUBDIVISION

SCALE: 1"=20'

RECEIVED
NOV 2 0 2007
City of Ashland
Field ☐ Office ☐ Coun

JOB NO. 06-053
FILE: BASEMAP.DWG

DRAWN:	JD
DATE:	6/15/07
	REVISIONS
7/9/07	1 ELIMINATE DETENTION
8/13/07	2 ELECTRICAL CONDUIT
9/26/07	3 ADD BIOSWALE
10/18/07	4 MERGE LOTS/ADD HYDRANT
11/7/07	5 L/S ISLAND, LIGHTS, POWER

REGISTERED PROFESSIONAL ENGINEER 15,973 OREGON JULY 21, 1992 KIRK J. DALEY
RENEWAL DATE: 12/31/2007

THORNTON ENGINEERING INC.
1236 disk drive, suite 1
medford, oregon 97501
(541) 857-0864 (541) 857-1947 fax

GRADING PLAN

LITHIA FIRST SUBDIVISION
LITHIA WAY
ASHLAND, OREGON

SHEET 8

BEFORE THE PLANNING COMMISSION
January 8, 2008

IN THE MATTER OF PLANNING ACTION #PA2007-01939 REQUEST FOR SITE REVIEW APPROVAL TO CONSTRUCT A 16,246 SQUARE FOOT, THREE-STORY MIXED-USE BUILDING FOR THE PROPERTY LOCATED AT 123 NORTH FIRST STREET AND 165 LITHIA WAY. THE PROPOSED BUILDING WILL CONTAIN BASEMENT PARKING, COMMERCIAL OFFICE SPACE ON THE FIRST AND SECOND FLOORS, AND FOUR RESIDENTIAL CONDOMINIUMS ON THE THIRD FLOOR. A REQUESTS FOR MODIFICATION OF PLANNING ACTION #2007-00091 TO ALLOW THE CONSOLIDATION OF TWO LOTS AND AN ADMINISTRATIVE VARIANCE TO THE SITE DESIGN AND USE STANDARDS' DOWNTOWN DESIGN STANDARDS VI-B-3 TO ALLOW RECESSED BALCONIES ON THE FRONT OF THE PROPOSED BUILDING.	) FINDINGS,) CONCLUSIONS,) AND ORDERS

APPLICANT: URBAN DEVELOPMENT SERVICES, LLC

RECITALS:

1) Tax lots 9000, 9001, 9002, 9003, 10100, 11601 & 11701 of 39 1E 09BA are located at 165 Lithia Way and 123 North First Street and are zoned C-1; Commercial. The applicant is requesting a Site Review approval to construct a 16,246 square foot, three-story, mixed-use building for the property located at 123 North First Street and 165 Lithia Way. The proposed building will contain basement parking, commercial office space on the first and second floors, and four residential condominiums on the third floor. Also included are requests for modification of Planning Action #2007-00091 to allow the consolidation of two lots and an Administrative Variance to the Site Design and Use Standards' Downtown Design Standards VI-B-3 to allow recessed balconies on the front of the proposed building.

2) The criteria for Site Review approval are as follows:

   A. All applicable City ordinances have been met or will be met by the proposed development.

   B. All requirements of the Site Review Chapter have been met or will be met.

   C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.

   D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property.

3) The criteria for an Administrative Variance to the Downtown Site Design and Use Standards are as follows:

1. There is a demonstrable difficulty in meeting the specific requirements of this chapterdue to a unique or unThere is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site, an existing structure or proposed use of the site;
2. There is demonstrable evidence that the alternative design accomplishes the purpose of the Downtown Design Standards and Downtown Plan in a manner that is equal or superior to a project designed pursuant to this standard or historical precedent (Illustration; Recommend 11).
3. The exception requested is the minimum necessary to alleviate the difficulty of meeting the Downtown Design Standards.

4) The criteria for Preliminary Plat approval are as follows:

A. Submission. The subdivider shall submit eight (8) copies of a preliminary plat and other supplementary material as may be required to indicate the general program and objectives of the project to the office of the Director of Public Works. The plat shall be prepared by a registered surveyor.

B. Scale. The preliminary plat shall be drawn on a sheet eighteen (18) inches by twenty-four (24) inches in size at a scale no smaller than one (1) inch equals one hundred (100) feet.

C. General information. The following general information shall be shown on the preliminary plat:

1. Proposed name of the subdivision, which must not duplicate nor resemble the name of another subdivision in Jackson County and shall be approved by the Planning Commission.
2. Date, north point, and scale of drawing.
3. Appropriate identification clearly stating the map is a preliminary plat.
4. Location of the subdivision sufficient to define the location and boundaries of the proposed tract.
5. Names and addresses of the owner, subdivider, and surveyor.

D. Existing conditions. The following existing conditions shall be shown on the preliminary plat:

1. The location, width, and names of all existing or platted streets within or adjacent to the tract, together with easements and other important features, such as section lines and corners, and monuments.
2. Location and direction of all watercourses and areas subject to flooding.
3. Natural features such as rock outcroppings, marshes, wooded areas, and isolated preservable trees.
4. Existing uses of the property, including location of all existing structures to remain on the property after platting.
5. Zoning on and adjacent to the tract.
6. Contours at an interval of five (5) feet.

F. Land division - proposed plan. The following information shall be included on the preliminary plat.

1. The location, width, names and approximate grades of streets, and the relationship of the streets to any projected streets as shown on any development plan adopted by the Planning

Commission, or if there is no development plan, as suggested by the City to assure adequate traffic circulation.

2. The location and purpose of easements.
3. The location, approximate dimensions, and proposed lot and block numbers, for all lots and blocks.
4. Sites, if any, allocated for purposes other than single family dwellings.

G. Partial development. Where the plat to be subdivided contains only part of the tract owned or controlled by the subdivider, the Planning Commission may require a Master Plan for the unsubdivided portion.

H. Explanatory information. The following information shall be submitted in separate statements accompanying the preliminary plat or, if practicable, shall be shown on the preliminary plat:

1. A vicinity map, showing existing subdivisions, streets, and unsubdivided land adjacent to the proposed subdivision and showing how proposed streets may be extended to connect with the existing streets.
2. Proposed deed restrictions, if any, in outline form.
3. Where there are slopes in excess of ten (10) percent within the area to be subdivided, a preliminary grading plan may be required by the Planning Commission. A grading plan should show existing and finished grades on lots and streets proposed to be graded. Before grading can begin, the grading plan shall be approved by the Planning Commission, which may request a review and report from the City Engineer.

I. Tentative approval.

1. Within thirty (30) days from the first regular Planning Commission meeting following submission of the plat, the Planning Commission will review the plan and may give tentative approval of the preliminary plat as submitted or as it may be modified or, if disapproved, shall express its disapproval and its reasons therefore.
2. Approval of the preliminary plat shall indicate the Planning Commission's approval of the final plat provided there is no change in the plan of subdivision as shown on the preliminary plat and there is full compliance with the requirements of this Title.
3. The action of the Planning Commission shall be noted on two (2) copies of the preliminary plat, including reference to any attached documents, describing conditions. One (1) copy shall be returned to the subdivider and the other retained by the Planning Commission. (Ord. 2052, 1979)

5) The Planning Commission, following proper public notice, held a Public Hearing on January 8, 2008 at which time testimony was received and exhibits were presented. The Planning Commission approved the application, subject to conditions pertaining to the appropriate development of the site.

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

SECTION 1. EXHIBITS

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

Staff Exhibits, lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

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

SECTION 2. CONCLUSORY FINDINGS

2.1 The Planning Commission finds that it has received all information necessary to make a decision based on the Staff Report, public hearing testimony and the exhibits received.

2.2 The Planning Commission finds that office uses are permitted uses in the Commercial (C-1) zoning district. Additionally, the Planning Commission finds that the residential units in a mixed-use development are permitted in the C-1 zone, and the proposal to construct four residential units is in compliance with the requirements of the C-1 Retail Commercial District Chapter 18.32. The C-1zoning district requires a minimum of 65% of the gross floor area of the ground floor of the building to be used for permitted or special permitted uses. The subject proposal designates the ground floor and second floor as commercial space. The applicant's subdivision approval proposed to preserve the overall 43-unit residential density of the entire site and allocate it between the individual lots, subject to available parking. In this case, lots one and two were each allocated a possible six residential units, resulting in a possible 12 units for the combined lot. The applicant is proposing four units as part of this development, with the additional units to be reallocated to the subdivision as a whole. The C-1 zoning district does not require standard setbacks from property lines unless a parcel abuts a residential zoning district. In this case, the subject property is surrounded by properties with commercial zoning. As a result, standard setbacks from property lines are not required. The proposed building height is approximately 39 feet on all four elevations. The maximum building height permitted in the C-1 zone is 40 feet.

2.3 The Planning Commission finds that the building is setback 20 feet from front property line as required on the arterial street Lithia Way, per Chapter 18.68.050.

2.4 The Planning Commission finds that the project meets the parking requirements of Chapter 18.92. Office and residential uses for the building require 31 spaces, and 31 spaces are being provided in the shared parking area and beneath the building.

2.5 The Planning Commission finds that the public utilities have capacity to serve the development and that the application meets the approval criteria for a Modification to the Preliminary Plat approval. Water, sewer, paved access to and through the development site, electricity, urban storm drainage and adequate transportation to and through the subject property can and will be provided. All utility services other than electricity serving the site are to be upgraded: a new eight-inch water line is to be extended to provide a connection to B Street, with all water meters to be located off of First Street rather than Lithia Way; the existing six-inch sewer line in First Street will be upgraded to eight-inches, a revised utility plan showing the upgraded line running from the project driveway to the intersection of First and B

Streets will be provided, and the required manholes are to be identified on this plan; and a new 12-inch public storm drain line will be installed in the First Street right-of-way to convey stormwater run-off from the site to the existing storm drain line at B and First Streets. The Planning Commission finds that as it presently exists, the site is nearly entirely paved, and that with this application, 19.5 percent of the site will be landscaped, reducing run-off from the site, and a bio-swale will be installed to allow for on-site detention and filtration of stormwater before it enters the city storm sewer system. The Planning Commission finds that paved vehicular access is to be provided directly from First Street, and that a vehicular connection out to Pioneer Street will also be provided via an easement through the existing City of Ashland public parking lot. The existing public sidewalks along the project perimeter on both Lithia Way and First Street will be widened to present street standards. The Lithia Way pedestrian corridor will be improved to Boulevard/Arterial standards, which require a minimum of 12-foot width, with a four-foot commercial hardscape parkrow with tree wells between the curb and sidewalk and at least an eight-foot wide sidewalk. First Street will have a ten-foot pedestrian corridor installed with four-foot commercial hardscape parkrow and six-foot wide sidewalk. Pedestrian-scaled streetlights are to be installed according to the commercial streetlight standards for the Downtown Historic District.

2.6 The Planning Commission finds that the project is in compliance with the Basic Site Review Standards for Commercial Development The orientation is to Lithia Way and the parking is located behind the building. Streetscape and landscape amenities are being provided in conformance with the Standards. The applicant's landscaping plan included 19.5% landscaping of the common area to be shared by all the lots.

2.7 The Planning Commission finds that the project is in compliance with the Detailed Site Design Standards. The building is not subject to floor area ratio, as it is in the Historic District. The building face incorporates many windows and awnings are provided for pedestrian shelter. The Plaza Site Plan (P1) details the hardscape details used to emphasize the plaza area. Parking areas have gone through Site Design at the time of subdivision and have met requirements for pedestrian access, landscaping, and screening.

2.8 The Planning Commission finds that the project is in compliance with the Large Scale Design Standards, as the floor area is greater than 10,000 square feet. The building does not exceed the maximum square footage of 45,000 square fee, and pedestrian circulation requirements were addressed at the time of subdivision. The Large Scale requirements require one foot of plaza or public space for every 10 square foot of gross floor area. Per Section II.C.3.a, the gross floor area does not include parking area located underneath the building area. In this case the above ground area is 16,246 square feet and the underground parking area not within the footprint of the building is approximately 13,00 square feet, for a total of approximately, 17,546 square feet. This would require approximately 1755 square feet of public space. The applicants are providing a 1691 square foot plaza in the front of the building and, additionally, may be credited a portion of the subdivision's common area, a portion of which is located directly to the west of the proposed building, thus the project meets the square footage requirement. The public space is required to contain 4 elements of interest, per Section II.C.3.b, in order to qualify as public space. In this case, the applicants have chosen to incorporate seating space, outdoor eating areas, trees, and sunlight and shade areas.

2.9 The Planning Commission finds that the project is in compliance with the Downtown Design Standards and Historic District Standards. The building will be similar in height, scale, massing, setback, roof shape, sense of entry, and the rhythm of openings to other buildings in the Downtown area.. Aside

from the requested exception, the applicants have included design features to address these standards. The applicants have proposed a multi-story, downtown-style building. The building extends from side lot line to side lot line, and incorporates large street-level windows and transparent doors. The building incorporates horizontal and vertical rhythms through divisions on the facade as required by the standards. The upper floor windows are vertical. The building incorporates an architectural base, as is typical in historic buildings in the area. The roof is flat, with a parapet and includes a cornice. The frontage of the building is primarily brick, with cement plaster on the upper floor. Since the required 20 foot setback from arterial setbacks creates a restricting condition, which prevents the building from being placed on the front property line, the zero setback standard does not apply to this property. However, the applicants have attempted to meet the intent of the standard by creating a pedestrian plaza between the building and the sidewalk.

2.10 The Planning Commission finds that the application meets the approval criteria for an Administrative Variance to the Site Design and Use Standards' Downtown Design Standards VI-B-3 to allow recessed balconies on the front of the proposed building. The Variance will help meet the intent of Standard VI.A.1, which calls for building height to vary slightly from adjacent buildings in order to "maintain the traditional staggered streetscape appearance. The Variance is the minimum necessary, and the alternative design accomplishes the purpose of the Downtown Design Standards and Downtown Plan.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the application for a Site Review approval to construct a 16,246 square foot, three-story, mixed-use building for the property located at 123 North First Street and 165 Lithia Way, a modification of Planning Action #2007-00091 to allow the consolidation of two lots, and an Administrative Variance to the Site Design and Use Standards' Downtown Design Standards VI-B-3 to allow recessed balconies on the front of the proposed building has satisfied all relative substantive standards and criteria and is supported by evidence in the record.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve Planning Action #2007-01939. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2007-01939 is denied. The following are the conditions and they are attached to the approval:

1) That all proposals of the applicant shall be conditions of approval unless otherwise modified here.

2) That all conditions of the Subdivision approval, PA #2007-00091, unless otherwise modified herein, shall remain in effect.

3) That any change of use from general office, as proposed, to a use which requires additional parking capacity is subject to Site Review approval.

4) That the applicant obtains a fence permit prior to installation of any structure within the front yard setback area that is greater than 18 inches in height.

5) The windows on the ground floor shall not be tinted so as to prevent views from outside of the building into the interior of the building

6) That the front entrances adjacent to Lithia Way shall remain functional and open to the public during all business hours.

7) That prior to tree removal, site work, storage of materials or building permit issuance, a Tree Verification Permit shall be obtained, and tree identification and protection measures installed, inspected and approved on site by the Staff Advisor.

8) That prior to the issuance of a building permit:

   a) That the plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify this Site Review approval shall be submitted and approved prior to issuance of a building permit.
   b) That the final plat for the subdivision approval (PA2007-00091) with the modifications approved herein be submitted and approved. All hardscape, landscaping, irrigation, parking, bicycle parking, walkways, sidewalks, street trees, street lights and pedestrian scale on-site lighting, and the bio-swale, shall be installed according to approved plan, inspected, and approved prior to the signature of the final survey plat.
   c) That the recommendations of the Historic Commission with final approval of the Staff Advisor shall be incorporated into the building permit submittals.
   d) That a comprehensive sign program in accordance with the requirements of Chapter 18.96 shall be developed for the building and submitted for review and approval with the building permit submittals. That a sign permit shall be obtained prior to installation of new signage. Signage shall meet the requirements of Chapter 18.96.
   e) All private easements and public utility easements on the property shall be shown on the building permit submittals.
   f) That a drainage plan shall be submitted at the time of a building permit for review and approval by the Engineering, Building, and Planning Divisions.
   g) A final utility plan for the project shall be reviewed and approved by the Planning, Engineering and Building Divisions prior to issuance of a building permit. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins.
   h) The applicant submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Electric Department prior to building permit submittals. Transformers and cabinets shall be located in areas least visible from the street, while considering the access needs of the Electric Department.
   i) That mechanical equipment shall be screened from view from Lithia way. Location and screening of mechanical equipment shall be detailed on the building permit submittals.

j) Exterior lighting shall be shown on the building permit submittals and appropriately shrouded so there is no direct illumination of surrounding properties.

k) That the building materials and the exterior colors shall be identified in the building permit submittals. The information shall be consistent with the colors, texture, dimensions and shape of materials and building details proposed and approved as part of the land use application. Exterior building colors shall be muted colors, as described in the application. Bright or neon paint colors shall not be used in accordance with II-C-2f)1) of the Detail Site Review Standards.

l) The inverted u-racks shall be used for the bicycle parking. The building permit submittals shall verify that the bicycle parking spacing and coverage requirements are met in accordance with 18.92.040.I.

m) Solar setback calculations demonstrating that all new construction complies with Solar Setback Standard B in the formula [(Height – 16)/(0.445 + Slope) = Required Solar Setback] and elevations or cross section drawings clearly identifying the highest shadow producing point(s) and the height(s) from natural grade shall be included in building permit submittals.

9) That prior to the issuance of a certificate of occupancy:

a) The landscaping and irrigation system shall be installed according to the approved plan, inspected, and approved by the Staff Advisor. If, upon review of the submitted landscape and irrigation plans, any revisions to landscape plants or irrigation are required to conform to Section III of Site Design and Use Standards, they shall be incorporated into a revised landscape plan and submitted for review and approval of the Staff Advisor

b) All bicycle parking shall be installed in accordance with design and rack standards in 18.92.040.I and J prior to the issuance of the certificate of occupancy.

c) The requirements of the Ashland Fire Department, including the installation of any required fire hydrants and fire apparatus access and turnaround requirements shall be complied with prior to issuance of the building permit or the use of combustible materials, whichever applicable. Fire Department requirements shall be included on the engineered construction documents for public facilities. If a fire protection vault is required, the vault shall not be located in the sidewalk.

d) An opportunity to recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure in accordance with the Recycling Requirements of AMC 18.72.115.A.

_____ _____

Planning Commission Approval Date

Planning Department, 51 Winburn Way, Ashland, Oregon 97520
541-488-5305 Fax: 541-552-2050 www.ashland.or.us TTY: 1-800-735-2900

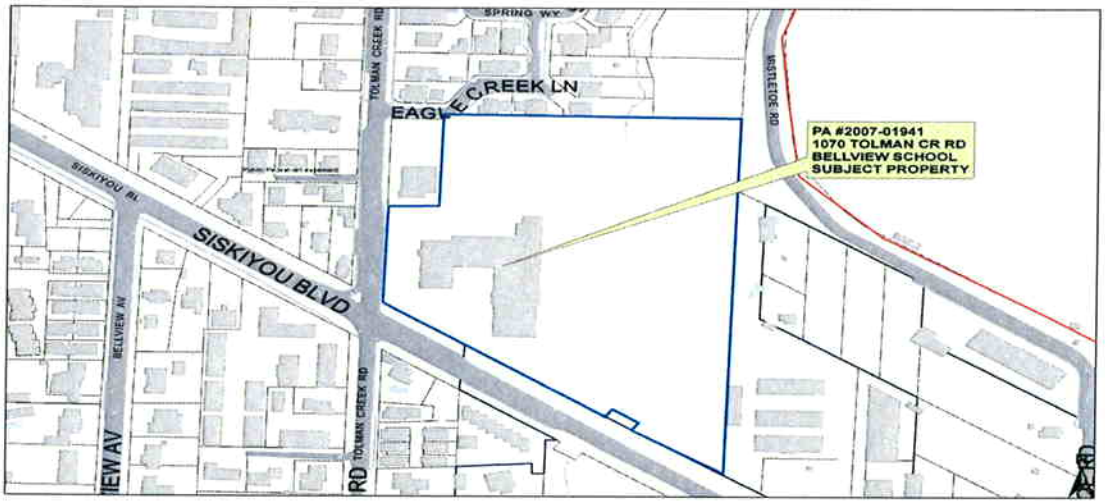
CITY OF ASHLAND

PLANNING ACTION: ***PA 2007-01941***
SUBJECT PROPERTY: ***1070 Tolman Creek Rd***
OWNER/APPLICANT: ***OgdenRoemerWilkerson Architecture AIA, Ashland School District***
DESCRIPTION: ***Request for Site Review approval to construct an approximately 52,163 square foot elementary school on the Bellview School site located at 1070 Tolman Creek Road. The application proposes partial demolition of the existing buildings and construction of a new 42,678 square foot elementary school facility. The 9,485 square foot original Bellview School building (circa 1903) is to be retained and renovated as part of the proposal. Also included are requests for a Variance to the required number of bicycle parking spaces to allow 33 bicycle parking spaces where 68 spaces are required; and Tree Removal Permits to remove three Oak trees and one Sequoia greater than 18-inches in diameter at breast height (d.b.h.). The application includes the removal of six smaller trees; because these six trees are less than 18-inches (d.b.h.) and located on public school property they do not require Tree Removal Permits. [The Planning Director has determined the proposal is not subject to the Development Standards for Floodplain Corridor Lands because the applicants have provided a survey establishing the floodplain boundary as outside of the proposed area of disturbance.]*** **COMPREHENSIVE PLAN DESIGNATION: Single Family Residential ZONING: R-1-5; ASSESSOR'S MAP #: 39 1E 14CA; TAX LOT: 4700**

NOTE: The Ashland Historic Commission will also review this Planning Action on **January 2, 2008 at 7:00 PM** in the Community Development and Engineering Services building (Siskiyou Room), located at 51 Winburn Way.

NOTE: The Ashland Tree Commission meeting scheduled for **January 3, 2008** is **cancelled** due to a lack of a quorum.

ASHLAND PLANNING COMMISSION MEETING: ***January 8, 2008, 7:00 PM,***
****NOTE: This meeting will be held at The Grove, 1195 E. Main St, Ashland OR**



Notice is hereby given that a PUBLIC HEARING on the above request with respect to the ASHLAND LAND USE ORDINANCE will be held before the ASHLAND PLANNING COMMISSION on meeting date shown above. NOTE: The meeting will be held at the Grove, 1195 E. Main St.

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.

A copy of the application, all documents and evidence relied upon by the applicant and applicable criteria are available for inspection at no cost and will be provided at reasonable cost, if requested. A copy of the Staff Report will be available for inspection seven days prior to the hearing and will be provided at reasonable cost, if requested. All materials are available at the Ashland Planning Department, Community Development and Engineering Services, 51 Winburn Way, Ashland, Oregon 97520.

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.

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).

If you have questions or comments concerning this request, please feel free to contact the Ashland Planning Department, 541-488-5305.

SITE DESIGN AND USE STANDARDS
18.72.070 Criteria for Approval

The following criteria shall be used to approve or deny an application:
A. All applicable City ordinances have been met or will be met by the proposed development.
B. All requirements of the Site Review Chapter have been met or will be met.
C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.
D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options. (Ord. 2655, 1991; Ord 2836 S6, 1999)

VARIANCE
18.100.020 Application

The owner or his agent may make application with the Staff Advisor. Such application shall be accompanied by a legal description of the property and plans and elevations necessary to show the proposed development. Also to be included with such application shall be a statement and evidence showing that all of the following circumstances exist:
A. That there are unique or unusual circumstances which apply to this site which do not typically apply elsewhere.
B. That 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. (Ord.2425 S1, 1987).
C. That the circumstances or conditions have not been willfully or purposely self-imposed.(Ord. 2775, 1996)

TREE REMOVAL
18.61.080 Criteria for Issuance of Tree Removal - Staff Permit

An applicant for a Tree Removal-Staff Permit shall demonstrate that the following criteria are satisfied. The Staff Advisor may require an arborist's report to substantiate the criteria for a permit.
A. Hazard Tree: The Staff Advisor shall issue a tree removal permit for a hazard tree if the applicant demonstrates that a tree is a hazard and warrants removal.
1. A hazard tree is a tree that is physically damaged to the degree that it is clear that it is likely to fall and injure persons or property. A hazard tree may also include a tree that is located within public rights of way and is causing damage to existing public or private facilities or services and such facilities or services cannot be relocated or the damage alleviated. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard or a foreseeable danger of property damage to an existing structure and such hazard or danger cannot reasonably be alleviated by treatment or pruning.
2. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.
B. Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:
1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards. (e.g. other applicable Site Design and Use Standards). The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and
2. 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; and
3. 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. Nothing in this section shall require that the residential density 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 or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.
4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit. (ORD 2883 added 06/04/2002)

ASHLAND PLANNING DEPARTMENT
STAFF REPORT

January 8, 2008

PLANNING ACTION:	2007-01941
APPLICANT:	Ogden Roemer Wilkerson Architecture, AIA
LOCATION:	1070 Tolman Creek Road 39 1E 14 CA Tax Lots 4700
ZONE DESIGNATION:	R-1-5
COMPREHENSIVE PLAN DESIGNATION:	Single Family Residential
APPLICATION DEEMED COMPLETE:	December 31, 2007
120-DAY TIME LIMIT:	April 29, 2008

ORDINANCE REFERENCE:	18.20	R-1 Single-Family Residential District
	18.61	Tree Preservation and Protection
	18.62	Physical & Environmental Constraints
	18.70	Solar Access
	18.72	Site Design and Use Standards
	18.92	Off-Street Parking
	18.96	Sign Regulations
	18.100	Variances

REQUEST: Site Review approval to construct an approximately 52,163 square foot elementary school on the Bellview School site located at 1070 Tolman Creek Road. The application proposes partial demolition of the existing buildings and construction of a new 42,678 square foot elementary school facility. The 9,485 square foot Bellview School building (circa 1929) is to be retained and renovated as part of the proposal. Also included are requests for a Variance to the required number of bicycle parking spaces to allow 33 bicycle parking spaces where 68 spaces are required; and Tree Removal Permits to remove four Oak trees and one Sequoia greater than 18-inches in diameter at breast height (d.b.h.). The application also includes the removal of six smaller trees which are greater than six-inches d.b.h., but because these six trees are less than 18-inches d.b.h. and are located on public school property they do not require Tree Removal Permits. [The Planning Director has determined the proposal is not subject to the *Development Standards for Floodplain Corridor Lands* because the applicants have provided a survey establishing the floodplain boundary as outside of the proposed area of disturbance.]

I. Relevant Facts

1) Background - History of Application:

Planning Action #2004-038, a request for a Conditional Use Permit to allow installation of a ground sign that did not conform to the City's sign code because 75 percent of its area consisted of changeable copy, was approved in April of 2004.

There are no other planning actions of record for this property.

2) Detailed Description of the Site and Proposal:

Site

The subject property, the Bellview School site, is located at the northeast corner of the intersection of Siskiyou Boulevard and Tolman Creek Road. The property is irregularly shaped, comprising approximately 9.68 acres, and is zoned Single-Family Residential (R-1-5). Existing site improvements consist of school buildings, playgrounds, vehicle parking and athletic fields. The properties to the west across Tolman Creek Road are zoned Employment (E-1) and Single Family Residential (R-1-5); the properties to the north are zoned R-1-5; to the east is zoned Employment (E-1) and Industrial (M-1); and to the south properties are zoned High Density Multi-Family Residential (R-3).

The subject property has significant street frontage along both Tolman Creek Road and Siskiyou Boulevard. Existing curbside sidewalks are in place along the entire 250-feet of Tolman Creek Road frontage, and curbside sidewalks were recently installed along approximately 170 feet of the 750-foot Siskiyou Boulevard frontage as part of an improvement project completed by the Oregon Department of Transportation (ODOT). The property also has approximately 180 linear feet of frontage along Mistletoe Road; this frontage is currently not used to access the site and sidewalks, curbs and gutters are not in place. The existing campus consists of school buildings located near the southwestern portion of the site, and a paved parking lot is located on the northwestern portion of the site, with vehicular access provided from Tolman Creek Road by two existing driveways, one of which crosses the adjacent property at 1044 Tolman Creek Road owned by the Bellview Grange. The existing parking lot accommodates staff and visitor parking, bus traffic, and parent loading and unloading. Basketball courts are located north of the buildings, and athletic fields and a gravel track are located on the eastern portion of the property on fill material from the site of the former Croman Lumber mill adjacent to the school. Existing utilities are in place within the Tolman Creek Road and Siskiyou Boulevard rights-of-way and serve the existing Bellview School.

There are numerous existing mature trees on the site; these are located primarily along the north, south and east property lines, with a few trees adjacent to the buildings and parking areas on the western portion of the property. The most notable trees on the site are: a group of 27- to 47-inch diameter Sequoias located along the north property line; four Oaks ranging

from 18- to 28- inches in diameter located between the existing school building and the southern driveway; and a significant grove mixing Oaks, Pines and Spruces located along the south side of the school, adjacent to Siskiyou Boulevard. The trees in the grove along Siskiyou range from 8- to 46-inches in diameter, and according to a report provided from Ashland Parks and Recreation Department Horticulturist/Arborist Donn Todt, the native Oaks in this grove are the most significant trees on the site.

Overall, the subject property is relatively flat with a gentle northerly downslope of approximately five percent; however there is a noticeable grade change between the existing buildings and the athletic fields which corresponds roughly to the location of the Hamilton Creek flood plain corridor.

Hamilton Creek, a Riparian Preservation Creek, is culverted beneath the athletic fields on the eastern portion of the Bellview School site and daylights near the property's northern boundary. Because the segment of the creek on the school property is culverted and has been for some time, it is not identified on the adopted Physical and Environmental Constraints map as containing Riparian Preservation lands, however, the property is identified on Federal Emergency Management Agency (FEMA) maps dating to the 1980's as containing Flood Plain Corridor Lands. The applicants have provided a survey from Oregon-licensed surveyors Terra Survey identifying the extent of the Flood Plain Corridor Lands on the property and demonstrating that the areas proposed for redevelopment do not impact these lands. The surveyors have indicated that this determination is based on the centerline of the creek as identified on the FEMA maps, and that the boundary identified corresponds well to observed site topography. They have also noted that the creek has been culverted since approximately 1909, and as such the culverting would have been considered during FEMA site observations in the 1980's. Based on the materials and information provided by the applicants' surveyors, the Planning Director has determined the application is not subject to *Development Standards for Floodplain Corridor Lands.*

Site Review Proposal

The applicants are requesting Site Review approval to construct an approximately 52,163 square foot elementary school on the existing Bellview School site. The application proposes partial demolition of the existing buildings, with the historically significant 9,485 square foot Bellview School building (circa 1929) to be retained and renovated, and approximately 42,678 square foot of new elementary school facilities to be constructed on the site. The project is part of a $46.8 million bond package approved by Ashland voters in November of 2006.

As part of the proposal, the applicants intend to construct a bus loop to separate the five school buses which serve the school each morning and afternoon from the site's other vehicular traffic. This bus loop is proposed to be located off of Siskiyou Boulevard along the south boundary of the property. Parent drop-off and pick-up of students will continue in the parking areas off of Tolman Creek Road, which will be expanded somewhat to the north and east to provide the required 54 automobile parking spaces. Two driveways

from Tolman Creek Road will serve the school – the southernmost driveway is to remain in its existing location, and the northern driveway over the adjacent Bellview Grange property is to be relocated approximately 30 feet to the north in order to accommodate the proposed changes to the parking areas and site circulation. 33 covered bicycle parking spaces are proposed to be provided adjacent to the northernmost portion of the building, near the basketball court.

Variance Proposal

As part of the proposal, the applicants are also requesting a Variance to the required number of bicycle parking spaces. The bicycle parking requirements are found in AMC 18.92.040.E and call for one sheltered bicycle parking space for every five students for elementary, junior high, middle and high schools. The proposed school is being constructed to accommodate 340 elementary school students, so 68 covered bicycle parking spaces are required. The applicants are proposing to install only 33 bicycle parking spaces, requiring a 52 percent Variance to the required number of parking spaces.

The application materials submitted indicate that the Variance request is based both on the large geographic area served by the school and upon the current school population. The application indicates that for many students in the outlying areas served bicycling is not a safe or viable transportation alternative, and adds that 65 students regularly ride the bus. The application also notes that the current school population includes the districts special needs students and 45 kindergarten and 44 first grade students who are too young to ride a bicycle given the safety concerns posed by the volume and speed of traffic on surrounding streets. The application suggests that by discounting the bus riders, kindergartners and first graders for whom bicycling is either impractical or unsafe, the current school population includes 143 students for whom bicycling is a safe and viable means of transportation to school. Since this number represents 48 percent of the current school population, the applicants propose to provide 48 percent of the required bicycle parking spaces.

Tree Removal Proposal

The application includes a request for Tree Removal Permits to remove four Oak trees and one Sequoia greater than 18-inches in diameter at breast height (d.b.h.). The application materials initially submitted indicated that three Oaks and five Sequoias were to be removed, however subsequent communications from the applicants stated that only one of the five Sequoias was to be removed, and that the other four Sequoias would be retained at the request of neighboring property owners. The applicants have noted that their November 9, 2007 drawings correctly depict the trees to be removed, and based on sheet L2.1 the significant trees to be removed requiring Tree Removal Permits are Tree #31, a 31-inch diameter Sequoia along the north property line, and Trees #45a, #45b, #46 and #47, four Oaks ranging from 18- to 28-inches in diameter and located just south of the southern driveway, adjacent to the existing building. The application also includes the removal of six smaller trees greater than six-inches in diameter at breast height, and several other trees

smaller than six-inches in diameter, but because these trees are less than 18-inches (d.b.h.) and located on public school property they do not require Tree Removal Permits.

II. Project Impact

In Single-Family Residential zoning districts, construction other than a single unit on a single lot triggers Site Review, and because the proposal involves the construction of new structures in excess of 2,500 square feet the application would typically be subject to administrative approval under a Type I procedure. Ashland's Site Design and Use Standards do not provide a unique set of standards under which public buildings are considered, so historically, public buildings including schools and city facilities located in residentially zoned areas have been reviewed according to the Basic Site Review Standards for Commercial, Employment and Industrial Development, which focus primarily on the orientation of buildings, landscaping, and the screening of parking areas. Because the application also includes a request for a Variance to allow a more than ten percent reduction in the required number of bicycle parking spaces, it must be heard at a public hearing through a Type II procedure.

Site Review

The first criterion for Site Review approval is that "*All applicable City ordinances have been met or will be met by the proposed development.*" The Bellview School site is zoned R-1-5 Single-Family Residential. The site is well above the minimum required lot size for the zoning district; required yard areas including the appropriate front yard along an arterial street, are provided; lot coverage is below the allowed 50 percent maximum; and at 28-feet 8-inches in height the proposed new building is well below the 35-foot maximum height allowed in the zoning district. Public schools are an outright permitted use within this zoning district, and the existing use is well established with the site having been in use as a school as early as 1893. With the exception of the requested Variance to the required number of bicycle parking spaces discussed below, Planning Staff believe that the application satisfies this criterion.

The second approval criterion is that "*All requirements of the Site Review Chapter have been met or will be met.*" Items of particular note to staff with regard to this criterion are:

Retention of the Historically Significant 1929 Bellview School Building

The Site Design and Use Standards, in AMC 18.72.100.E, empower the Planning Commission to impose conditions requiring the retention and restoration of existing historically significant structures on the project site. This supports Comprehensive Plan Goal 1.30 which is "*To preserve historically significant structures and sites in Ashland.*"

In 1893, the residents of a semi-rural farm and industrial-focused area immediately south of Ashland created the Bellview School District and opened a one-room schoolhouse with a woodstove in the middle of the room to provide heat. The Bellview School District was formed from the Neal Creek District which was one of the oldest districts in the county.

Residents united in an effort to establish a community in a "wasteland of manzanitas" with the creation of the school district, and took great pride in the building which became a community center. At the same time, residents F.C. Holmes and T.E. Hills dedicated land for the completion of the Pacific Highway, a route formerly known as "The Horn" and now known as Siskiyou Boulevard.

Holly Clayton, of the prominent Clayton family, was the first teacher, and 22 boys and 17 girls were enrolled. Neighbors used the school on Sundays for church services. In 1928, as enrollment increased, the people of Bellview considered sending their children to school in Ashland, but ultimately decided it was more cost effective to build a larger school. They tore down the original structure and built a new school in 1929 with three classrooms, a cafeteria, and a furnace room. The school was dedicated in November of 1929, and cost $16,000 to build. The building was described as having a "stucco finish in an Italian style carried out in the color", and was one of the largest and most modern school buildings in rural Jackson County. The architect Claud N. Freeman, who was originally from Ashland, was a noted school designer in Oregon during the early 20th century and also designed the Wagner Creek School outside of Talent and Oak Grove School, now a part of the Medford School District.

Bellview School was for a long time the focal point of the Bellview community. The Bellview School District ultimately consolidated with the Ashland School District and several additions have been installed since then, but the 1929 Bellview School building remains the best surviving element of a once independent rural community.

The Historic Commission recognized the historic significance of the 1929 Bellview School building and lobbied for its retention and restoration with the passage of the current school bond. Historic Commissioners have been actively involved in the public planning process for the project to ensure that the street presence and form of the historic building are well preserved and respected and that the bulk, scale and massing of the new building are compatible. The School District has been open and cooperative to restoring the 1929 building, and has welcomed the input of Historic Commissioners, and Staff believes that their efforts to this end while attempting to balance the numerous other needs of the project deserve to be commended. While the Historic Commission has not formally reviewed the application as this Staff Report is being prepared, initial comments from individual Historic Commissioners involved in the process have been favorable. Formal comments from the January 2, 2008 Historic Commission meeting will be provided at the Planning Commission hearing, and a condition has been proposed below requiring Historic Commission review of the building permit submittals to ensure that final drawings are sufficiently detailed to address the restoration of the historic 1929 structure and a respectful, compatible transition to the new buildings.

Controlled Access

Siskiyou Boulevard is a state highway under the jurisdiction of the Oregon Department of Transportation (ODOT), and is classified by the City as an arterial street. Tolman Creek

Road is a collector Street. Ashland's controlled access standards call for a 100-foot distance between driveways on arterial streets like Siskiyou, and a 75-foot distance between driveways on collector streets like Tolman Creek. Driveways on arterial streets are also required to be at least 100 feet from intersections, and driveways on collector streets must be at least 50 feet from intersections. As proposed, the applicants' proposed bus loop is 170 feet from the intersection and the ends of the bus loop are 110 feet apart, meeting the controlled access standards for an arterial street. AMC 18.72.100.L allows the Commission to, *"Require new developments to provide limited controlled access onto a major street by means of traffic signals, traffic controls and turning islands, landscaping, or any other means necessary to insure the viability, safety and integrity of the major street as a through corridor."* In considering the application, Planning Staff believe it is important that the proposed bus loop be restricted to buses only in order to eliminate the potential traffic conflicts that would be created on Siskiyou Boulevard if automobile parking were allowed when the loop was not in use by buses. This restriction is in keeping with the Street Standards requirement to limit curb cuts, and with the Site Design and Use Standards allowance that traffic may be limited to lower order streets rather than arterials. As such, a condition has been recommended below to require that the applicants provide details of the methods by which the bus loop will be restricted to buses only with the building permit submittal. Because ODOT may have more stringent access requirements for Siskiyou Boulevard, a condition is also recommended below to require that the applicants provide evidence of ODOT permit approval prior to the issuance of a building permit.

The southernmost driveway access on Tolman Creek Road is approximately 200 feet from the Siskiyou Boulevard intersection, and the northernmost is roughly 50 feet from the Eagle Creek Drive intersection. The two drives are approximately 145 feet apart. The southernmost driveway will remain in its existing location, which is approximately 25 feet from an existing non-conforming 75-foot wide curb cut serving the Bellview Grange; the northernmost drive is being relocated 24 feet to the north, approximately 47 feet from the Bellview Grange curb cut which is only approximately 23 feet from the existing drive. Public Works/Engineering Staff has raised some concern with the potential number of turning movements on Tolman Creek Road if both of the school's proposed driveways were to be used for two-way traffic. This traffic combined with bicycle and pedestrian traffic during peak drop-off and pick-up times and the potential for conflicts with vehicles using the Bellview Grange's driveway are a concern, and Public Works/Engineering Staff has recommended that both driveways be limited to one-way traffic, with vehicles to enter from the southernmost driveway and exit via the northern driveway. A condition to this effect has been added below.

Bicyclist and Pedestrian Circulation

In AMC 18.72.100.M, the Site Review Chapter also allows the Commission to *"Require pedestrian access, separate pedestrian paths, sidewalks and protection from weather in new developments."* Bicycle and Pedestrian Commissioners raised a concern during their

discussion of the proposed Variance to the required number of bicycle parking spaces. They suggested that the placement of the proposed bicycle parking requires that students riding bicycles navigate through the parking lot with what the applicants have indicated may at times be a significant amount of queuing parent traffic, creating a potential safety hazard for cyclists. Staff shares this concern. The applicants suggested during that discussion that they could revise the site plan to better separate cyclists so they would not be required to traverse the parking area in competition with queuing cars. A condition has been recommended below to require that a plan providing a separated circulation route for bicyclists to reach the bicycle parking spaces be provided for the review and approval of the Staff Advisor prior to permit issuance.

Staff has also noted that the pedestrian walkway adjacent to the proposed Siskiyou Boulevard bus loop is shown extending only part way to Siskiyou Boulevard. Staff has recommended a condition below to require that the pedestrian walkway be extended for the full circumference of the bus loop out to Siskiyou Boulevard in order to provide a pedestrian connection for students who may be walking to or from the school.

The third approval criterion for Site Review is that, "*The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.*"

The Site Design and Use Standards require that buildings have their primary orientation to the street rather than to a parking area, and that entrances be oriented to the street and accessed from the sidewalk. The primary orientation of the buildings on the site was established by the 1929 Bellview School building, which sits near the intersection of Tolman Creek Road and Siskiyou Boulevard and has a primary entrance from the sidewalk along Tolman Creek Road. The 1929 building is proposed to be retained and its orientation preserved, with the new construction proposed to complement its placement and orientation.

Street trees, landscaping and parking lot landscaping/screening standards will be addressed, and parking is to continue in the existing parking lot location to the side of the historic portion of the building, off of Tolman Creek Road and behind the existing Bellview Grange building. The parking lot placement is dictated not only by the existing building and parking locations, but also by the presence of site's significant trees and a substantial area of the site being located within the Hamilton Creek floodplain corridor which is to be protected from further development impacts.

That final Site Review approval criterion is, "*That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.*" Existing facilities for water, sewer, paved access to and through the development, electricity, urban storm

drainage, and adequate transportation via existing streets are in place and serve the existing school facility. Public Works/Engineering Staff have noted that water quality issues for stormwater discharge will need to be addressed in the final drainage plan, that post development peak flows will need to be less than or equal to pre-development levels, and that untreated run-off will not be able to be discharged directly to Hamilton Creek. They have suggested that bio-swales or other on-site detention will likely be necessary. The applicants' preliminary engineering submittals indicate that there will be a sub-surface stormwater detention system with a controlled rate of discharge, and a condition of approval is recommended below to require that final details be provided with the building permit submittals.

Variance to the Required Number of Bicycle Parking Spaces

The approval criteria for a Variance found in 18.100.020 require that there be unique or unusual circumstances which apply to the site which do not typically apply elsewhere; that 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 the Land Use Ordinance and Comprehensive Plan; and that the circumstances or conditions have not been willfully or purposely self-imposed.

The applicants suggest that the large demographic area served by the school, the current school population, and the traffic conditions on surrounding streets represent unique and unusual circumstances that do not typically apply elsewhere. The application notes that strict interpretation of the bicycle parking requirements would result in practical difficulties and unnecessary hardships, and suggests that the standards fail to distinguish between younger students and students in higher grades, for whom bicycling is a more viable alternative. The application also states that approval of the Variance will have no negative impacts on the development of adjacent uses, and will further the purpose and intent of the Land Use Ordinance and Comprehensive Plan, and that the circumstances have not been willfully or purposely self-imposed.

From Staff's perspective, the requirement to provide one bicycle parking space per five students is the means by which the ordinance distinguishes between those for whom bicycling is a viable alternative and those for whom it is not. And this requirement is intended to provide adequate bicycle parking not only for the school's students, but also for its teachers and support staff, for parents who may wish to ride to school with younger students, and for other visitors. The applicants own submittal indicates that bicycling is a viable option for fully 48 percent of the student body, yet bicycle parking is only required to be provided for 20 percent.

Staff do not believe that either the school population or the geographic area served are specific to the site, but rather that they are demographics relating to the use, and that they are likely to change over time. The site itself is adjacent to the recently completed Tolman Creek Road local improvement district which included the installation of new bike lanes, and the Croman Mill site is nearby and likely to develop to include an

extension of the Central Ashland Bikepath. In addition, the Bicycle and Pedestrian Commission has been working to put bicycle safety education classes in place in all Ashland schools for some time. The first of these classes at Bellview School is scheduled for the spring of 2008, and should provide students who have not ridden bicycles to school before with both encouragement and a firm foundation in how to do so safely through the Bicycle Transportation Alliance's nationally-recognized bicycle safety education program.

Variance approval requires a finding that 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 the Land Use Ordinance and Comprehensive Plan. The Comprehensive Plan suggests that "Ashland residents must have the option to make school…trips by foot or bicycle," and goes on to say that, "People are discouraged from using a bicycle if their destination lacks safe and adequate bicycle parking." One of the Transportation Element's Pedestrian and Bicycle Policies is to "Require secure, sheltered bicycle parking in business developments, institutions, duplexes and multifamily developments." The Land Use Ordinance's bicycle parking requirements represent the implementation of this policy, and Staff do not believe that a 52 percent Variance can be seen to further its purpose and intent. By potentially discouraging bicycling, the proposed reduction in bicycle parking spaces could be seen to require an increase in the number of car trips to the school, thereby negatively impacting adjacent uses.

At its December meeting, the Bicycle and Pedestrian Commission reviewed the request and recommended denial of the Variance. The Bicycle and Pedestrian Commission discussion emphasized the need to recognize bicycle parking as serving not only students, but also teachers and other staff, parents, and visitors. They also noted that the overall site planning was very automobile-oriented, and expressed concern that bicycling and walking could be discouraged if they were marginalized through the site design. In particular, they noted that the current site lay-out would require students arriving by bicycle to navigate through what may be a significant number of queuing parent cars in the north parking lot in order to reach the proposed bicycle parking location.

Planning Staff does not believe that the application meets the required burden of proof in demonstrating either that there are site-specific circumstances necessitating a Variance or that providing less than the required number of spaces will be beneficial or further the intention of the Comprehensive Plan, which recognizes a lack of bicycle parking as a destination barrier to encouraging bicycling and which includes as a policy that the City "require secure, sheltered bicycle parking in… institutions" like schools. As such, Planning Staff cannot support the Variance requested.

Tree Removal & Protection

The application includes the removal of a total of five significant trees, four Oak trees and one Sequoia, which because they are greater than 18-inches in diameter require Tree Removal Permits. The application also includes the removal of six smaller trees greater

than six-inches in diameter, and several other trees less than six-inches in diameter. Because these trees are smaller than eighteen-inches in diameter and located on school property their removal does not require permits.

The application includes a written report from Ashland Parks and Recreation Department (APRD) Horticulturist/Arborist Donn Todt. The APRD maintains school grounds in Ashland. Todt's report indicates that the Sequoias growing under and adjacent to the power lines at the north property line are not compatible with power lines and will require indefinite limb treatments to maintain adequate clearance. Todt indicates that unless the trees are carefully pruned to balance the limbs removed for power line clearance, they are likely to lose lateral limbs with snow load or wind and falling limbs could endanger people. He recommends the removal of these Sequoias and that they be replaced with landscape materials that will provide screening while being more appropriately selected for planting below power lines. The applicants have proposed to remove only one of these Sequoias, a 31-inch diameter specimen identified as Tree #31, with this application. Neighbors have requested that the other trees be retained for the screening that they provide, and the applicants have proposed to retain them for this reason.

Todt's report also notes that the four large native Oak trees on the north side of the existing school building are problematic in many respects as one is in considerable decline , and the others have somewhat reduced canopies despite being structurally sound. Todt suggests that the planned site disturbance associated with redevelopment of the site will result in considerable root damage for these trees that, when combined with the installation of impermeable surfacing in their root zones, could lead to their decline. The applicants propose to remove all four of these Oaks.

A Tree Protection plan has been provided showing tree protection details for the trees to be retained, including the young native Oaks on the north side of the parking lot and the most significant trees on the site – a grove of native Oaks on the south side of the property adjacent to Siskiyou Boulevard, near the proposed bus loop. Todt's report also adds that while many of the smaller trees to be removed are beyond the size limit for easy transplanting, the maples in the existing courtyard area will be transplanted elsewhere on site.

Todt's report indicates that the trees in the grove along Siskiyou Boulevard "*should receive the utmost in protection from construction activities. Fencing should extend as far as possible beyond the canopies, and cuts and fills within the canopy zones should be made <u>only</u> when all other options have been explored and exhausted.*" These trees are located in the area identified for installation of the proposed bus loop, and while protected the tree protection zones shown do not extend beyond the canopies as suggested by Todt, and paving and curbing are shown to be installed very near the trees. Todt does not specifically speak to the installation of the bus loops in his narrative. As such, a condition is recommended below requiring that a revised arborist's report be provided with the building permit submittal to specifically address any special tree preservation

measures which may be necessary to provide for the long-term viability of the significant trees in proximity to the proposed bus loop. Such measures might include hand excavation within root zones, hand cutting of larger roots during excavation, or the use of structural soils and/or permeable paving materials within the identified tree protection zones.

In considering the Tree Removal Permit requests, Planning Staff believe that the site is constrained by the Site Design and Use Standards, which dictate that parking be placed at the side or rear of the building; by the presence of the Hamilton Creek floodplain which significantly limits the portion of the site which can be disturbed by development; by the presence of numerous existing significant trees; and by the existing historically significant 1929 Bellview School building, which largely establishes the orientation and placement of the new buildings on the site. As such, Staff believe that the five Tree Removal Permits requested are "*in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards*" while carrying out the project as originally proposed in the 2006 bond package. Given the number of significant trees to be retained and protected on site, particularly the grove of Oaks, Pines and Spruces along Siskiyou Boulevard, Staff do not believe the proposed removals will have "*significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks....[or] on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.*" A condition has been proposed below to require that the five trees which are required to be planted to mitigate the proposed removals be clearly identified as proposed mitigation trees on a revised Landscape Plan to be provided before building permit submittal.

III. Procedural - Required Burden of Proof

The criteria for Site Review approval are listed in AMC 18.72.070 as follows:

A. *All applicable City ordinances have been met or will be met by the proposed development.*

B. *All requirements of the Site Review Chapter have been met or will be met.*

C. *The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.*

D. *That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.*

The criteria for approval of a Variance are listed in AMC 18.100.020 as follows:

A. *That there are unique or unusual circumstances which apply to this site which do not typically apply elsewhere.*

B. *That 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.*

C. *That the circumstances or conditions have not been willfully or purposely self-imposed.*

The criteria for approval of a Tree Removal Permit are listed in AMC 18.61.080 as follows:

A. *Hazard Tree: The Staff Advisor shall issue a tree removal permit for a hazard tree if the applicant demonstrates that a tree is a hazard and warrants removal.*

1. *A hazard tree is a tree that is physically damaged to the degree that it is clear that it is likely to fall and injure persons or property. A hazard tree may also include a tree that is located within public rights of way and is causing damage to existing public or private facilities or services and such facilities or services cannot be relocated or the damage alleviated. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard or a foreseeable danger of property damage to an existing structure and such hazard or danger cannot reasonably be alleviated by treatment or pruning.*

2. *The City may require the applicant to mitigate for the removal of each hazard tree pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.*

B. *Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:*

1. *The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards. (e.g. other applicable Site Design and Use Standards). The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and*

2. *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; and*

3. *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. Nothing in this section shall require that the residential density 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 or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.

4. *The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.*

IV. Conclusions and Recommendations

Overall, Planning Staff is supportive of the request for Site Review and Tree Removal Permit approval and believe that the applicants should be commended for their attempts to preserve and restore the historically significant 1929 Bellview School building while respectfully integrating it into the compatibly designed new school. Planning Staff is however unable support the requested Variance to the required number of bicycle parking spaces as we believe that providing a lesser number of bicycle parking spaces could have the effect of discouraging students from bicycling and would be counter to the policies of the Land Use Ordinance and Comprehensive Plan.

Should the Planning Commission choose to concur with Staff by approving the Site Review and Tree Removal Permits while denying the requested Variance to the required number of bicycle parking spaces, Planning Staff would recommend that the following conditions be attached to the approval:

1) That all proposals of the applicants shall be conditions of approval unless otherwise modified herein.
2) That Conditional Use Permit approval shall be obtained prior to modification of the existing signage or installation of any new signage.
3) That the January 2, 2008 recommendations of the Historic Commission with regard to the preservation of the historically significant 1929 Bellview School building and the compatibility of the proposed new construction, where consistent with the Site Design and Use Standards and with final approval by the Staff Advisor, shall be conditions of approval.
4) That prior to the submittal of a building permit:
   A) The proposed buildings shall comply with the Standard A Solar Setback in accordance with AMC 18.70.040.A. The building permit submittals shall include identification of the highest shadow producing point(s), identification of the height of the shadow producing point(s) from natural grade, the solar setback measurement(s) called out to the north property line, and calculations in the ordinance-required format to demonstrate compliance.
   B) Lot coverage calculations shall be provided which differentiate new and existing coverage areas, including buildings, walkways, athletic courts, parking areas and all other proposed lot coverage. Calculations of the number and type of plumbing fixtures removed during the demolition of the existing building shall also be provided. These calculations are to be used to ensure that the applicants receive proper credit in calculating systems development charges (SDC's) for water, sewer, and stormwater at the time of building permit issuance.
   C) All easements shall be identified on the building permit submittals.

D) The applicants shall submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Electric Department prior to the submittal of a building permit application. Transformers and cabinets shall be located in areas least visible from streets, while considering the access needs of the Electric Department.

E) Exterior building materials and paint colors shall be selected for compatibility with the existing buildings and surrounding neighborhood, and sample exterior building colors and materials shall be provided with the building permit submittals for review and approval of the Staff Advisor.

F) All exterior lighting shall be shown on the final building permit submittals. Fixtures should be selected and located so as not to illuminate neighboring properties.

G) The Siskiyou Boulevard bus loop shall be limited to bus traffic, and details of its closure to other traffic through signage, bollards, and any other necessary means shall be clearly identified on the building permit submittals.

H) A revised arborist's report shall be provided to specifically address any tree preservation measures which may be necessary to ensure the long-term viability of the significant trees in proximity to the proposed bus loop. Such measures may include hand excavation within root zones, surgical cutting of larger diameter roots, the use of structural soils and/or permeable paving materials within the identified tree protection zones, or other measures deemed necessary by the arborist.

I) Both Tolman Creek Road driveways shall be limited to one-way traffic, with vehicles to enter from the southernmost driveway and exit via the northern driveway. Necessary signage shall be included on the building permit submittals for the review and approval of Planning and Public Works/Engineering Staff.

J) A revised site plan providing a separate circulation route for bicyclists and pedestrians to reach the bicycle parking spaces and northernmost entry of the school without having to traverse queuing automobiles shall be provided for the review and approval of the Staff Advisor.

5) That prior to the issuance of a building permit:

A) That the plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify the Site Review approval shall be submitted and approved prior to issuance of a building permit.

B) That final utility and drainage plans for the project shall be reviewed and approved by the Engineering, Building and Planning Divisions. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins.

C) That the design of all on-site storm water detention systems (i.e. bio-swales) and off-site storm drain system improvements be reviewed and approved by the Public Works/Engineering, Building and Planning Departments. Post-development peak stormwater flows must not exceed pre-development levels and the storm drainage system must be designed to include storm water quality mitigation.

D) Revised landscape, irrigation and tree protection plans shall be provided for the review and approval of the Staff Advisor. The revised plan shall incorporate: 1) calculations demonstrating that the parking lot landscaping satisfies the seven percent landscaping requirement; 2) irrigation system details and maintenance watering schedule details to meet the Site Design and Use Standards Water Conserving Landscaping Guidelines and Policies irrigation requirements; and 3) Identification of the five trees which are required to be planted to mitigate the proposed significant tree removals as proposed mitigation trees. Removal of significant trees beyond the five approved for removal here shall require that the applicant modify this approval and obtain additional Tree Removal Permits.

E) Tree protection fencing shall be installed according to the approved Tree Protection Plan prior to any site work, storage of materials or permit issuance. The tree protection shall be chain link fencing six feet tall and installed in accordance with 18.61.200.B. A Tree Verification Permit shall be applied for and approved by the Ashland Planning Division prior to permit issuance, site work including demolition, and/or storage of materials. The Verification Permit is to confirm that the trees to be removed are properly identified and to verify the installation of tree protection fencing for the trees to be retained.

F) Evidence of Oregon Department of Transportation (ODOT) approval, including any necessary permits, for all improvements within the Siskiyou Boulevard right-of-way including the proposed bus loop shall be provided.

G) The 1929 Bellview School building shall be retained and restored in keeping with AMC 18.72.100.E and Comprehensive Plan Goal 1.30 as proposed by the applicants. The building permit submittals for the restoration of the 1929 building shall include details of door and window replacements; cornice, fascia and gutter renovations; and stucco repairs to match the existing. Details on the fenestration, eaves, cornices, shading, entrance canopies, exterior materials and colors, wainscoting and relief including necessary wall section drawings shall also be provided for the proposed new buildings. Building permit submittal detail drawings shall clearly identify the original building to be retained and the portions of the development which are new construction, and submittals shall be reviewed and approved by the Historic Commission prior to the issuance of the building permit.

H) The applicants shall receive approval of a Demolition/Relocation Review Permit through the Building Division for the portions of the building proposed for demolition.

I) That the applicants shall provide evidence of a signed and recorded mutual access easement for the proposed driveway and associated improvements over the adjacent Bellview Grange property.

J) The floodplain boundary shall be clearly marked on site, inspected and approved by the Staff Advisor prior to site work, storage of materials or permit issuance. Any sitework constituting development within the FEMA floodplain corridor shall be subject to a Physical and Environmental Constraints Review Permit for Development of Flood Plain Corridor Lands.

K) The requirements of the Ashland Fire Department, including the installation of any required fire hydrants and fire apparatus access and turnaround requirements shall be complied with prior to issuance of the building permit or combustible construction. Fire Department requirements shall be included on the engineered construction documents for public facilities, and if a fire protection vault is required, the vault shall not be located in the sidewalk.

6) That prior to the issuance of a certificate of occupancy for the newly constructed buildings:

A) Street trees, one per 30 feet of street frontage, shall be installed along the Tolman Creek Road frontage. All street trees shall be chosen from the adopted Street Tree List and shall be installed in accordance with the specifications noted in Section E of the Site Design and Use Standards. The street trees shall be irrigated.

B) All service and equipment installation shall be installed according to Ashland Electric Department specifications prior to certificate of occupancy.

C) Bicycle parking facilities to accommodate 68 covered spaces utilizing the approved inverted U racks shall be installed according to the requirements of AMC 18.92.040, inspected, and approved by the Staff Advisor.

D) All landscape and hardscape elements shall be installed in accordance with the approved plan.

E) That the screening for the trash and recycling enclosure shall be installed in accordance with the Site Design and Use Standards. An opportunity o recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure in accordance with 18.72.115.B.

F) That the pedestrian walkway adjacent to the bus loop shall be extended around the full perimeter of the bus loop to the southeast, out to Siskiyou Boulevard in order to provide a pedestrian connection for students who may be walking. The existing sidewalk improvements shall also be extended to the southeast to connect with the perimeter walkway at the southeastern limit of the bus loop.

G) That the closure of the existing northern driveway curb cut on Tolman Creek Road and its relocation approximately 24 feet to the north shall be completed under permit from the Public Works/Engineering Department.

ASHLAND BICYCLE & PEDESTRIAN COMMISSION
PLANNING APPLICATION REVIEW

Applicant: Ogden Roemer Wilkerson **Date:** December 20, 2007

Address: 1070 Tolman Cr Rd (Bellview School) **Commercial:** X **Residential:**

Proposed Action:

Planning Action #2007-01941 is a request for Site Review approval to construct an approximately 52,163 square foot elementary school on the Bellview School site located at 1070 Tolman Creek Road. The application proposes partial demolition of the existing buildings and construction of a new 42,678 square foot elementary school facility. The 9,485 square foot original Bellview School building (circa 1903) is to be retained and renovated as part of the proposal. The application also includes requests for a Variance to the required number of bicycle parking spaces to allow 33 bicycle parking spaces where 68 spaces are required; and Tree Removal Permits to remove three Oak trees and one Sequoia greater than 18-inches in diameter at breast height (d.b.h.). The application includes the removal of six smaller trees; because these six trees are less than 18-inches (d.b.h.) and located on public school property they do not require Tree Removal Permits.

Recommendations:

1) The Bicycle & Pedestrian Commission voted unanimously to recommend that the Planning Commission deny the requested Variance to the required number of bicycle parking spaces. (See attached "*Draft Minutes*".)
2) The Bicycle & Pedestrian Commission emphasized that the Planning Commission should be aware that required bicycle parking is intended to serve not only the students, but also teachers, teaching assistants, library staff, parents and other visitors.
3) The Bicycle & Pedestrian Commission noted that the overall site planning for this project is very automobile-oriented, and expressed concern that bicycling and walking to school can be discouraged if these uses are marginalized through the site design. The Commission had particular concern that students arriving by bicycle would have to navigate through what the applicants themselves indicated would be a significant amount of queuing parent traffic in the north parking lot in order to reach the proposed bicycle parking location, and suggested that better site planning was necessary to provide safe access to the required bicycle parking for students arriving by bicycle.

Bicycle & Pedestrian Commission
December 20th, 2007 Regular Minutes

Roll Call: Vice Chair Julia Sommer, Tom Burnham, Steve Ryan and Mick Church
Chair David Young (*absent*), Matthew Seiler (*absent*), Jim Olney *(absent)*
Council Liaison: David Chapman
Staff: Derek Severson, *Associate Planner*
Steve McLennan, *Police Officer*
RVTD liaisons: Steve Maluk, *TDM Planner (absent)*
High school liaison: *Vacant* **SOU liaison:** *Vacant*

Call to Order
Vice Chair Sommer called the meeting to order at 5:15 p.m.

Approval of Minutes – November 15th, 2007
It was noted that the word "reigns" should be changed to "reins" in the last sentence on page 3. It was also suggested that the minutes clarify Eric Dittmer's identity in the North Main discussion on Page 3.

Church/Chapman m/s to approve the October minutes as amended. Voice vote: All AYES. Motion passed.

Public Forum
None.

Public Hearing – Planning Action #2007-01941/Bellview School Bicycle Parking Variance
Severson spoke briefly about procedural elements for dealing with land-use actions which are handled through a quasi-judicial hearing process at the Planning Commission. He explained rules regarding *ex parte* contact and conflict of interest and noted that Chair David Young was not in attendance because as an employee of the Ashland School District he was excluded from participating in the hearing by state and city regulations. Severson also advised Councilor Chapman that because he may have to hear this item in the future if it were to be appealed to Council, he may wish to remove himself to avoid future challenges of bias. Chapman exited the meeting.

Public hearing opened at 5:23

Severson explained the request, and noted that this item was before the Commission because the application involves a request for a Variance to the required number of bicycle parking spaces and Section 2.22.040 of the Municipal Code empowers this Commission "To advise the Planning Commission in the administration of the Site Review process with respect to bicycle and pedestrian facilities and parking".

David Wilkerson of Ogden Roemer Wilkerson Architects, the applicants, explained the request and noted that the reasons for the Variance request were two-fold: the population of the school includes many younger and special needs students for whom bicycling is not necessarily a viable alternative, and the geographic area served by the school includes areas so far out that they do not lend themselves to bicycling, including parts of Dead Indian Memorial Road, the Greensprings and the Colestine Valley. He suggested that these areas were too remote for school children to safely bike to school. He added that the present state of some of the streets was not the best for bicycling as well, but recognized that these facilities would be improved over time and were not a basis in the request.

Juli Dichiro, Superintendent of Schools, pointed out that the district has recently retrofitted all buses with special mufflers and uses a green diesel fuel that has earned them recognition from the Department of Environmental Quality for reducing emissions. She stated that the schools strongly encourage buses over cars as the greenest vehicle option for getting to school. She reiterated Wilkerson's point about the geographic area served and noted that for some students walking is not an option either. She emphasized that the school was happy with the recent improvements of Tolman Creek Road but noted that there were at most only 5-10 bikes in the bike racks.

Burnham questioned why the Variance was being requested, and Wilkerson responded that the parking requirement also called for all spaces to be covered. He explained that this would involve additional space and sitework requirements, and that there would be additional costs for racks and their covering if the standard number of spaces were installed. He noted that the cover required for 60 bicycle spaces would be the equivalent of a three-car garage, or roughly 20 by 60 feet and would create an attractive nuisance if only a few bikes were using the space. He stated that this structure would be cost prohibitive, and would drive reductions elsewhere in the project. He emphasized that the school could not see spending money on something that had little likelihood of being used. He suggested that fourth and fifth graders were the primary riders. Wilkerson clarified for Church that the cost of the bicycle parking installation to fully address the required 68 covered spaces was likely in the $30,000 to $50,0000 range when the location and sitework were considered in light of prevailing wage requirements.

Egon Dubois, Bicycle Safety Instructor for the Bicycle Transportation Alliance, questioned whether the planning began with the assumption of providing only 33 spaces or first explored the possibility of installing the required 68 spaces. He expressed concerns that bikes are required to navigate the mix of queuing parent vehicles. He stated that there is a history of discouraging bicycling at the school, and suggested that the new school should be built for the future rather than the past. He agreed that buses may be the safest and most friendly vehicle choice for students, but suggested that they are far from the healthiest for the students. He stated that it would be wise to prepare for more bicyclists, and noted that the Bicycle Transportation Alliance would be teaching bicycle safety education classes in the school in the spring. He also asked the School to consider providing some skateboard racks, which have been installed at other schools and which are made locally.

Wilkerson clarified that the applicants were trying to limit the number of access points to the school, and would be splitting the entrances so there was one entry for bus riders, one for those dropped off by parents, and one for bicycles. He noted that the use of overhangs around the building had been considered as a way to provide covered parking, but indicated that most of the planned covered areas are to be dedicated to student circulation. DiChiro noted that they were trying to control the entries for security reasons, and added that the need to limit the traffic on the Siskiyou frontage to buses only was a requirement of ODOT.

Tatiana Bredekin, parent of a Bellview student, noted that her child biked to school at Bellview for all six years. She noted that there are at least 20 bikes on the racks at Bellview when the weather is good, and that she has seen International Walk and Bike to School Day event draw 50 students including 30-40 on bikes in the past. She added that the type and placement of the current racks is far from encouraging. Bredekin suggested that the City and the School District are currently paying to conduct a "Be a Fit Kid" program at Bellview where a teacher must oversee students going around the track, and she recommended bicycling to school as a more practical, free approach to create lifelong healthy habits and address the childhood obesity epidemic. She stated that in her experience, younger children are more likely to ride and tend to stop as they get older. She concluded with a reminder that Ashland is a Bicycle Friendly Community and that we need to encourage bicycling, especially for children.

Kat Smith, Bicycle Safety Instructor for the Rogue Valley Transportation District and Bicycle Transportation Alliance, noted that she will be teaching a two-week bicycle safety education program at Bellview in the spring. She clarified that the school had been unwilling to host these programs in the past, but that the program was being allowed now with the recent improvements on Tolman Creek Road. She stated that bicycle advocacy relies heavily on the "If you build it, they will come" approach, and suggested that this applied to the bike parking here as well.

Lisa Bach, parent of Bellview and Middle School students, noted that her children have ridden to school at Bellview since the first grade and that her middle school age son is comfortable riding on Siskiyou with the recent improvements. She emphasized that first grade is not too young for children to ride bicycles to school. She suggested that there will be new developments in the area to increase the number of students for whom cycling is a viable choice, and that there will be street improvements associated with these developments to improve the cycling environment.

Peter Bach, Ashland Middle School Student who attended Bellview last year, noted that he rode his bike to Bellview beginning with his first day in first grade. He added that with the recent improvements to Siskiyou Boulevard he finds it to be as safe as the bike path, and faster. He stated that from a student's perspective, the type and placement of the racks of Bellview were not encouraging for cyclists, and he noted that people also lock their bikes to the

fences and teachers keep their bikes in the halls outside their classrooms. He suggested that the Middle School also needs additional bicycle parking.

Wilkerson clarified for Commissioners that the school has approximately 300 students now, and that while enrollments are actually forecast to decline the proposed school was designed to accommodate 340 students.

Severson noted that from a staff perspective, the requirement for only one bicycle parking space per five students is specifically intended to address the demographic and geographic concerns raised by the applicants. He explained that based on information provided by the applicants, of the 340 students who will be attending the school, bicycling will likely be a viable alternative for 163 (or 48 percent of the student body) while bicycle parking is required for only 20 percent of the student body, with 68 spaces. Additional bicycle parking demand from school staff is also absorbed within the "one space per five students" requirement. Overall, Staff does not believe that the application demonstrates either that there are site-specific circumstances necessitating a Variance or that providing less than the required number of spaces will be beneficial or further the intention of the Comprehensive Plan, which recognizes a lack of bicycle parking as a barrier to encouraging bicycling and which includes as a goal that the City "require secure, sheltered bicycle parking in… institutions" like schools.

Dichiro clarified for Commissioners that the present bus ridership was at 65 students; she stated that she didn't have a breakdown of how many of these riders were from the outlying geographic areas. She noted that school staff consisted of 13 teachers and two specialists. Wilkerson questioned the basis of the 1 space per 5 students parking requirement, and noted that the school was providing a staff shower which was intended to encourage cycling as well as earning credits for LEED certification. Wilkerson concluded that the proposal was intended to encourage cycling by providing 33 bicycle parking spaces while responding to the realities of the population and geographic area served by Bellview School. He urged commissioners to focus on the same criteria that would be considered by the Planning Commission as they framed their recommendation. He reiterated that the unique or unusual circumstance had to do with the populations and geographic area served and the location of the school relative to higher order streets, and suggested that there would be no negative impact to neighboring properties.

Public hearing closed at 6:15 p.m.

Burnham noted that the Commission is charged with encouraging cycling and seeing that adequate facilities to do so are provided. He emphasized that this included providing bicycle racks and safer routes. He noted that demographics can change, and added that he was a substitute bus driver for Bellview School at one time and felt that it was inefficient to send a full sized school bus all the way up the Greensprings for a very few students residing there. He indicated that he would like more detail on the demographic distribution of students, but added that he lives relatively close to the school and often sees bicycling and skateboarding students.

Church noted that the school is intended to serve the needs of the school district for at least 50-60 years, and added that while it is unknown if the school population will increase he feels it is very likely that there will be an increase in walkers and bicyclists as gas prices increase. He suggested that the design proposed is largely automobile-oriented, and noted that he has seen the impact that the automobile-focused private school on Clay Street has had on the surrounding neighborhood. He concluded that in terms of policy, he did not believe it was wise to allow a Variance that would have the possible effect of discouraging bicycling.

Ryan stated that he did not believe the applicants had demonstrated a unique or unusual circumstance relating to the site, and added that if the parking standard was faulty it should be addressed legislatively separately from individual planning applications. He suggested that granting the Variance could have the effect of encouraging students not to bicycle, and he felt that downward pressure of this nature was counter to the second Variance criteria. He indicated that he was concerned with the zero sum mentality behind the cost justification for not providing the required bicycle parking, and concluded that the request did not meet the approval criteria for a Variance in his view.

Sommer indicated that she felt that 33 spaces was too little bicycle parking for the school. She emphasized the need to address parents, staff and visitors in addition to students. She added that as gas prices increase, there will be an increased need for localization and this may alter the geographic trends being encountered now by the school.

Church suggested that the Commission focus on the Variance being requested rather than attempting to determine some middle ground number of appropriate bicycle parking spaces.

Ryan/Church m/s to recommend that the Planning Commission deny the requested Variance to the required number of bicycle parking spaces. Discussion: Sommer emphasized that the Planning Commission should be aware that required bicycle parking is intended to serve not only the students, but also teachers, teaching assistants, library staff, parents and other visitors. Church noted that the overall site planning for this project is very automobile-oriented, and expressed concern that bicycling and walking to school can be discouraged if these uses are marginalized through the site design. He expressed particular concern that students arriving by bicycle would have to navigate through what the applicants themselves indicated would be a significant amount of queuing parent traffic in the north parking lot in order to reach the proposed bicycle parking location, and suggested that better site planning was necessary to provide safe access to the required bicycle parking for students arriving by bicycle. Voice vote: All AYES. Motion passed.

Chapman returned.

Subcommittee & Liaison Reports

Severson noted that there was an upcoming League of American Bicyclists training coming in February to Eugene. He also noted that there was an upcoming transportation conference in Corvallis, and stated that he had received a membership application and complementary newsletter from the Association of Pedestrian and Bicycle Professionals that the Commission could consider funding with Commission funds. Chapman noted that there is also a fall conference put on by the Alliance for Community Traffic Safety that could be considered, and Dubois indicated that he would e-mail information on a Car Free Cities conference in Portland. Severson stated that he would include this information in next month's packet for Commissioner review. Chapman pointed out bicycling-related classes being offered through the Parks Department.

Severson noted that there would be a public workshop dealing with the Croman Mill site master planning process on Wednesday, January 29th from 7:00 to 9:00 p.m. at the Bellview Grange. Church and Burnham indicated they might attend, and Sommer suggested that a formal representative be designated at the next meeting.

Central Ashland Bikepath Speed Limits

Burnham/Ryan m/s to recommend that there be a posted speed limit of 12 miles per hour on the Central Ashland Bikepath (CAB). Discussion: MacLennan noted that typical radar can only detect speeds in the 15-17 m.p.h. range, but he added that a laser can read speeds as low as 4 m.p.h. Burnham explained that he feels the path is often crowded and people have a tendency to ride too fast. MacLennan noted that traffic enforcement resources are limited, and he did not believe there would be staffing available for enforcement. Members questioned whether volunteer patrols would be helpful, but it was noted that they were unable to issue citations. Sommer pointed out that enforcement would be difficult, that bicycles typically don't have speedometers, and that there would be a cost for installing signage. She suggested directing energies elsewhere. MacLennan stated that he would prefer regulations to address reckless behavior by those on the CAB. Ryan concurred, and Dubois suggested that while regulating speeds was a good idea requiring courtesy might be more effective. He also asked that bike path stop signs be replaced with full sized signs. . Voice vote: Burnham YES; Sommer, Church and Ryan, NO. Motion failed 3-1.

Church questioned the possibility of installing stop signs for the cars at all CAB crossings. MacLennan indicated that this would be difficult due to visibility concerns in some areas and might lead to accidents. He emphasized that even if this were required, it would not relieve the bicyclists from their legally required due regard for safety prior to entering an intersection.

Election of Officers - Secretary

Members present asked that this item be tabled until next month, and asked that Severson verify when elections were last held to see if positions other than secretary be considered for election.

Follow-Up Items from Last Month

Severson noted that he believed Public Works staff was in on-going discussions with ODOT regarding the North Main Street fog-line request, and stated that he would follow-up and report back next month.

SHOSTROM BROS. LTD.

DESIGNERS · BUILDERS

FAX TRANSMISSION COVER SHEET

DATE SENT: 7.19.07

NO. OF PAGES INCL. COVER 1

ATTENTION: DEREK SEVERSON

PLEASE REVIEW: ✓

COMPANY NAME: CITY PLANNING DEPT

PLEASE COMMENT:

FAX NUMBER: 552.2050

REPLY ASAP:

PHONE NUMBER: 552.2040

NO CALL NEEDED: ✓

FROM: DALE

RE: HISTORIC PREAPPL. COMMENTS FOR BELVIEW SCHOOL

MESSAGE/NOTES:

NOTE: THESE COMMENTS ARE THE OPINION OF DALE SHOSTROM ONLY THE FULL COMMISSION SHOULD REVIEW ASAP TO HAVE A CONSENSES VIEW OF THE PROJECT

COMMENTS: 1929 SCHOOL BLDG TO BE REMODELED: DETAILS NEEDED FOR:

SECTIONS IV.B 1-11 & IV C. 1-10

1. DOOR/WINDOW REPLACEMENTS - TYPE, MATERIAL, COLOR - EXISTING VS. PROPOSED
2. CORNICE/FASCIA/GUTTERS RENOVATION - TYPE & MATERIALS
3. STUCCO REPAIRS TO MATCH EXISTING

NEW CONSTRUCTION

1. MIX OF HIPS AND GABLES MAKES FOR NICE TRANSITION FROM OLD TO NEW @ WEST ELEVATION
2. HISTORIC BUILDING'S STREET PRESENCE AND FORM IS WELL PRESERVED & RESPECTED.
3. BULK, SCALE AND MASSING OF NEW IS COMPATIBLE WITH EXISTING.
4. THE BASE DETAIL OF THE NEW MAKES A NICE CONNECTION TO THE HISTORIC BLDG.
5. NEED MORE DETAILS FOR FENESTRATION, EAVES, CORNICES, SHADING/ENTRANCE CANOPIES, EXTERIOR MATERIALS & COLORS (CONCERN ABOUT BRIGHT WHITE WALL COLOR) WAINSCOTTING & RELIEF (IE WALL SECTIONS) NEW GYM & LIBRARY:

HELMAN SCHOOL - COMPATIBLE SCHOOL ARCHITECTURE, NO FURTHER REVIEW NEEDED BY COMMISSION (MY OPINION)

ORIGINALS HAVE BEEN MAILED

RECEIVED
JUL 19 2007
City of Ashland
Field ☐ Office ☐ Coun

309 NORTH PIONEER STREET, ASHLAND, OREGON 97520
541-482-9751 — FAX-488-2767

Findings of Fact
and Conclusions of Law

SITE PLAN REVIEW APPROVAL

for the

REBUILD OF BELLVIEW ELEMENTARY SCHOOL

1070 Tolman Creek Road, Ashland, Oregon

(Approximately 52,100 square foot elementary school, including new construction, sitework, renovation of one existing building, and partial demolition of existing buildings)

Tax Lot 4700, Assessors Map Page 39-1E-14CA

NOVEMBER 9, 2007

Submitted to
CITY OF ASHLAND
PLANNING COMMISSION AND PLANNING DEPARTMENT

Submitted for
ASHLAND SCHOOL DISTRICT #5

Prepared by
DLR GROUP and ORW ARCHITECTURE

Findings of Fact and Conclusions of Law
SITE PLAN REVIEW APPROVAL
REBUILD OF BELLVIEW ELEMENTARY SCHOOL

TABLE OF CONTENTS

Findings of Fact and Conclusions of Law
SITE PLAN REVIEW APPROVAL
REBUILD OF BELLVIEW ELEMENTARY SCHOOL

TABLE OF CONTENTS (cont'd)

1. PROJECT DIRECTORY

1.1	**Owner**	Ashland School District #5 885 Siskiyou Boulevard Ashland, OR 97520
1.2	**Applicant**	OgdenRoemerWilkerson Architecture 2950 East Barnett Road Medford, OR 97504
1.3	**Consultants**	DLR Group 421 SW Sixth Avenue Suite 1212 Portland, OR OgdenRoemerWilkerson Architecture 2950 East Barnett Road Medford, OR 97504 Polaris Land Surveying P.O. Box 459 Ashland, OR 97520 ZCS, Civil & Structural Engineering 900 Klamath Ave Klamath Falls, OR 97601 Covey Pardee Landscape Architecture 295 E Main St #8 Ashland, OR 97520
1.4	**Property Description**	Tax Lot 4700, Assessors Map Page 39-1E-14CA
1.5	**Current Zoning**	R-1-5, Single Family Residential
1.6	**Current Use**	Elementary School (permitted use)
1.7	**Proposed Use**	Elementary School (no change or increase in use)
1.8	**Request**	Site Plan Review for new commercial development Request for Variance from required bicycle parking

2. PROJECT NARRATIVE

2.1 Site Description

The subject property is situated at the northeast corner of Siskiyou Boulevard and Tolman Creek Road in Ashland, on the site of the current Bellview Elementary School. The site is bounded by single-family residential development on the north, Tolman Creek Road on the west, Siskiyou Boulevard on the south, and light industrial development on the east,. The site slopes gently to the north. Currently, the site is used as an elementary school, including a well-used recreational fields and playground. Although it is hidden from view, the most notable feature of the site is Tolman Creek, which runs in a culvert beneath the recreational fields. The fields are located on fill material (spoils) from the site of the former Croman Lumber mill adjacent to the school.

2.2 Proposed Development

This project is part of a $46.8 million bond package approved by Ashland voters in November 2006. The bond package included a variety of projects, including this one with a budget of $2,732,010.

The Project proposes a new 52,163 square foot school facility, built on the site of the current school. Although most of the existing buildings will be removed to accommodate the new facility, the original school building (circa 1903) will be retained for educational purposes. The 42,678 square foot new facility will connect to the 9485 square foot existing building in a way that both complements and respects the historical significance of the original school.

The existing parking lot, which accommodates staff and visitor parking, bus traffic, and parent loading & unloading, will be replaced with a new, more efficient, and safer design. The new layout provides separate areas that address the distinct needs of the different types of vehicular traffic.

An existing bus lane on Siskiyou Boulevard, which is not used due to safety concerns, will be replaced with a self-contained bus loop off of Siskiyou Boulevard that removes bus traffic from other vehicular traffic. Bus routes will be modified slightly to reduce the number of buses that are required to make a left-turn movement off of Siskiyou Boulevard.

2.3 Site Coverage

Current survey data indicates that the site comprises 9.68 acres, or approximately 421,661 square feet The gross building area footprint is 52,163. Thus, the building occupies 12.4% of the site. The balance of the site area is devoted to sidewalks, lawns, staff and visitor parking, playgrounds, and recreational fields. The existing playgrounds and recreational fields remain, with only minor modifications as required to accommodate the new building footprint.

2.4 Available Public Facilities, Services, and Utilities

The project site is well served by a full range of public utilities and transportation services, including municipal water, sanitary sewer service, electrical service, natural gas, underground storm drainage. All utilities are available with adequate capacity, either in Tolman Creek Road or in Siskiyou Boulevard.

Since the project site is located at the northeast corner of Tolman Creek Road and Siskiyou Boulevard, it is well served by public streets. The site is also served by a public transportation bus stop located nearby. Students arrive at the site by car (dropped off), on foot or bicycle, or by school bus. Five buses serve the school in the morning and again in the afternoon. This school serves the largest geographical area of any elementary school in the district, and draws from areas as far as the Greensprings and the Colestine Valley. This school also serves as the location for special needs students throughout the district.

2.5 Review Criteria

This project must comply with the City of Ashland Land Use Ordinance (ALUO). This project also must comply with the applicable sections of the 'City of Ashland Site Design and Use Standards' for projects subject to Basic Site Review.

3. ORDINANCE REQUIREMENTS

3.1 R-1 Single-Family Residential District Regulations (18.20)

18.20.020Permitted Uses.

The following uses and their accessory uses are permitted outright:

E. Public schools, parks, and recreational facilities.

Finding: Public schools are an outright permitted use in this zone.

18.20.040 General Regulations.

A. Minimum lot area: Basic minimum lot area in the R-1 zone shall be five thousand (5,000) square feet, except six thousand (6,000) square feet for corner lots. R-1 areas may be designed for seventy-five hundred (7,500), or ten thousand (10,000) square foot minimum lot sizes where slopes or other conditions make larger sizes necessary. Permitted lot sizes shall be indicated by a number following the R-1 notation which represents allowable minimum square footage in thousands of square feet, as follows:

R-1-5	*5,000 square feet*
R-1-7.5	*7,500 square feet*
R-1-10	*10,000 square feet*

D. Standard Yard Requirements: Front yards shall be a minimum of, 15 feet excluding garages. Unenclosed porches shall be permitted with a minimum setback of eight feet or the width of any existing public utility easement, whichever is greater, from the front property line. All garages accessed from the front shall have a minimum setback of 20' from the front property line; side yards, six feet; the side yard of a corner lot abutting a public street shall have a ten foot setback; rear yard, ten feet plus ten feet for each story in excess of one story. In addition, the setbacks must comply with Chapter 18.70 which provides for Solar Access. (Ord. 2097 S5, 1980; Ord. 2121 Se, 1981, Ord. 2752, 1995)

E. Maximum Building Height: No structure shall be over thirty-five (35) feet or two and one-half (2 1/2) stories in height, whichever is less. Structures within the Historic District shall not exceed a height of 30 feet.

F. Maximum Coverage: Maximum lot coverage shall be fifty (50%) percent in an R-1-5 District, forty-five (45%) percent in an R-1-7.5 District, and forty (40%) percent in an R-1-10 District.

Finding: The lot area is approximately 421,661 square feet. As shown on the site plan, the front, side, and rear yard setbacks are well in excess of 20'.

Finding: The building height is approximately 28'8", measured from the top of the gym (the highest part of the building) to the finish grade.

Conclusion: The applicant concludes that the project meets the above requirements regarding permitted uses, lot size, yard requirements, maximum height, and maximum coverage.

3.2 Tree Preservation and Protection (18.61)

SECTION 18.61.020 Definitions.

J. Significant Tree means a "tree" having a trunk 18 caliper inches or larger in diameter at breast height (DBH).

SECTION 18.61.042 Approval and Permit Required.

A person who desires to remove a tree, not otherwise exempted in 18.61.035, shall first apply for and receive one of the following tree removal permits before tree removal occurs:

D. TREE REMOVAL - STAFF PERMIT:

1. Tree Removal-Staff Permits are required for the following activities:

d. Removal of significant trees on lands zoned SO, on lands under the control of the Ashland School District, or on lands under the control of the City of Ashland.

Finding: The project site is under the control of the Ashland School District.

Finding: The project site contains three oak trees and five Sequoias with trunks greater than 18" DBH and which are scheduled for removal, in addition to six smaller trees. These trees fall within the footprint of the proposed new gymnasium and the proposed parking area, as shown on the attached Tree Protection & Removal Plan prepared by Covey Pardee Landscape Architects.

Conclusion: The applicant concludes that a Tree Removal - STAFF Permit is required for is required for removal of significant trees in this project.

SECTION 18.61.080 Criteria for Issuance of Tree Removal - Staff Permit.

An applicant for a Tree Removal-Staff Permit shall demonstrate that the following criteria are satisfied. The Staff Advisor may require an arborist's report to substantiate the criteria for a permit.

B. Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:

1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards. (e.g. other applicable Site Design and Use Standards). The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and

2. 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; and

3. 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. Nothing in this section shall require that

the residential density 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 or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.

4. *The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.*

Finding: The proposed removal of trees is consistent with other applicable Ashland Land Use Ordinance requirements and standards, including specifically the location of off-street parking lots.

Finding: The proposed removal of trees will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.

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

Finding: Mitigation has been provided for each tree scheduled for removal, through replanting on site, as shown on the attached Preliminary Landscape Plan.

SECTION 18.61.084 Mitigation Required.

An applicant may be required to provide mitigation for any tree approved for removal. The mitigation requirement shall be satisfied by one or more of the following:

A. *Replanting on site.*
B. *Replanting off site.*

Finding: Mitigation has been provided for each tree scheduled for removal, through replanting on site, as shown on the attached Preliminary Landscape Plan.

SECTION 18.61.200 Tree Protection.

Tree Protection as required by this section is applicable to any planning action or building permit.

A. *Tree Protection Plan Required.*
B. *Tree Protection Measures Required.*

Finding: Appropriate tree protection measures have been incorporated into the project, as shown on the attached Tree Protection and Removal Plan.

Conclusion: The applicant concludes that meets the project meets all of the applicable requirements for issuance of a Tree Removal - STAFF Permit.

3.3 Physical & Environmental Constraints (18.62)

SECTION 18.62.040 Approval and Permit Required.

A Physical Constraints Review Permit is required for the following activities:

A. Development, as defined in 18.62.030.D, in areas identified as Flood plain Corridor Land, Riparian Preserve, Hillside Land, or Severe Constraint land.

B. Tree removal, as defined in 18.62.030.RT., in areas identified as Flood plain Corridor Land and

SECTION 18.62.050 Land Classifications.

The following factors shall be used to determine the classifications of various lands and their constraints to building and development on them:

A. Flood plain Corridor Lands - Lands with potential stream flow and flood hazard. The following lands are classified as Flood plain Corridor lands:

1. All land contained within the 100 year Flood plain as defined by the Federal Emergency Management Agency, in maps adopted by Chapter 15.10 of the Ashland Municipal Code.

2. All land within the area defined as Flood plain Corridor land in maps adopted by the Council as provided for in section 18.62.060.

B. Riparian Preservation - The following Flood plain Corridor Lands are also designated for Riparian Preservation for the purposes of this section and as listed on the Physical and Environmental Constraints Overlay Maps: Tolman, Hamilton, Clay, Bear, Kitchen, Ashland, Neil and Wrights Creeks.

Finding: Currently, Tolman Creek runs in a culvert beneath the recreational fields on this site.

Finding: Data available from the City of Ashland indicates that a portion of the project site contains a floodplain, in the vicinity of the recreational fields and behind the existing building.

Finding: The topographical survey prepared for this project by Terra Survey and dated July 2, 2007 contains the following note with regard to the exact location of the floodplain:

FLOOD PLAIN SHOWN IS SCALED FROM FEMA COMMUNITY PANEL NUMBER 410090 0003 B, EFFECTIVE DATE: JUNE 1, 1981, AND COMMUNITY PANEL NUMBER 415589 0537B, EFFECTIVE DATE APRIL 1, 1982.

Finding: Using the above-referenced data from FEMA, the survey shows – although a floodplain runs through the site -- there is NO development within the floodplain proposed as part of this project. The new construction is located well beyond the floodplain.

Conclusion: The applicant concludes that a Physical & Environmental Constraints Permit is NOT required for this project.

3.4 General Regulations (18.68)

SECTION 18.68.020 Vision Clearance Area.

Vision clearance areas shall be provided with the following distances establishing the size of the vision clearance area:

A. In any R district, the minimum distance shall be twenty-five (25) feet or, at intersections including an alley, ten (10) feet.

C. The vision clearance area shall contain no plantings, fences, walls, structures, or temporary or permanent obstructions exceeding two and one-half (2 ½) feet in height, measured from the top of the curb, except that street trees exceeding this height may be located in this area, provided all branches and foliage are removed to a height of eight (8) feet above the grade.

Finding: The vision clearance area at the corner of Siskiyou Boulevard and Tolman Creek Road exceeds twenty-five feet, and includes only existing street trees.

Finding: No new planting or other obstructions are proposed for the vision clearance area.

Conclusion: The applicant concludes that meets the project complies with this standard.

SECTION 18.68.050 Special Setback Requirements.

Also, front yards for properties abutting all arterial streets shall be no less than twenty (20) feet, with the exception of the C-1-D district.

Finding: Siskiyou Boulevard is an arterial street.

Finding: The setback for both the original school building and all new construction exceeds twenty feet.

Conclusion: The applicant concludes that meets the project complies with this standard.

3.5 Solar Access (18.70)

18.70.010 Purpose and Intent.

The purpose of the Solar Access Chapter is to provide protection of a reasonable amount of sunlight from shade from structures and vegetation whenever feasible to all parcels in the City to preserve the economic value of solar radiation falling on structures, investments in solar energy systems, and the options for future uses of solar energy.

Finding: The new school buildings are located on the east side of the existing historic building which is to remain, and well away from the property lines.

Finding: The new school buildings are located almost 100 feet from the north property line.

Conclusion: The applicant concludes that solar access to adjacent properties will not be impeded, due to the size and location of the new buildings on the site.

3.6 Site Design and Use Standards (18.72)

18.72.030 Application
Site design and use standards shall apply to all zones of the city and shall apply to all development indicated in this Chapter, except for those developments which are regulated by the Subdivisions (18.80), the Partitioning (18.76), Manufactured Housing (18.84) and Performance Standards (18.88).

Finding: This project is located in a R 1-5 (Single-Family Residential) zone.

Conclusion: The applicant concludes that the Site Use and Design Standards apply to this project.

18.72.070 Criteria for Approval
The following criteria shall be used to approve or deny an application:

A. All applicable City ordinances have been met or will be met by the proposed development.
B. All requirements of the Site Review Chapter have been met or will be met.
C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.

Finding: The proposed development meets or will met all applicable City ordinances, applicable requirements of the Site Review Chapter, and applicable portions of the Site Design and Use Standards, as outlined in items A through C above.

D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.

Finding: Adequate capacity of City facilities and utilities are provided to the project site, as shown on the attached Striping & Utility Plan prepared by ZCS Engineering.

Conclusion: The applicant concludes that this application meets all the criteria required for this standard.

SECTION 18.72.110 Landscaping Standards.

A. Area Required. The following areas shall be required to be landscaped in the following

zones:

R-1 - 45% of total developed lot area

B. *Location. Landscaping shall be located so that it is visible from public right-of-way or provide buffering from adjacent uses. Landscaping shall be distributed in those areas where it provides for visual and acoustical buffering, open space uses, shading and wind buffering, and aesthetic qualities.*

C. *Irrigation. All landscaping plans shall either be irrigated or shall be certified that they can be maintained and survive without artificial irrigation. If the plantings fail to survive, the property owner shall replace them.*

Finding: As shown on the attached Preliminary Landscape Plan, the landscaping has been located according to criterion B above.

Finding: As shown on the attached Preliminary Landscape Plan, an irrigation system will be installed.

Conclusion: The applicant concludes that this project complies with the criteria for landscaping outlined above.

3.7 Off-Street Parking (18.92)

18.92.020 Automobile Parking Spaces Required

Uses and standards are as follows:

D. *Institutional and Public Uses. For institutional and public uses the following automobile parking spaces are required.*

7. *Schools, elementary and junior high. One and one-half space per classroom, or the requirements for public assembly areas as set forth herein, whichever is greater.*

Finding: The existing building contains 16 classrooms, which would require 24 parking spaces.

Finding: The size of the new gymnasium is 4320 square feet. Using an occupant load of 216 (based on 20 square feet per person for assembly-type uses), 54 parking spaces are required.

Finding: For this project, the number of required parking spaces is based on the occupant load of the new gymnasium, since this number is greater than the parking space requirement based on the number of classrooms.

Finding: The visitor parking lot in front of the school provides 23 parking spaces, and the staff parking lot to the north of the school provides 31 spaces, for a total of 54 spaces.

18.92.030 Disabled Person Parking Places.

The total number of disabled person parking spaces shall comply with the following:

Total in Parking Lot	*Required Minimum Number of Accessible Spaces*
1 to 25	*1*
26 to 50	*2*
51 to 75	*3*

Finding: Based on a total of 54 parking spaces provided, three accessible spaces are required.

Finding: The visitor parking lot in front of the new school (behind the Grange) provides three handicapped accessible spaces, including one van space.

Conclusion: The applicant concludes that the required number of accessible parking spaces have been provided on the site.

18.92.040 Bicycle Parking

A. All uses, with the exception of detached single-family residences and uses in the C-1-D zone, shall provide a minimum of two sheltered bike parking spaces.

C. In addition, all uses which require off street parking, except as specifically noted, shall provide one bicycle parking space for every 5 required auto parking spaces. Fractional spaces shall be rounded up to the next whole space. Fifty percent of the bicycle parking spaces required shall be sheltered from the weather. All spaces shall be located in proximity to the uses they are intended to serve. (Ord. 2697 S1, 1993)

Finding: Based on a total of 54 parking spaces required by the occupant load of the gymnasium, 11 bicycle parking spaces are required, including 6 covered spaces.

E. Elementary, Junior High, Middle and High Schools shall provide one sheltered bicycle parking space for every five students.

Finding: Based on a maximum population of 340 students, 68 sheltered bicycle parking spaces are required.

Finding: The current student population is 297 students.

Finding: The current school population includes 65 students who ride the bus to school on a regular basis, due to the large geographical area that this school serves. For many of these students, biking to school is not a safe or viable option. This figure is expected to rise based on projections for future school enrollment, this school's coverage area, and housing patterns for families with school-age children.

Finding: The current school population includes 45 kindergarten students, and 44 first grade students. By all accounts, these students are too young to ride a bicycle to school, given the safety concerns caused by the volume and speed of traffic on

surrounding streets, which is exacerbated by the lack of bike lanes on some of these streets.

Finding: Discounting the bus riders, kindergartners, and first graders for whom bike travel is impractical or unsafe, the current school population includes 143 students for whom bike travel is a safe and viable means of transportation to school (297-65-45-44 = 143). This figure represents 48% of the school's current population.

Finding: Based on a maximum student population of 340, 48% of the total yields **163 students for whom bike travel is a safe and viable means of transportation to school.**

Finding: Based on the information outline above, the attached Site Plan provides for 33 sheltered bicycle parking spaces, using a 1:5 ratio for 163 students.

Conclusion: The applicant concludes that the required amount of bicycle parking has not been provided as required by the standards contained in this section, and accordingly, these findings include a **Request for a Variance** from this standard.

18.92.050 Compact Car Parking
Up to 50% of the total automobile parking spaces in a parking lot may be designated for compact cars. Minimum dimensions for compact spaces shall be 8 x 16 feet. Such spaces shall be signed or the space painted with the words "Compact Car Only."

Finding: As indicated on the site plan, parking for compact cars has been provided the in size and quantities outlined above. The compact spaces make up half of the spaces provided in the staff parking lot.

Conclusion: The applicant concludes that the design of the project meets the requirements of this section.

18.92.070 Automobile Parking Design Requirements

A. Size and Access. All required parking areas shall be designed in accordance with the parking layout chart at the end of this Chapter. Parking spaces shall be a minimum of 9 x 18 feet, except that 50% of the spaces may be compact spaces in accord with 18.92.050 and shall have a 22 foot back-up space except where parking is angled.

B. Driveways and Turn-Arounds. Driveways and turn-arounds providing access to parking areas shall conform to the following provisions:

1. A driveway for a single dwelling shall have a minimum width of nine feet, and a shared driveway serving two units shall have a width of 12 feet.

2. Parking areas of more than seven parking spaces per lot shall be provided with adequate aisles or turn-around areas so that all vehicles may enter the street in a forward manner.

3. *Parking areas of more than seven parking spaces shall be served by a driveway20 feet in width and constructed to facilitate the flow of traffic on or off the site, with due regard to pedestrian and vehicle safety, and shall be clearly and permanently marked and defined. Parking areas of seven spaces or less shall be served by a driveway 12 feet in width.*

D. *Vision Clearance. No signs, structures or vegetation in excess of two and one-half feet in height shall be placed in the vision clearance area. The vision clearance area is the triangle formed by a line connecting points 25 feet from the intersection of property lines. In the case of an intersection involving an alley and a street, the triangle is formed by a line connecting points ten (10) feet along the alley and 25 feet along the street. When the angle of intersection between the street and the alley is less than 30 degrees, the distance shall be 25 feet. No signs, structures or vegetation or portion thereof shall be erected within ten (10) feet of driveways unless the same is less than two and one-half feet in height. The vision clearance standards established by this section are not subject to the Variance section of this title.*

E. *Development and Maintenance. The development and maintenance as provided below, shall apply in all cases, except single-family dwellings.*

1. *Paving. All required parking areas, aisles, turn-arounds and driveways shall be paved with concrete, asphaltic or comparable surfacing, constructed to standards on file in the office of the City Engineer.*
2. *Drainage. All required parking areas, aisles and turn-arounds shall have provisions made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way, and abutting private property.*
3. *Driveway approaches. Approaches shall be paved with concrete surfacing constructed to standards on file in the office of the City Engineer.*
4. *Marking. Parking lots of more than seven spaces shall have all spaces permanently and clearly marked.*
5. *Wheel stops. Wheel stops shall be a minimum of four inches in height and width and six feet in length. They shall be firmly attached to the ground and so constructed as to withstand normal wear. Wheel stops shall be provided where appropriate for all spaces abutting property lines, buildings, landscaping, and no vehicle shall overhang a public right-of-way.*
6. *Walls and Hedges.*
   a. *Where parking abuts upon a street, a decorative masonry wall or evergreen hedge screen of 30-42 inches in height and a minimum of 12" in width shall be established parallel to and not nearer than two feet from the right-of-way line. Screen planting shall be of such size and number to provide the required screening within 12 months after installation. The area between the wall or hedge and street line shall be landscaped. All vegetation shall be adequately maintained by a permanent irrigation system, and said wall or hedge shall be maintained in good condition. The required wall or screening shall be designed to allow for free access to the site and sidewalk by pedestrians.*
   b. *In all zones, except single-family zones, where parking facilities or driveways are located adjacent to residential or agricultural zones, school*

yards, or like institutions, a sight-obscuring fence, wall, or evergreen hedge not less than five feet, nor more than six feet high shall be provided on the property line as measured from the high grade side. Said wall, fence or hedge shall be reduced to 30 inches within required setback area, or within 10 feet of street property lines, and shall be maintained in good condition. Screen plantings shall be of such size and number to provide the required screening within 12 months after installation. Adequate provisions shall be made to protect walls, fences or plant materials from being damaged by vehicles using said parking areas.

7. *Landscaping. In all zones, all parking facilities shall include landscaping to cover not less than 7% of the area devoted to outdoor parking facilities, including the landscaping required in subdivision 6(a) above. Said landscaping shall be uniformly distributed throughout the parking area, be provided with irrigation facilities and protective curbs or raised wood headers. It may consist of trees, plus shrubs, ground cover or related material. A minimum of one tree per seven parking spaces is required.*
8. *Lighting of parking areas within 100 feet of property in residential zones shall be directed into or on the site and away from property lines such that the light element shall not be directly visible from abutting residential property.*

Finding: As indicated on the attached Site Plan, the size, layout, and location of the parking spaces, drive aisles, and turn-arounds conforms to the requirements of criteria A and B above.

Finding: As indicated on the attached Site Plan and Planting Plan, vision clearance areas will be maintained per criterion D above. Signs, structures, and vegetation within 10 feet of driveways and vehicular entrances will be less than 2 ½ feet in height.

Conclusion: The applicant concludes that the design of the project meets the requirements of this section.

3.8 Variances (18.100)

SECTION 18.100.010 Variances - Purpose.

Where practical difficulties, unnecessary hardships, and results inconsistent with the general purpose of this Title may result from the strict application of certain provisions thereof, variance may be granted as provided in this Chapter. This Chapter may not be used to allow a use that is not in conformity with the uses specified by this Title for the district in which the land is located. In granting a variance, the City 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.

SECTION 18.100.020 Application.

The owner or his agent may make application with the Staff Advisor. Such application shall be accompanied by a legal description of the property and plans and elevations necessary to show the proposed development. Also to be included with such application shall be a statement and evidence showing that all of the following circumstances exist:

A. That there are unique or unusual circumstances which apply to this site which do not typically apply elsewhere.

B. That 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. (Ord.2425 S1, 1987).

C. That the circumstances or conditions have not been willfully or purposely self-imposed. (Ord. 2775, 1996)

Finding: As noted above, the required amount of bicycle parking has not been provided in accordance with the requirements of Section 18.92.040. The standards require 68 covered bike parking spaces. The attached Site Plan provides for 33 sheltered bicycle parking spaces, using a 1:5 ratio for 163 students for whom biking to school is a safe and viable transportation alternative.

Finding: The standard for bicycle parking spaces does not distinguish between younger elementary schoolstudents and students in higher grades, for whom biking to school is a much more viable alternative.

Finding: Strict interpretation and enforcement of the bicycle parking standard would result in practical difficulties, unnecessary hardships, and results inconsistent with the general purpose of this Title.

Finding: The large geographical area served by this school, and the traffic conditions on surrounding streets, present unique and unusual circumstances that do not apply to other sites (i.e. other elementary schools in Ashland).

Finding: These circumstances have not been willfully or purposely self-imposed.

Finding: Granting this Request for a Variance will have no negative impacts on the development of adjacent uses, and will further the purpose and intent of this ordinance and the city's Comprehensive Plan.

Conclusion: The applicant concludes that the Request for a Variance from the required amount of bicycle parking meets all of the criteria outlined above, and should be granted..

SITE DESIGN AND USE STANDARDS

4.1 Ordinance Landscaping Requirements (II-A)

Ordinance Landscaping Requirements
The following percentages of landscaping are required for all properties falling under the Site Design and Use Standards.

Zone	*% Landscaping*
R-1-3.5	*45%*
R-2	*35%*
R-3	*25%*
C-1	*15%*
C-1-D	*10%*
E-1	*15%*
M-1	*10%*

These percentages are the minimum required. At times, more landscaping is required to meet the needs of other sections of the Site Review Ordinance, such as screening of parking areas, landscaping of setback areas and providing usable outdoor space. In general, all areas which are not used for building or parking areas are required to be landscaped. You should also be aware that, as a condition of approval of your project, you will be required to submit a site and species specific landscape plan to the Planning Division for Staff Advisor approval.

Finding: The project site is located within an R 1-5 zone.

Conclusion: The applicant concludes that this requirement is inapplicable. However, landscaped areas will be provided as required by Section 18.72 (above).

4.2 Basic Site Review Standards (II-C-1)

Approval Standard: Development in all commercial and employment zones shall conform to the following development standards:

Finding: The project site is located within an R 1-5 zone, not in a commercial or employment zone.

Finding: The Pre-Application Conference Comment Sheet for this project dated July 18, 2007 contained a note stating specifically that the Basic Site Review Standards must be addressed in these findings.

Conclusion: Based on direction from staff, the applicant concludes that the Basic Site Review Standards must be addressed as part of this project, even though the project's location in a residential zone would otherwise exempt it from this requirement.

II-C-1a) *Orientation and Scale*

1) *Buildings shall have their primary orientation toward the street rather than the parking area. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk. Public sidewalks shall be provided adjacent to a public street along the street frontage.*

Finding: The project site is surrounded by streets on two sides. The original school building, which is to remain, is oriented toward Tolman Creek Road.

Finding: The new school buildings also have a primary orientation toward Tolman Creek Road. This orientation is appropriate, as it respects and complements the significance of the original building's historic character and presence on the street.

2) *Buildings that are within 30 feet of the street shall have an entrance for pedestrians directly from the street to the building interior. This entrance shall be designed to be attractive and functional, and shall be open to the public during all business hours.*

3) *These requirements may be waived if the building is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices, and automotive service uses such as service stations and tire stores.*

Finding: Both the existing school and the new facility have an entrance for pedestrians directly from Tolman Creek Road. For security reasons, the entrance to the existing building will be secured at all times.

Conclusion: The applicant concludes that the requirements of this standard have been satisfied.

II-C-1b) Streetscape

One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street.

II-C-1c) Landscaping

1) *Landscaping shall be designed so that 50% coverage occurs after one year and 90% coverage occurs after 5 years.*

2) *Landscaping design shall utilize a variety of low water use and deciduous and evergreen trees and shrubs and flowering plant species.*

3) *Buildings adjacent to streets shall be buffered by landscaped areas at least 10 feet in width, except in the Ashland Historic District. Outdoor storage areas shall be screened from view from adjacent public rights-of-way, except in M-1 zones. Loading facilities shall be screened and buffered when adjacent to residentially zoned land.*

4) *Irrigation systems shall be installed to assure landscaping success.*
Efforts shall be made to save as many existing healthy trees and shrubs on the site as possible.

II-C-1d) Parking

1) *Parking areas shall be located behind buildings or on one or both sides.*

2) *Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.*

II-C-1e) Designated Creek Protection

1) *Designated creek protection areas shall be considered positive design elements and incorporated in the overall design of a given project.*

2) *Native riparian plan materials shall be planted in and adjacent to the creek to enhance the creek habitat.*

II-C-1f) Noise and Glare

Special attention to glare (AMC 18.72.110) and noise (AMC 9.08.170(c) & AMC 9.08.175) shall be considered in the project design to insure compliance with these standards.

II-C-1g) Expansions of Existing Sites and Buildings

For sites which do not conform to these requirements, an equal percentage of the site must be made to comply with these standards as the percentage of building expansion, e.g., if a building area is expanded by 25%, then 25% of the site must be brought up to the standards required by this document.

4.3 Parking Lot Landscaping and Screening Standards (II-D)

Approval Standard: All parking lots, which for purposes of this section include areas of vehicle maneuvering, parking, and loading shall be landscaped and screened as follows:

II-D-1) Screening at Required Yards

1) *Parking abutting a required landscaped front or exterior yard shall incorporate a sight obscuring hedge screen into the required landscaped yard.*

1) *The screen shall grow to be at least 36 inches higher than the finished grade of the parking area, except for required vision clearance areas.*

2) *The screen height may be achieved by a combination of earth mounding and plant materials.*

3) *Elevated parking lots shall screen both the parking and the retaining wall.*

II-D-2) Screening Abutting Property Lines

1) *Parking abutting a property line shall be screened by a 5 feet landscaped strip. Where a buffer between zones is required, the screening shall be incorporated into the required buffer strip, and will not be an additional requirement.*

II-D-3) Landscape Standards:

1) Parking lot landscaping shall consist of a minimum of 7% of the total parking area plus a ratio of 1 tree for each seven parking spaces to create a canopy effect.

2) The tree species shall be an appropriate large canopied shade tree and shall be selected from the street tree list to avoid root damage to pavement and utilities, and damage from droppings to parked cars and pedestrians.

3) The tree shall be planted in a landscaped area such that the tree bole is at least 2 feet from any curb or paved area.

4) The landscaped area shall be planted with shrubs and/or living ground cover to assure 50% coverage within 1 year and 90% within 5 years. Landscaped areas shall be evenly distributed throughout the parking area and parking perimeter at the required ratio.

5) That portion of a required landscaped yard, buffer strip or screening strip abutting parking stalls may be counted toward required parking lot landscaping but only for those stalls abutting landscaping as long as the tree species, living plant material coverage and placement distribution criteria are also met. Front or exterior yard landscaping may not be substituted for the interior parking stalls.

II-D-6) Other Screening

1) Other screening and buffering shall be provided as follows:

Light and Glare Screen: Artificial lighting shall be so arranged and constructed as to not produce direct glare on adjacent residential properties or streets.

Finding: All lighting will be engineered with the appropriate screening and orientation as to prevent direct glare on adjacent residential properties and streets.

4.4 Street Tree Standards (II-E)

APPROVAL STANDARD: All development fronting on public or private streets shall be required to plant street trees in accordance with the following standards and chosen from the recommended list of street trees found in this section.

II-E-1) Location for Street Trees

1) Street trees shall be located behind the sidewalk except in cases where there is a designated planting strip in the right of-way, or the sidewalk is greater shall include irrigation, root barriers, and generally conform to the standard established by the Department of Community Development.

Finding: The street trees are located behind the existing sidewalk.

II-E-2) Spacing, Placement, and Pruning of Street Trees

All tree spacing may be made subject to special site conditions which may, for reasons such as safety, affect the decision. Any such proposed special condition shall be subject to the Staff Advisor's review and approval. The placement, spacing, and pruning of street trees shall be as follows:

a) *Street trees shall be placed the rate of one tree for every 30 feet of street frontage. Trees shall be evenly spaced, with variations to the spacing permitted for specific site limitations, such as driveway approaches.*

Finding: The existing street trees exceed this requirement (spacing is less than 30 feet).

b) *Trees shall not be planted closer than 25 feet from the curb line of intersections of streets or alleys, and not closer than 10 feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.*

Finding: The existing street trees are closer than 25 feet to the curb in some cases. New street trees are located in accordance with the above standard.

c) *Street trees shall not be planted closer than 20 feet to light standards. Except for public safety, no new light standard location shall be positioned closer than 10 feet to any existing street tree, and preferably such locations will be at least 20 feet distant.*

Finding: All new street trees shall be located at least 20 from existing light standards.

d) *Trees shall not be planted closer than 2½ feet from the face of the curb except at intersections where it shall be 5 feet from the curb, in a curb return area.*

Finding: All new street trees shall be located at least 5 feet from the face of the curb.

e) *Where there are overhead power lines, tree species are to be chosen that will not interfere with those lines.*

Finding: All tree species will be selected to avoid interference with existing overhead utility lines.

f) *Trees shall not be planted within 2 feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees shall be at least 10 square feet, however, larger cuts are encouraged because they allow additional air and water into the root system and add to the health of the tree. Space between the tree and such hard surface may be covered by permeable non-permanent hard surfaces such as grates, bricks on sand, or paver blocks.*

Finding: All new street trees are located more than 2 feet from the sidewalk.

g) *Trees, as they grow, shall be pruned to provide at least 8 feet of clearance above sidewalks and 12 feet above street roadway surfaces.*

Finding: Trees will be pruned to maintain required minimum clearances above sidewalks and roadways.

h) Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the Staff Advisor.

Finding: The existing street trees which are to remain will be protected during construction to ensure their continued viability.

II-E-3) Replacement of Street Trees
Existing street trees removed by development projects shall be replaced by the developer with those from the approved street tree list. The replacement trees shall be of size and species similar to the trees that are approved by the Staff Advisor.

Finding: No existing street trees are scheduled for removal.

II-E-4) Recommended Street Trees
Street trees shall conform to the street tree list approved by the Ashland Tree Commission.

Finding: The trees shown on this project were selected from the approved street tree list.

Conclusion: The applicant concludes that the street trees shown on this project conform to all applicable street tree development standards.

5. SUMMARY CONCLUSIONS

Based on the foregoing findings of fact and conclusions of law, the applicant concludes that this application for Site Plan Review Approval has satisfied all of the relevant substantive standards and criteria contained in the Ashland Land Use Ordinance and the Ashland Site Design and Use Standards.

The applicant ultimately concludes that, based on the foregoing findings of fact and conclusions of law, the application for Site Plan Review Approval complies with all requirements of the City of Ashland and of the State of Oregon.

After recording, return to:

Gary C. Peterson
Foster Denman, LLP
P.O. Box 1667
Medford, OR 97501

DRAFT
PREPARED DECEMBER 12, 2007
FOR REVIEW AND DISCUSSION
NOT FOR EXECUTION

RECIPROCAL EASEMENT AGREEMENT

Bellview Grange No. 759 hereby grants and conveys to Jackson County School District No. 5 a perpetual, nonexclusive Easement for ingress and egress over the real property described on Exhibit "A" attached hereto. A plot of said Easement property is attached as Exhibit "B".

Said Easement burdens a portion of the land conveyed to the Bellview Grange No. 759 by that certain Warranty Deed recorded in Volume 221, Page 199 of the Deed Records of Jackson County, Oregon, and benefits the real property of grantee described in Deeds recorded in Volume 27 at Page 63 and Volume 94 at Page 581 of the Deed Records of Jackson County, Oregon.

Jackson County School District No. 5 (successor to Jackson County School District No. 73) hereby grants and conveys to Bellview Grange No. 759 a perpetual, nonexclusive Easement for ingress and egress over the property described on Exhibit "C" attached hereto. A plot of said Easement property is attached as Exhibit "D". Said Easement burdens the property of Grantor described in Volume 27 at Page 63 and Volume 94 at Page 581 of the Deed Records of Jackson County, Oregon, and benefits the real property of grantee described in Volume 221 at Page 199 of the Deed Records of Jackson County, Oregon.

The parties hereby mutually agree that with respect to said Easements:

1. Jackson County School District No. 5 shall be responsible for ordinary maintenance, repair, and replacement of the driving surface of said Easements, except to the extent that the need for such maintenance, repair, or replacement is caused by the negligent act of Bellview Grange No. 759, its employees or contractors.

2. Said Easements shall be used solely for ingress and egress to and from the Benefited Properties, and for no other purpose without the express written consent of the grantor.

3. The Easements granted herein may not be assigned to any other person or entity without the express written permission of the Grantor, and shall not be alienated form the Benefited Properties described herein. Neither Easement shall be conveyed or transferred separately from a conveyance or transfer of the Burdened and/or Benefited Properties.

JACKSON COUNTY SCHOOL DISTRICT NO. 5

_____

By: Juli Dichiro
Its: Superintendent
Dated: _____

BELLVIEW GRANGE NO. 759

_____

By:
Its:
Dated: _____

STATE OF OREGON)
) ss.
County of Jackson)

On this _____ day of _____, 2007, personally appeared the above-named Juli Dichiro, who being sworn, stated that she is the Superintendent of Jackson County School District No. 5, an Oregon school district, and that the foregoing instrument was voluntarily signed on behalf of said District and by authority of its duly elected Board members.

Before me:

_____
Notary Public for Oregon

STATE OF OREGON)
) ss.
County of Jackson)

On this _____ day of _____, 2007, personally appeared the above-named _____, who being sworn, stated that he/she is the _____ of Bellview Grange No. 759, an Oregon nonprofit corporation, and that the foregoing instrument was voluntarily signed on behalf of said corporation and by authority of its board of directors.

Before me:

_____
Notary Public for Oregon

EXHIBIT A
Easement Description

A portion of the land conveyed to the Bellview Grange No. 759 by that certain warranty deed recorded in Volume 221, Page 199 of Deed Records, Jackson County, Oregon more particularly described as follows:

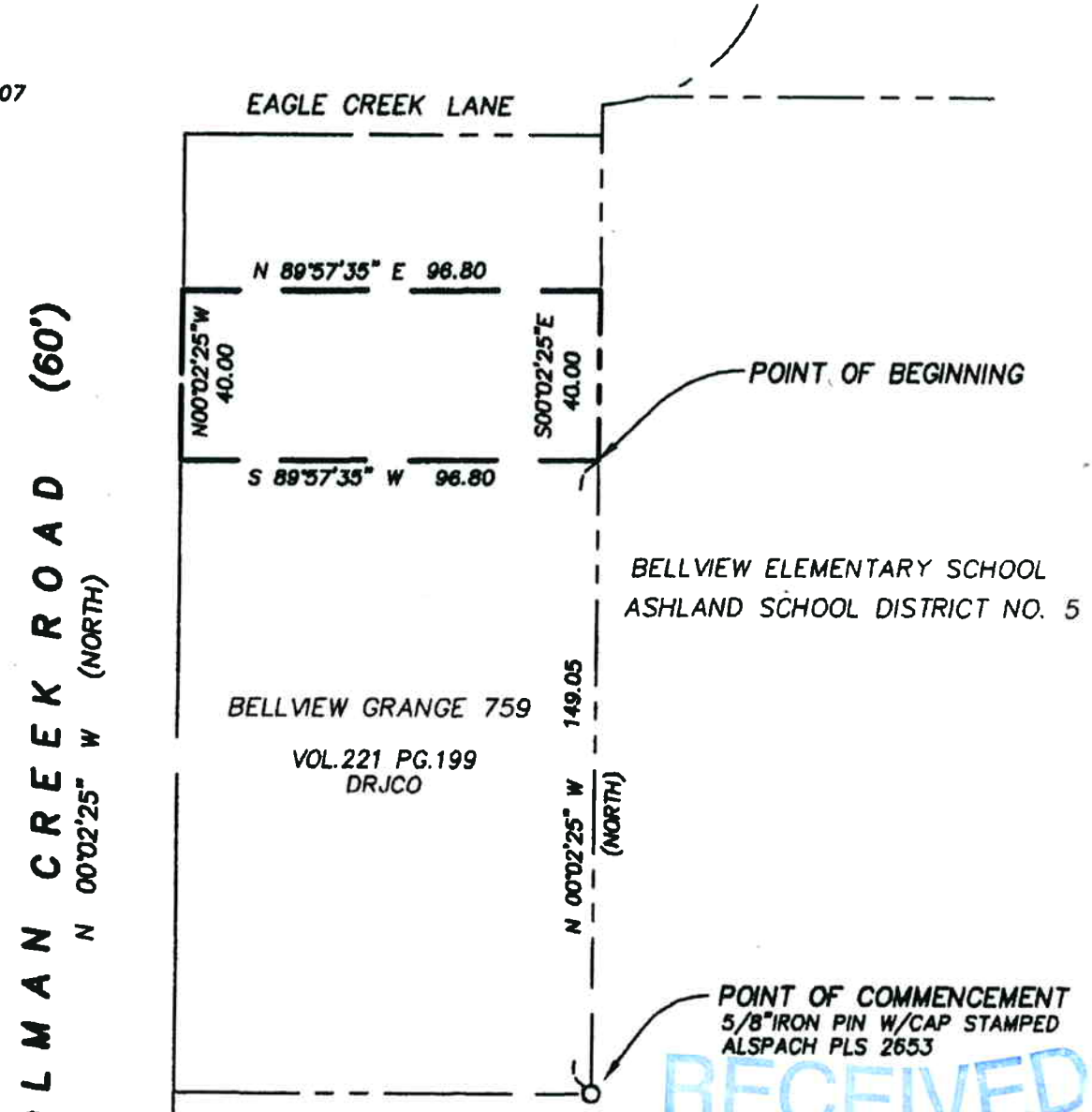
Commencing at a 5/8" iron pin with cap stamped Alspach PLS 2653 at the southeast corner of the lands conveyed to the Bellview Grange No. 759 by that certain warranty deed recorded in Volume 221, Page 199 of Deed Records, Jackson County, Oregon; thence along the easterly line of said lands, North 00° 02' 25" West (cited as North in said deed), 149.05 feet to the **Point of Beginning**; thence South 89° 57' 35" West, 96.80 feet to the easterly line of Tolman Creek Road in the City of Ashland, Jackson County, Oregon; thence along the easterly line of said Tolman Creek Road, North 00°02' 25" West, 40.00 feet; Thence North 89° 57' 35" East, 96.80 feet to said easterly line of the Bellview Grange; thence along said easterly line, South 00° 02' 25" East, 40.00 feet to the **Point of Beginning**.

All as shown on the map entitled Exhibit B attached herewith and made a part hereof.

REGISTERED
PROFESSIONAL
LAND SURVEYOR
OREGON
JULY 19, 1994
RICHARD F. ALSPACH
No. 2653
Expires 12-31-2009

EXHIBIT B
EASEMENT PLOT

DATE: 11-08-2007
SCALE: 1" = 40'



REGISTERED
PROFESSIONAL
LAND SURVEYOR
OREGON
JULY 19, 1994
RICHARD F. ALSPACH
No. 2653
Expires 12-31-2009

PREPARED BY:
TERRASURVEY, INC.
PROFESSIONAL LAND SURVEYORS
274 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-6474
terrain@bisp.net

THIS EXHIBIT IS FOR GRAPHIC PURPOSES ONLY. ANY ERRORS OR OMISSIONS ON THIS EXHIBIT SHALL NOT AFFECT THE DEED DESCRIPTION.

EXHIBIT C
Easement Description

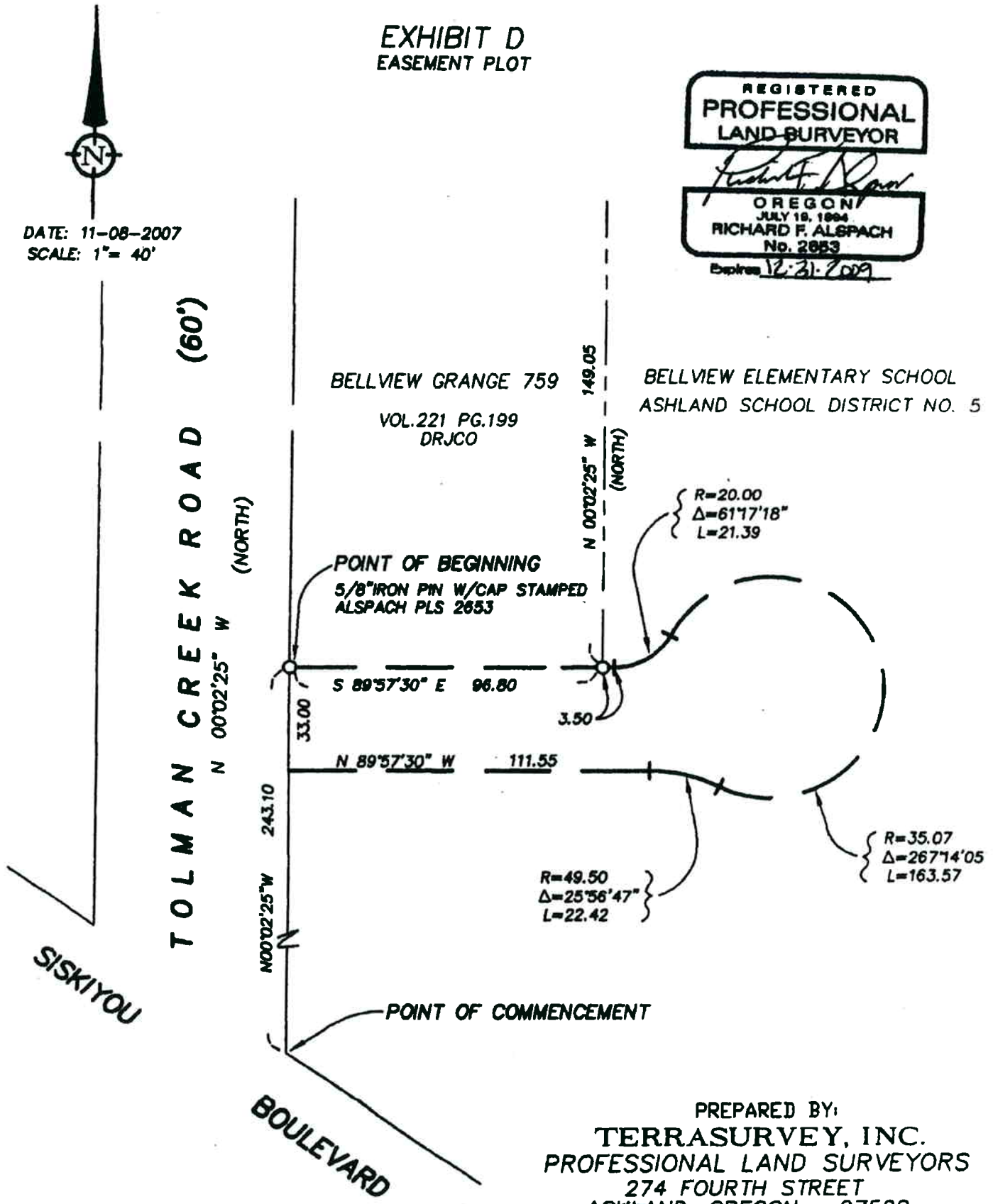
That portion of the land conveyed to School District Number 73 in the County of Jackson, State of Oregon by those certain deeds recorded in Volume 27, Page 63 and Volume 94, Page 581 of Deed Records, Jackson County, Oregon more particularly described as follows:

Commencing at the intersection of the northerly line of Siskiyou Boulevard with the easterly line of Tolman Creek Road in the City of Ashland, Jackson County, Oregon said intersection being the southwest corner of the lands conveyed to School District Number 73 in the County of Jackson, State of Oregon by that certain deed recorded in Volume 27, Page 63 of Deed Records, Jackson County, Oregon; thence along the easterly line of said Tolman Creek Road, North 00°02'25" West (cited as North in said deed), 243.10 feet to a 5/8" iron pin with cap stamped Alspach PLS 2653 at the southwest corner of the lands conveyed to the Bellview Grange No. 759 by that certain warranty deed recorded in Volume 221, Page 199 of Deed Records, Jackson County, Oregon and the **Point of Beginning**; thence along the southerly line of said lands, South 89°57'30" East, 96.80 feet to a 5/8" iron pin with cap stamped Alspach PLS 2653 at the southeast corner of said lands; thence continuing along the easterly prolongation of said line, South 89°57'30" East, 3.50 feet to the beginning of a curve concave the northwest having a radius of 20.00 feet; thence northeasterly 21.39 feet along said curve through a central angle of 61°17'18" to the beginning of a reverse curve concave to the southwest having a radius of 35.07 feet; thence northeasterly, southeasterly, and southwesterly 163.57 feet along said curve through a central angle of 267°14'05" to the beginning of a reverse curve concave to the southwest having a radius of 49.50 feet; thence westerly 22.42 feet along said curve through a central angle of 25°56'47"; thence North 89°57'30" West, 111.55 feet to the easterly line of said Tolman Creek Road; thence along said easterly line, North 00°02'25" West, 33.00 feet to the **Point of Beginning**.

All as shown on the map entitled Exhibit D attached herewith and made a part hereof

REGISTERED
PROFESSIONAL
LAND SURVEYOR
OREGON
JULY 19, 1984
RICHARD F. ALSPACH
No. 2653
Expires 12-31-2009

EXHIBIT D
EASEMENT PLOT



PREPARED BY:
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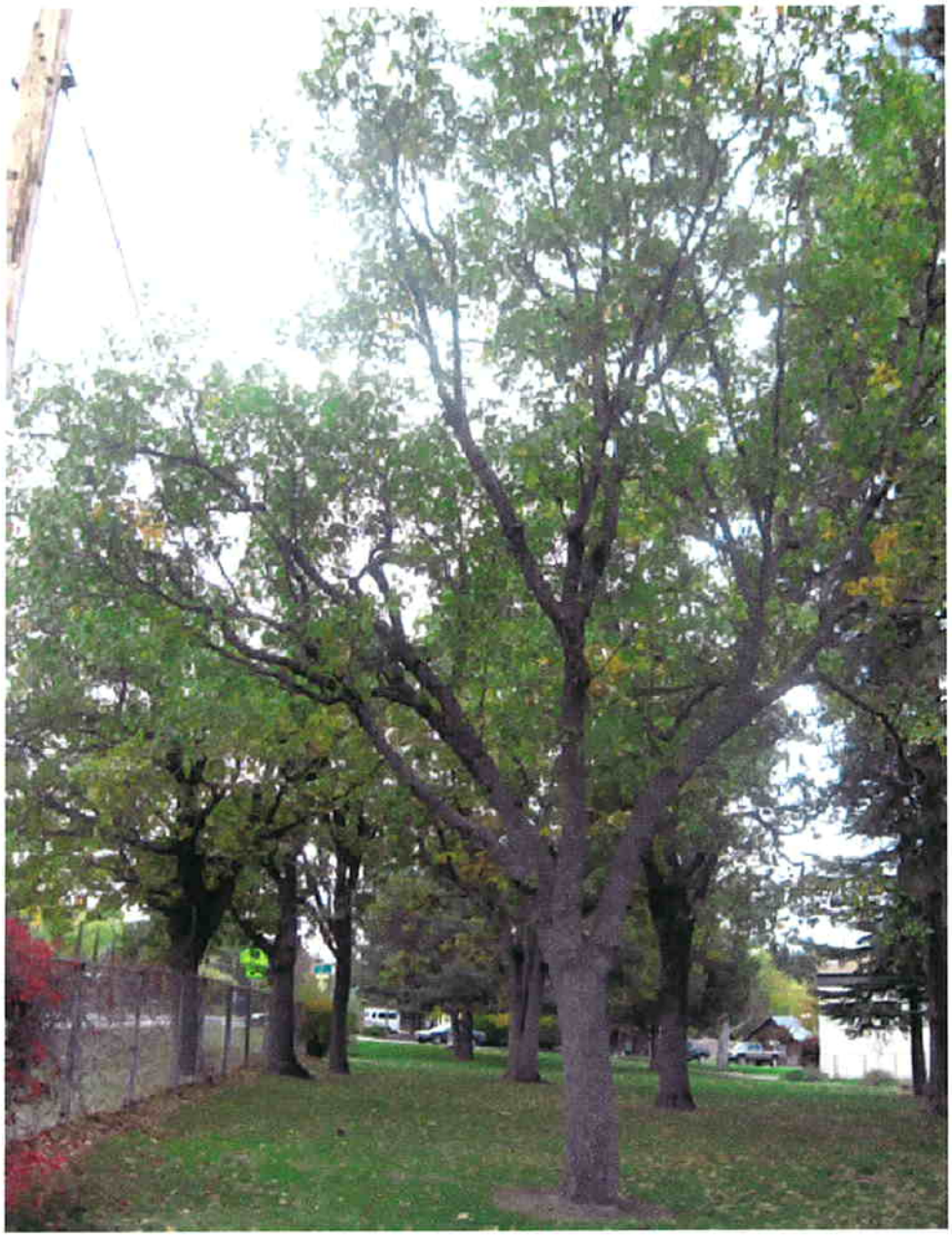
274 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-6474
terrain@bisp.net

THIS EXHIBIT IS FOR GRAPHIC PURPOSES ONLY. ANY ERRORS OR OMISSIONS ON THIS EXHIBIT SHALL NOT AFFECT THE DEED DESCRIPTION.

EXISTING TREE INVENTORY

BELLVIEW ELEMENTARY

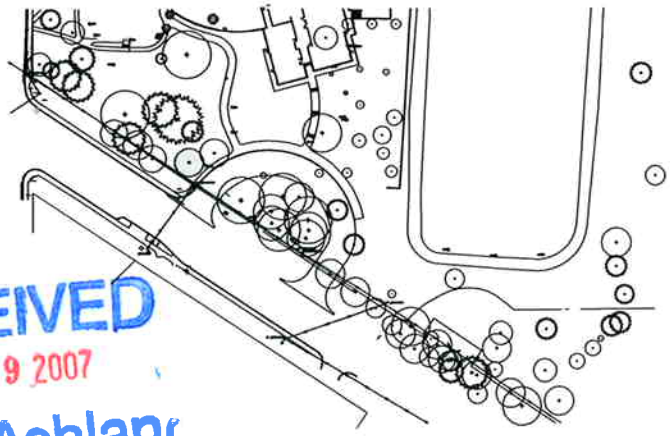
ASHLAND SCHOOL DISTRICT



COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

1 18" QUERCUS GARRYANA

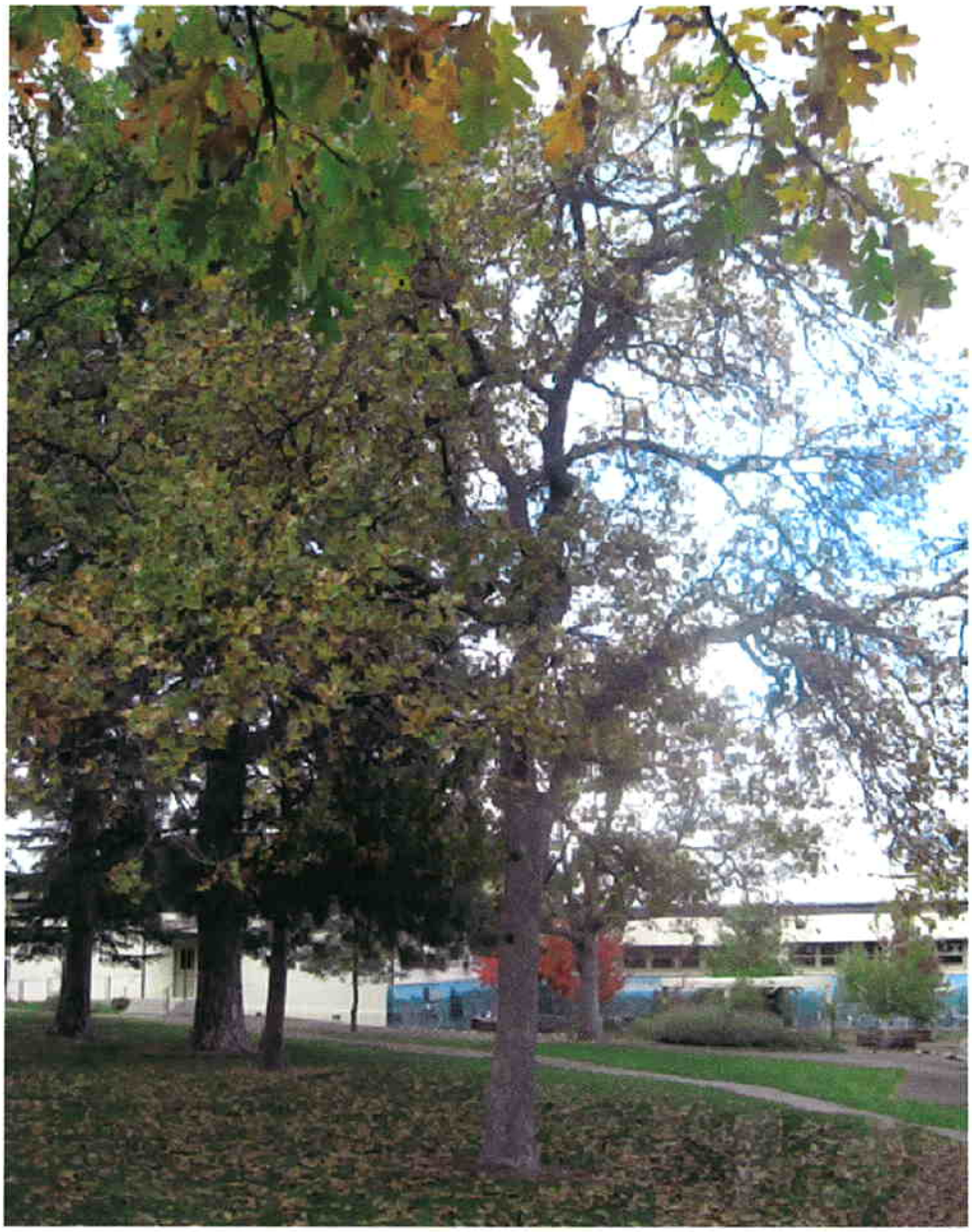
STATUS:
SIGNIFICANT TREES THAT WILL BE HEAVILY IMPACTED BY SITE DEVELOPMENT. DAMAGES MAY REQUIRE REMOVAL.



EXISTING TREE INVENTORY

BELLVIEW ELEMENTARY

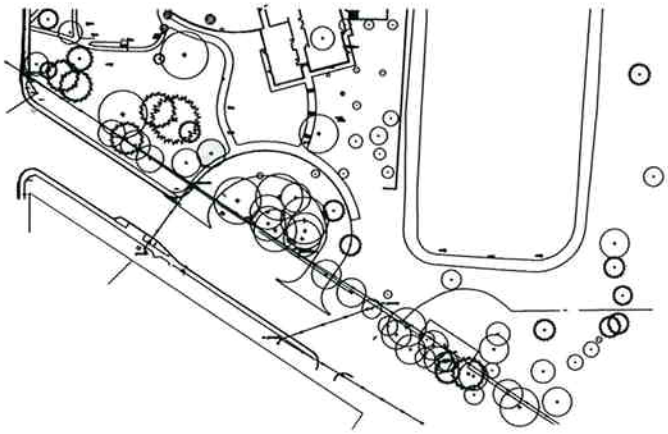
ASHLAND SCHOOL DISTRICT



covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

2 14" QUERCUS GARRYANA

STATUS:
EXISTING TREE TO REMAIN



EXISTING TREE INVENTORY

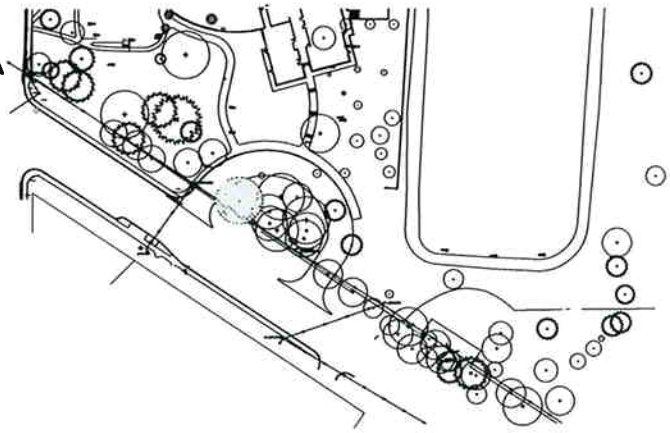
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

3 26" QUERCUS GARRYANA

STATUS:
SIGNIFICANT TREES THAT WILL BE HEAVILY IMPACTED BY SITE DEVELOPMENT. DAMAGES MAY REQUIRE REMOVAL.



EXISTING TREE INVENTORY

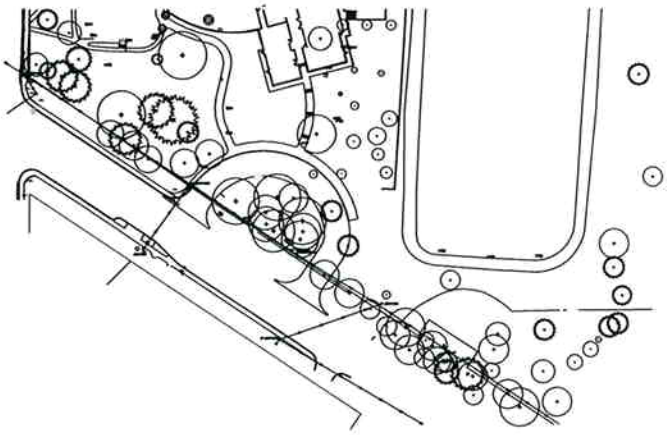
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

4 3" FRAXINUS SP.

STATUS:
TREE TO
BE REMOVED



EXISTING TREE INVENTORY

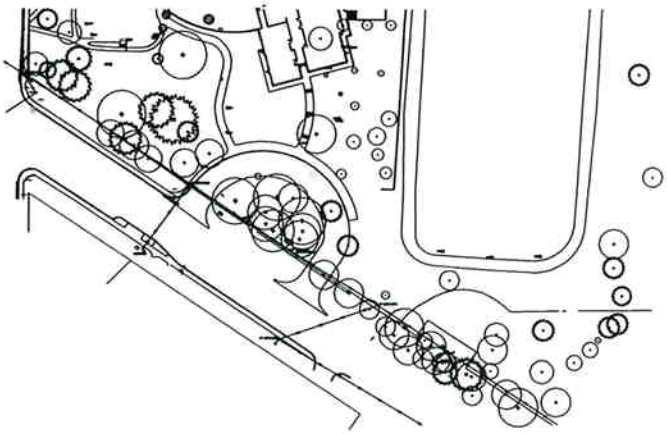
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

5 2" ACER SP.

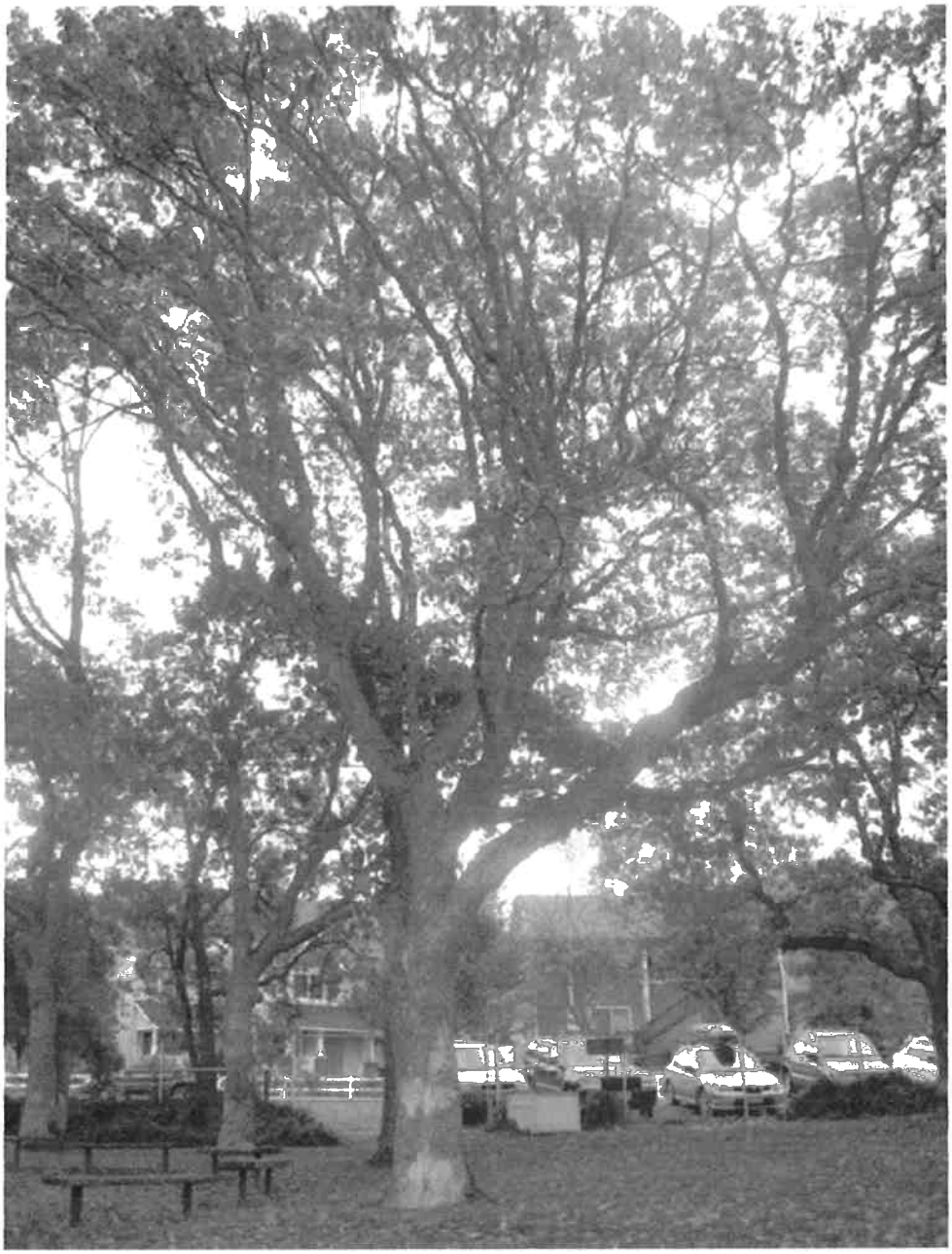
STATUS:
TREE TO
BE REMOVED



EXISTING TREE INVENTORY

BELLVIEW ELEMENTARY

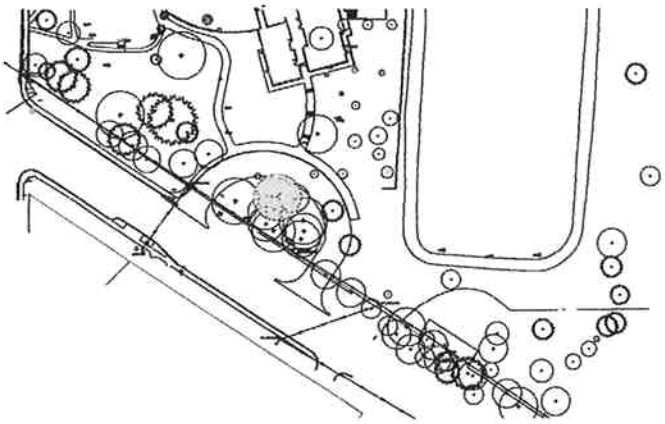
ASHLAND SCHOOL DISTRICT



covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

6 24" QUERCUS GARRYANA

STATUS:
SIGNIFICANT TREES THAT WILL BE HEAVILY IMPACTED BY SITE DEVELOPMENT. DAMAGES MAY REQUIRE REMOVAL.



EXISTING TREE INVENTORY

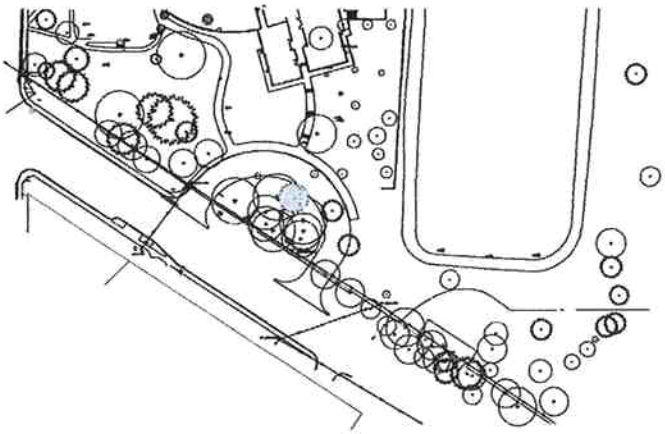
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

7 18" QUERCUS GARRYANA

STATUS:
SIGNIFICANT TREES THAT WILL BE HEAVILY IMPACTED BY SITE DEVELOPMENT. DAMAGES MAY REQUIRE REMOVAL.



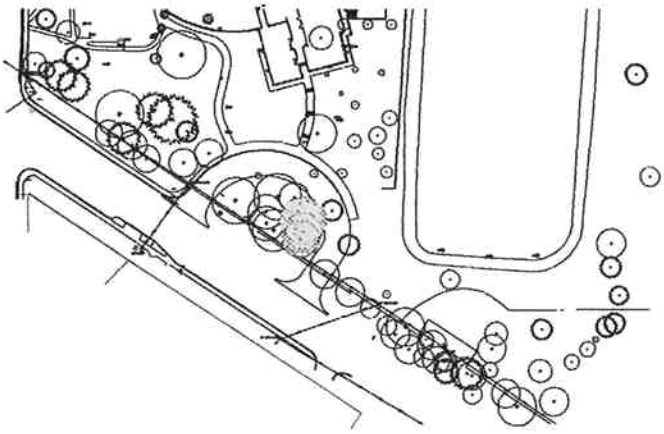
EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

8

8a 22" QUERCUS GARRYANA
8b 16" QUERCUS GARRYANA
8c 19" QUERCUS GARRYANA

STATUS:
EXISTING TREES TO REMAIN



EXISTING TREE INVENTORY

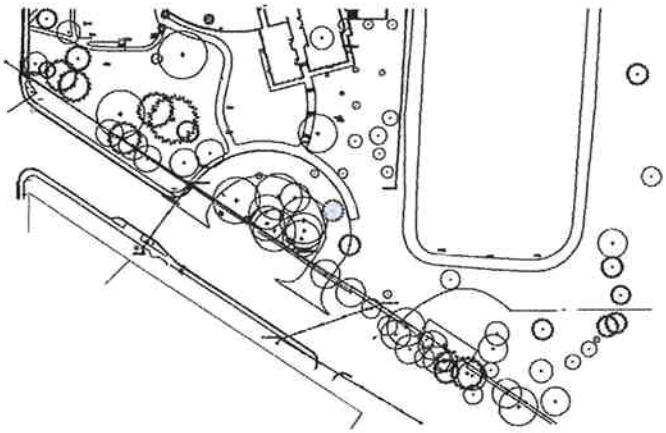
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

9 10" ABIES SP.

STATUS:
TREE TO BE REMOVED

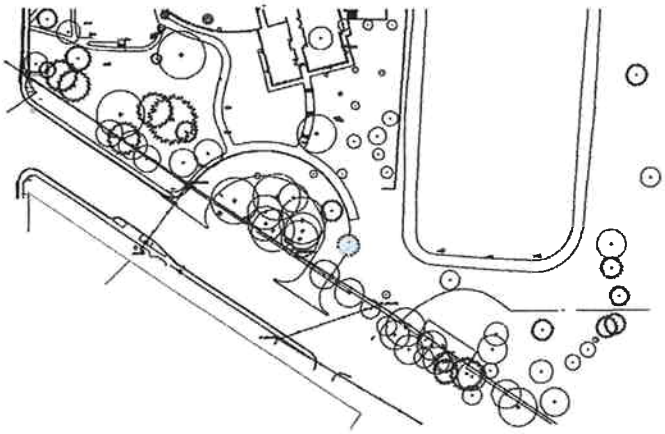


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

10 10" PICEA PUNGENS 'GLAUCA'

STATUS:
TREE TO BE REMOVED

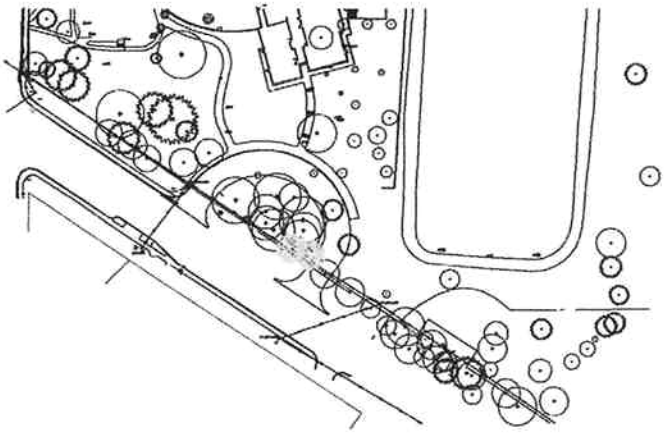


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #B
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

11 10" QUERCUS GARRYANA
8" QUERCUS GARRYANA

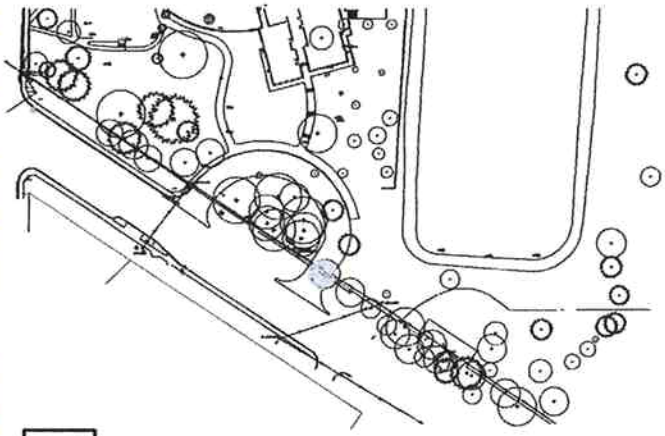
STATUS:
TREE TO BE REMOVED



EXISTING TREE INVENTORY

BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT



12 12a 20" QUERCUS GARRYANA
12b 8" QUERCUS VELUTINA

STATUS:
EXISTING TREES TO REMAIN

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #6
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

EXISTING TREE INVENTORY

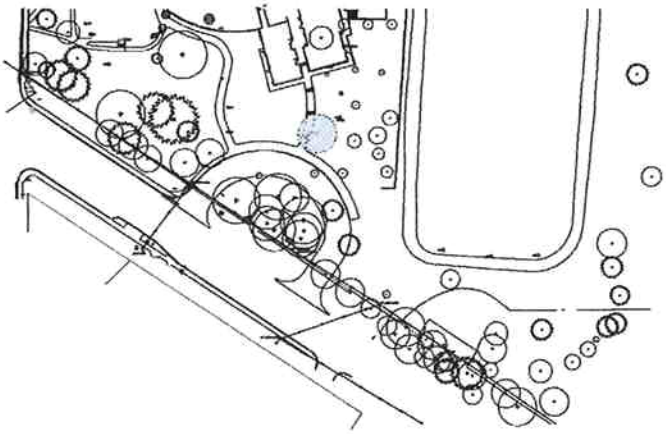
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

13 23" QUERCUS GARRYANA

STATUS:
EXISTING TREE TO REMAIN

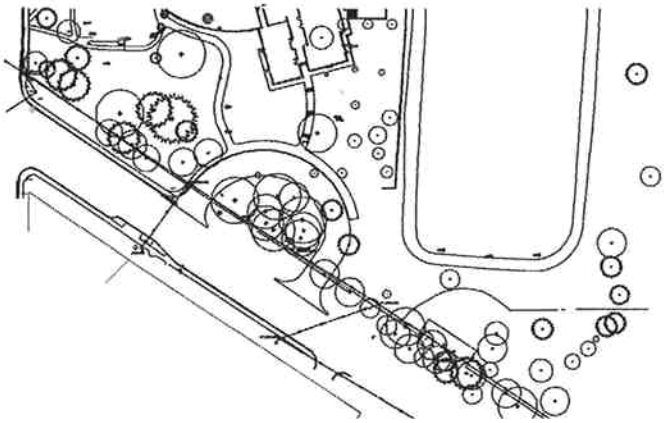


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #6
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

14 4" QUERCUS

STATUS:
EXISTING TREE
TO REMAIN

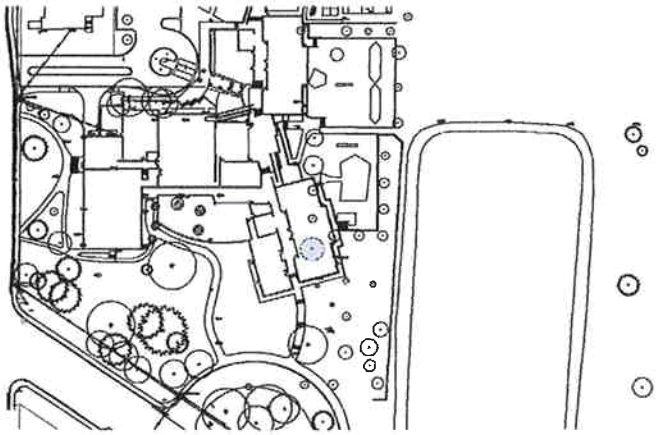


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

15 8" ACER RUBRUM

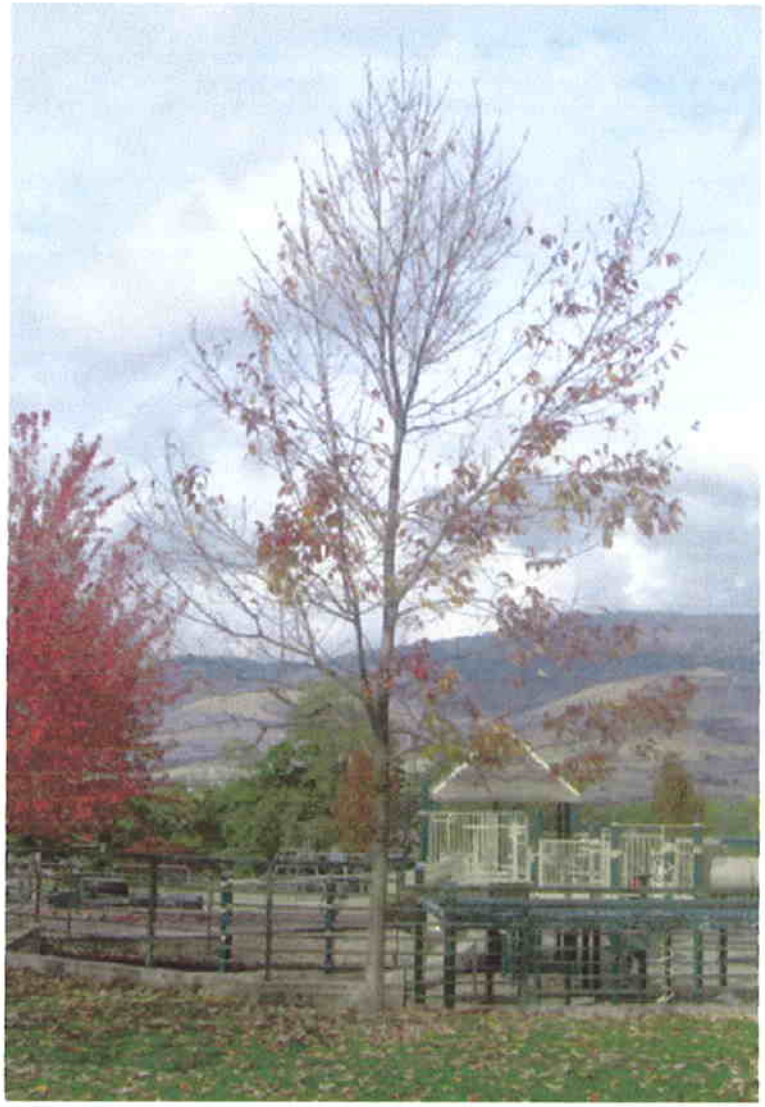
STATUS:
EXISTING TREE TO
BE REMOVED



EXISTING TREE INVENTORY

BELLVIEW ELEMENTARY

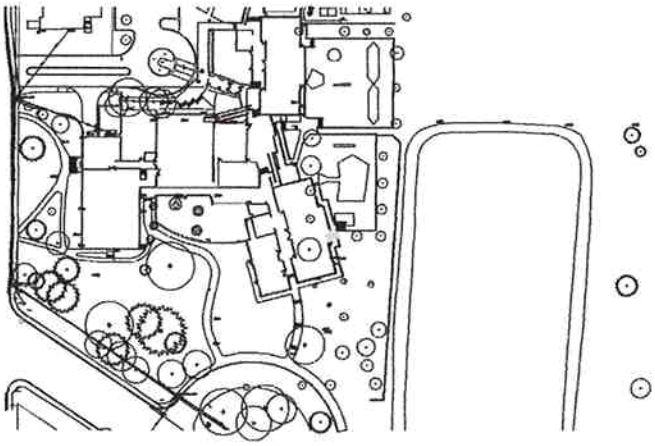
ASHLAND SCHOOL DISTRICT



covey PaRDEE
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

16 4" FRAXINUS SP.

STATUS:
EXISTING TREE TO
BE REMOVED

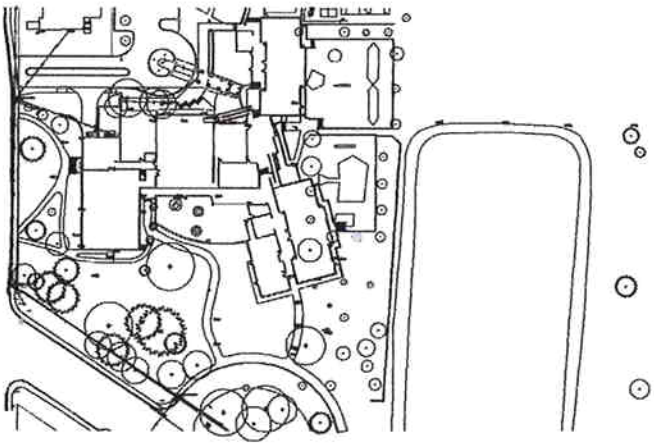


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #6
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

17 5" FRAXINUS SP.

STATUS:
EXISTING TREE
TO REMAIN

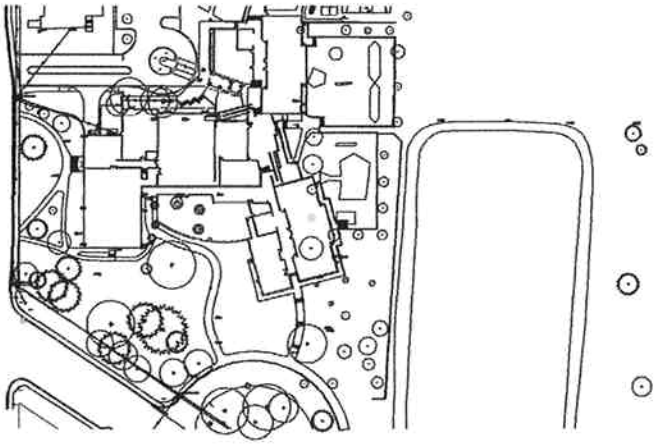


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

18 4" ACER RUBRUM

STATUS:
EXISTING TREE TO BE REMOVED

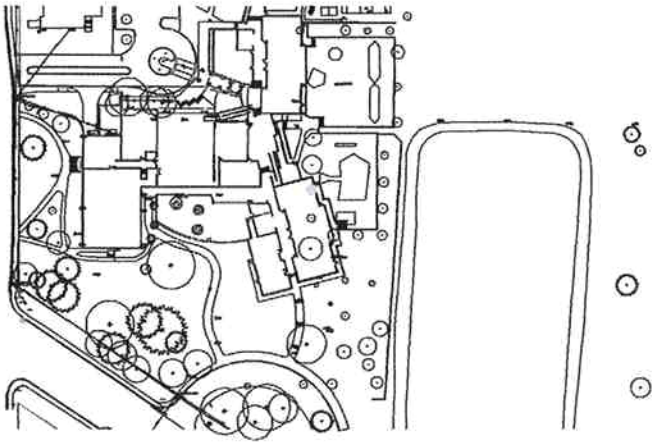


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

19 5" ACER RUBRUM

STATUS:
EXISTING TREE TO
BE REMOVED



EXISTING TREE INVENTORY

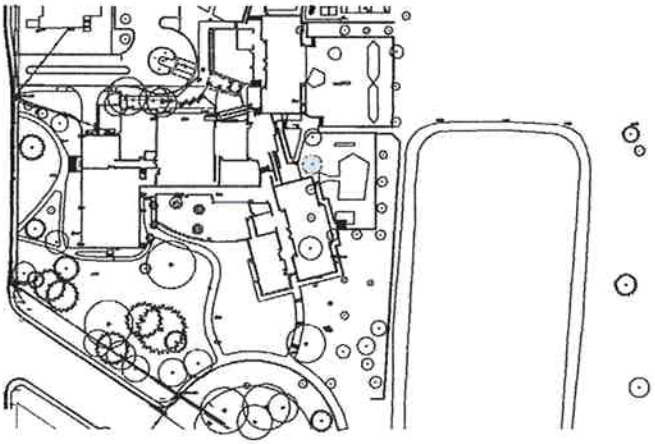
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

20 7" ACER RUBRUM

STATUS:
SIGNIFICANT TREES THAT WILL BE HEAVILY IMPACTED BY SITE DEVELOPMENT. DAMAGES MAY REQUIRE REMOVAL.



EXISTING TREE INVENTORY

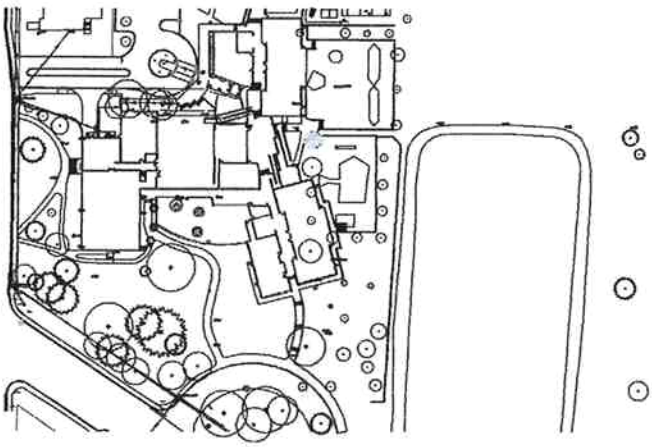
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

21 8" ACER RUBRUM

STATUS:
SIGNIFICANT TREES THAT WILL BE HEAVILY IMPACTED BY SITE DEVELOPMENT. DAMAGES MAY REQUIRE REMOVAL.

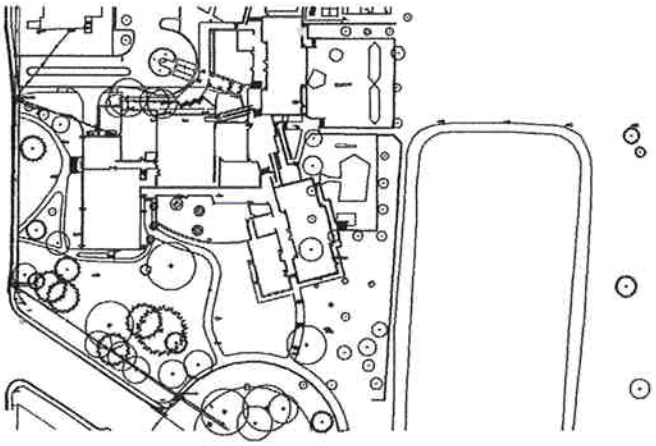


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #B
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

22 4" ACER RUBRUM

STATUS:
EXISTING TREE TO
BE REMOVED

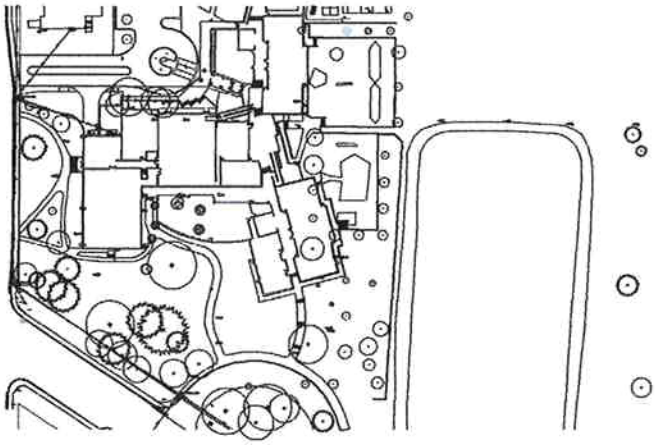


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

23 4" FRAXINUS SP.

STATUS:
EXISTING TREE
TO REMAIN

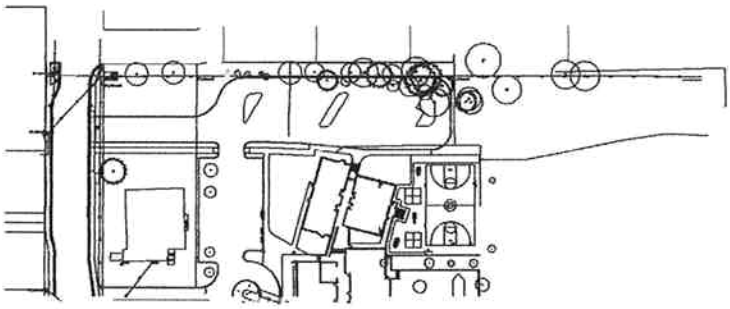


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

24 2" PSEUDOTSUGA MENZIESII

STATUS:
EXISTING TREE TO BE REMOVED

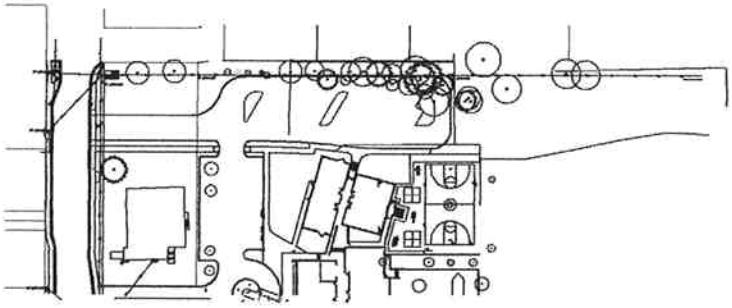


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

25 2" QUERCUS SP.

STATUS:
EXISTING TREE TO
BE REMOVED

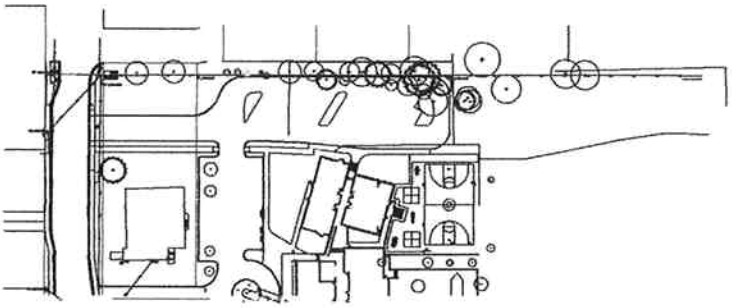


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

26 2" PINUS SP.

STATUS:
EXISTING TREE TO
BE REMOVED



EXISTING TREE INVENTORY

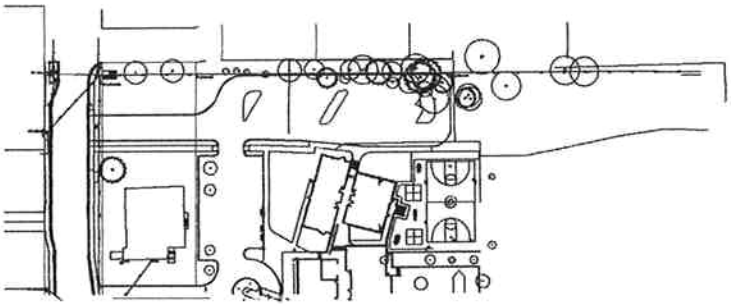
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

27 1" QUERCUS SP.

STATUS:
EXISTING TREE TO
BE REMOVED

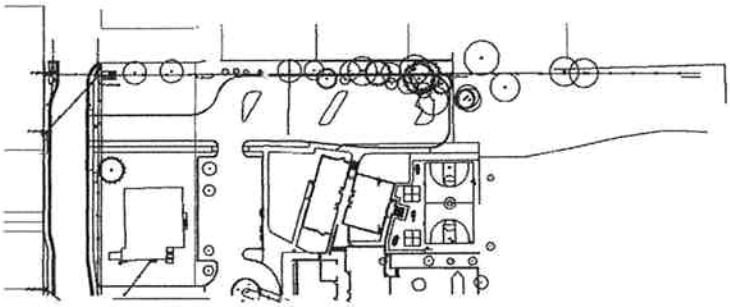


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

28 2" PINUS SP.

STATUS:
EXISTING TREE TO BE REMOVED



EXISTING TREE INVENTORY

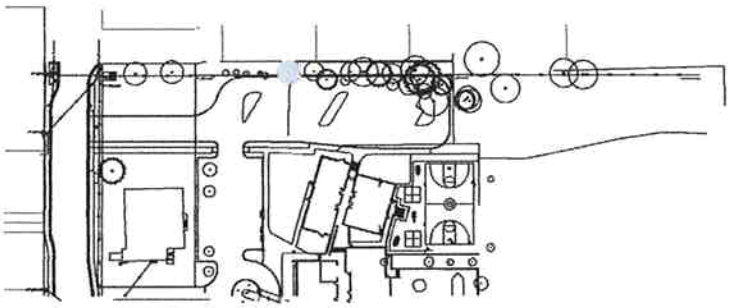
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

29 12" QUERCUS GARRYANA

STATUS:
EXISTING TREE TO REMAIN

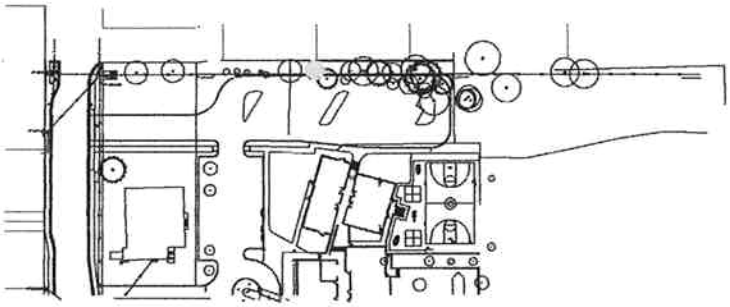


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

30 10" QUERCUS GARRYANA

STATUS:
EXISTING TREE TO REMAIN



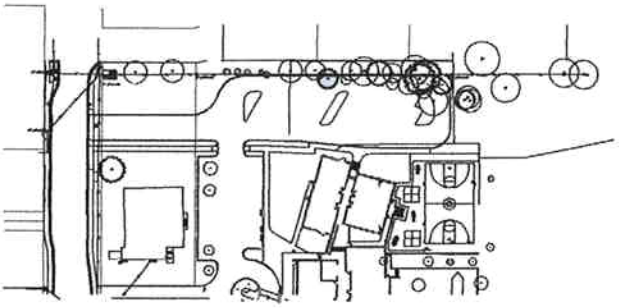
EXISTING TREE INVENTORY

BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

31 31" SEQUOIA SEMPERVIRENS

STATUS:
TREE TO BE REMOVED



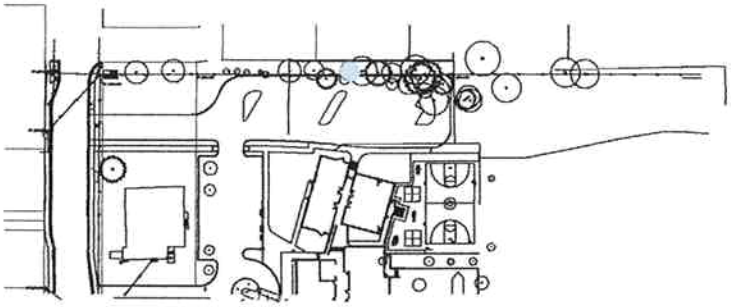
COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

32 10" QUERCUS GARRYANA

STATUS:
TREE TO REMAIN

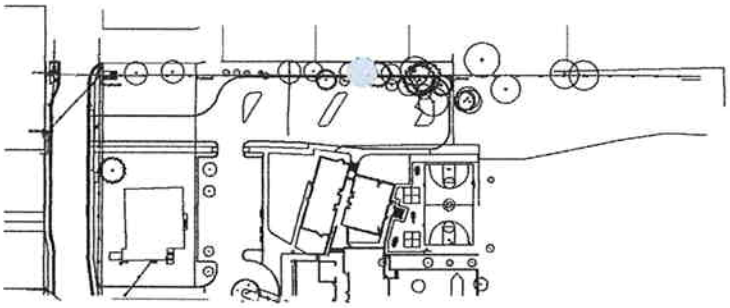


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

33 14" QUERCUS GARRYANA

STATUS:
EXISTING TREE
TO REMAIN

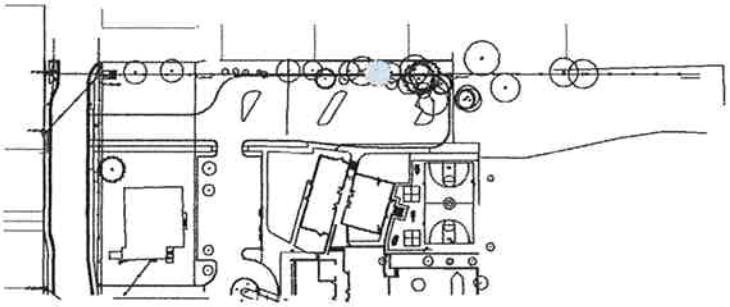


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

34 47" SEQUOIA SEMPERVIRENS

STATUS:
EXISTING TREE
TO REMAIN



EXISTING TREE INVENTORY

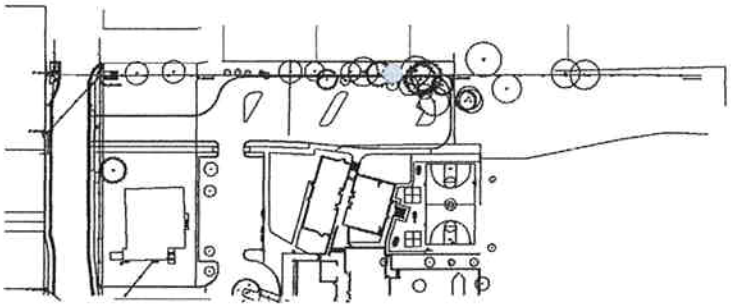
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

COVEY PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

35 6" ROBINIA PSEUDOACACIA

STATUS:
EXISTING TREE
TO REMAIN

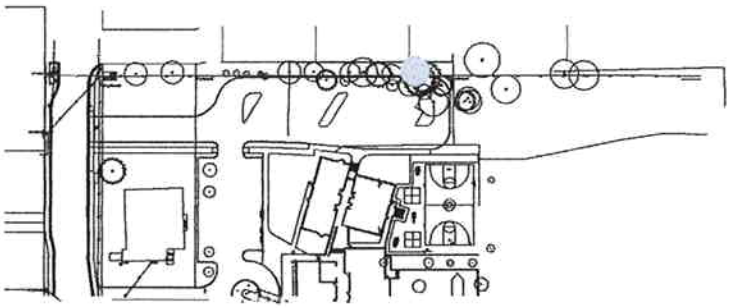


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

36 20" QUERCUS GARRYANA

STATUS:
EXISTING TREE
TO REMAIN



EXISTING TREE INVENTORY

BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

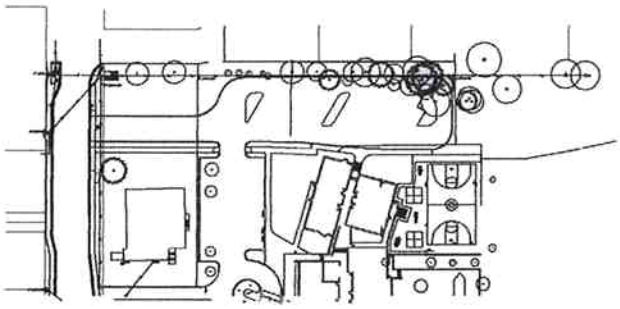
37 QTY. 3

37a 34" SEQUOIA SEMPERVIRENS

37b 30" SEQUOIA SEMPERVIRENS

37c 27" SEQUOIA SEMPERVIRENS

STATUS:
EXISTING TREES TO REMAIN



COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

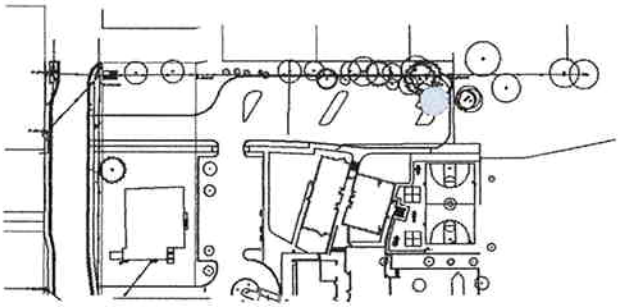
EXISTING TREE INVENTORY

BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

38 23" ROBINIA PSEUDOACACIA

STATUS:
EXISTING TREE TO REMAIN



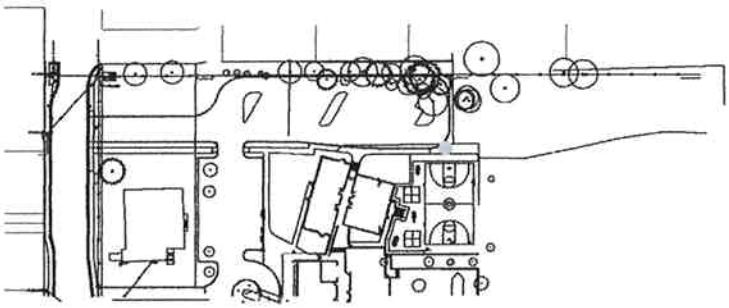
COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #B
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

39 3" NYSSA SYLVATICA

STATUS:
EXISTING TREE TO
BE REMOVED

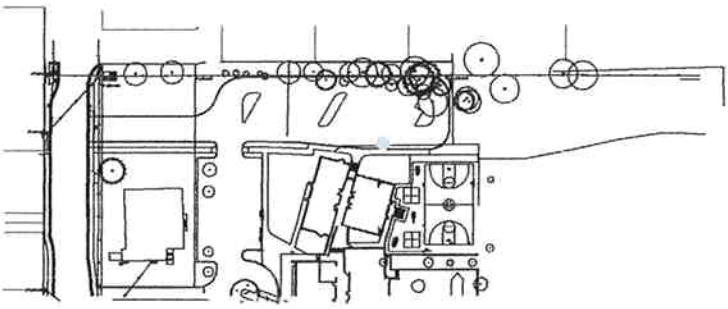


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

40 6" NYSSA SYLVATICA

STATUS:
EXISTING TREE TO
BE REMOVED

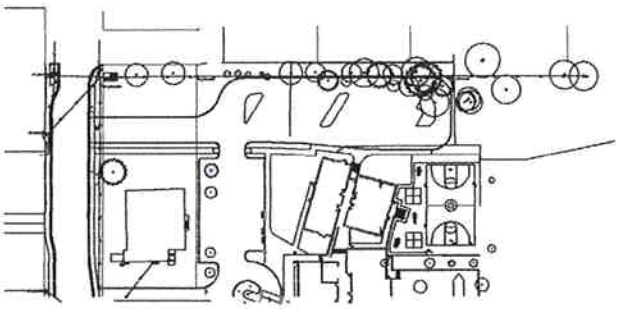


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

41 12" PRUNUS CERASIFERA 'THUNDERCLOUD'

STATUS:
EXISTING TREE TO
BE REMOVED

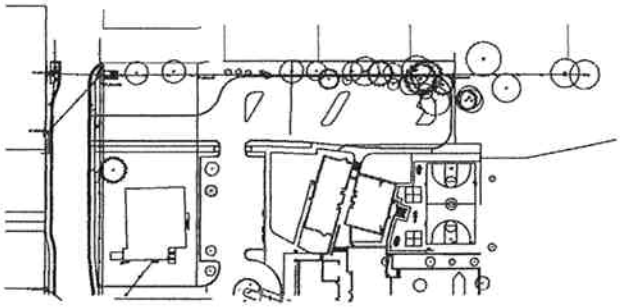


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

42 5" PRUNUS CERASIFERA 'THUNDERCLOUD'

STATUS:
EXISTING TREE TO
BE REMOVED



EXISTING TREE INVENTORY

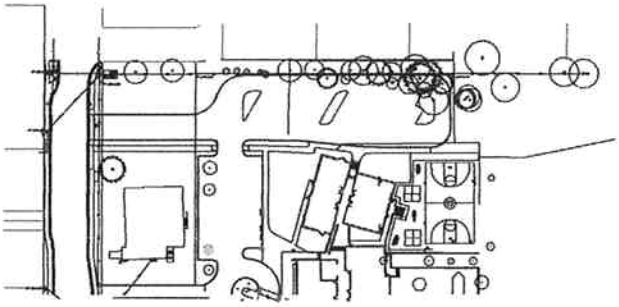
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

43 6" PRUNUS CERASIFERA 'THUNDERCLOUD'

STATUS:
EXISTING TREE TO BE REMOVED



EXISTING TREE INVENTORY

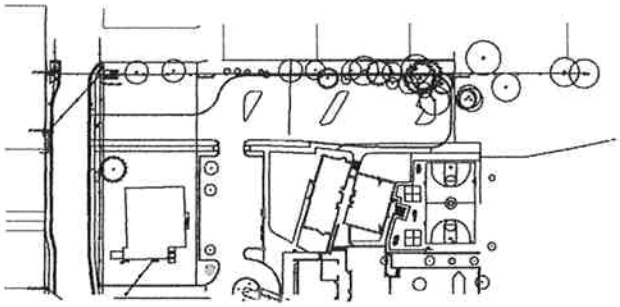
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

44 8" PRUNUS CERASIFERA 'THUNDERCLOUD'

STATUS:
EXISTING TREE TO BE REMOVED



EXISTING TREE INVENTORY

BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

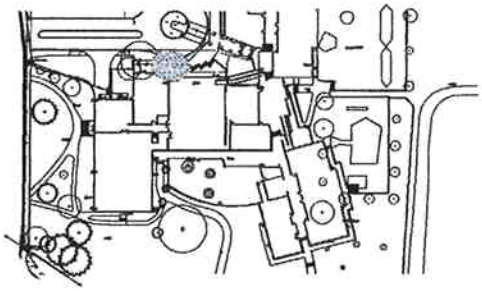
COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

45 QTY. 2

45a 20" QUERCUS GARRYANA

45b 18" QUERCUS GARRYANA

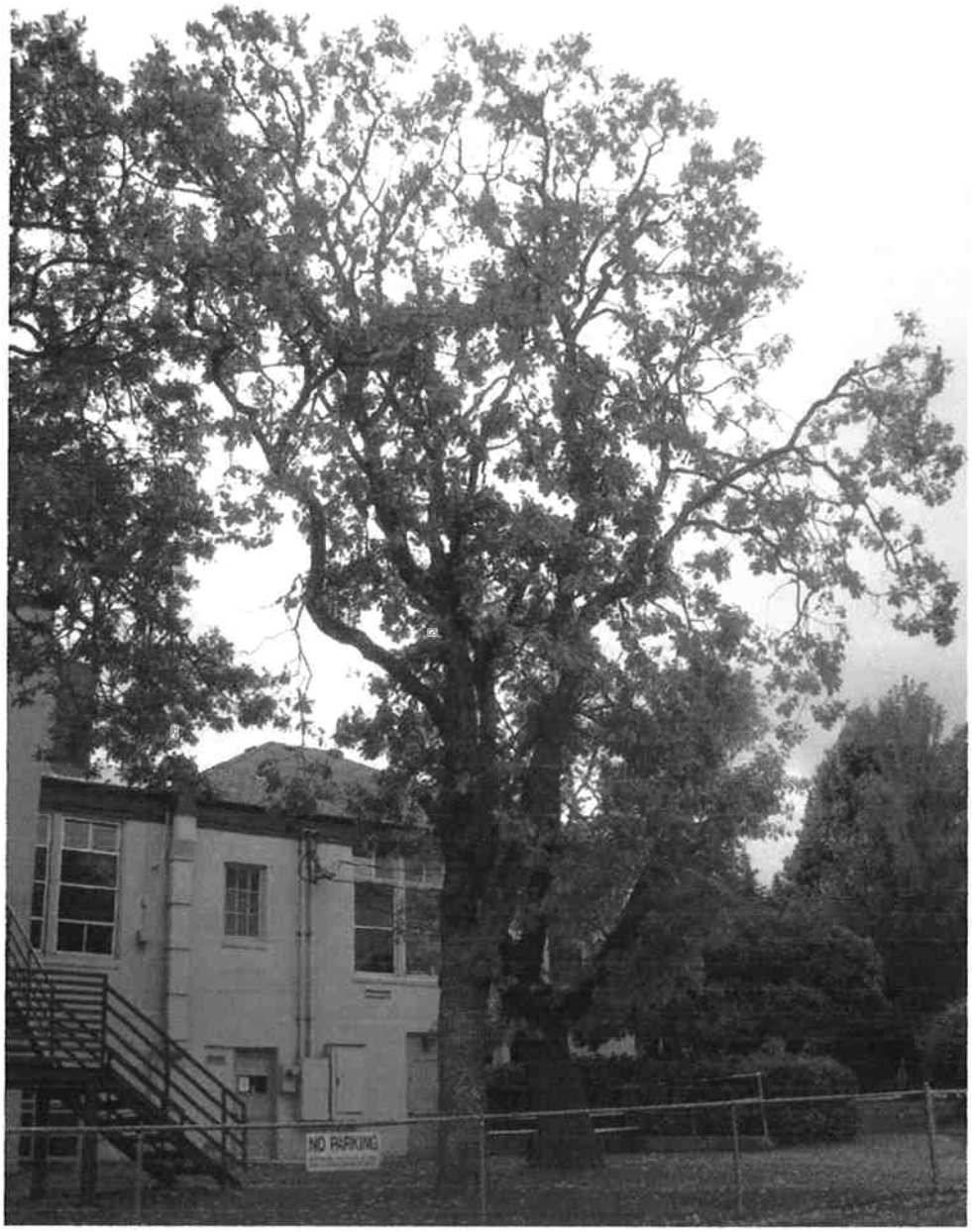
STATUS:
EXISTING TREE TO
BE REMOVED



EXISTING TREE INVENTORY

BELLVIEW ELEMENTARY

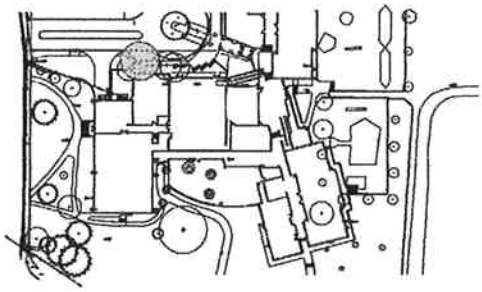
ASHLAND SCHOOL DISTRICT



COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #B
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

46 19" QUERCUS GARRYANA

STATUS:
EXISTING TREE TO
BE REMOVED

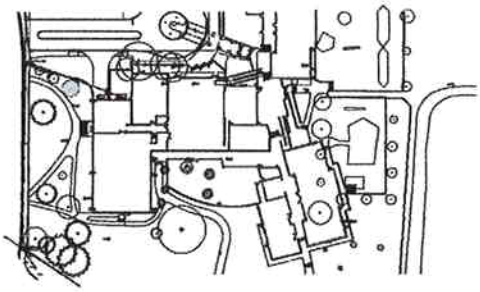


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

49 6" ACER RUBRUM

STATUS:
EXISTING TREE TO REMAIN

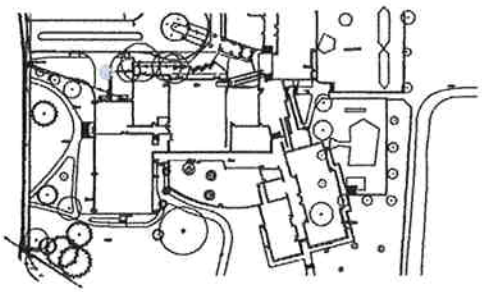


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

48 16" PHOTINIA SP.

STATUS:
EXISTING TREE TO
BE REMOVED

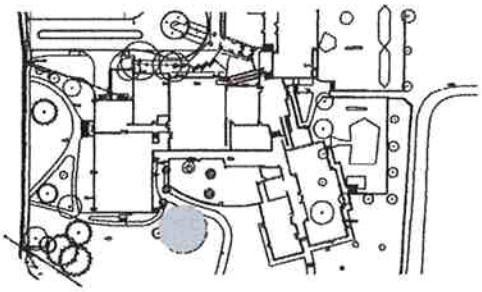


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

50 21" QUERCUS GARRYANA

STATUS:
EXISTING TREE TO REMAIN

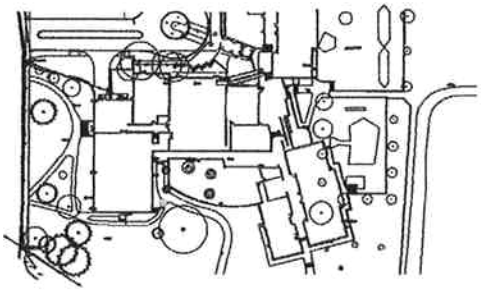


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

51 4" ACER RUBRUM

STATUS:
EXISTING TREE TO
BE REMOVED

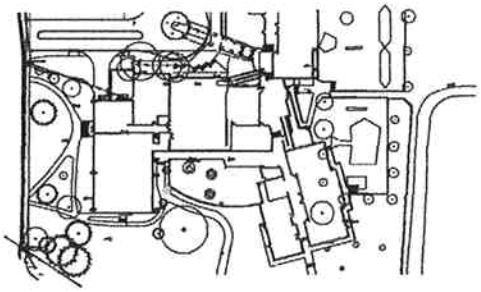


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

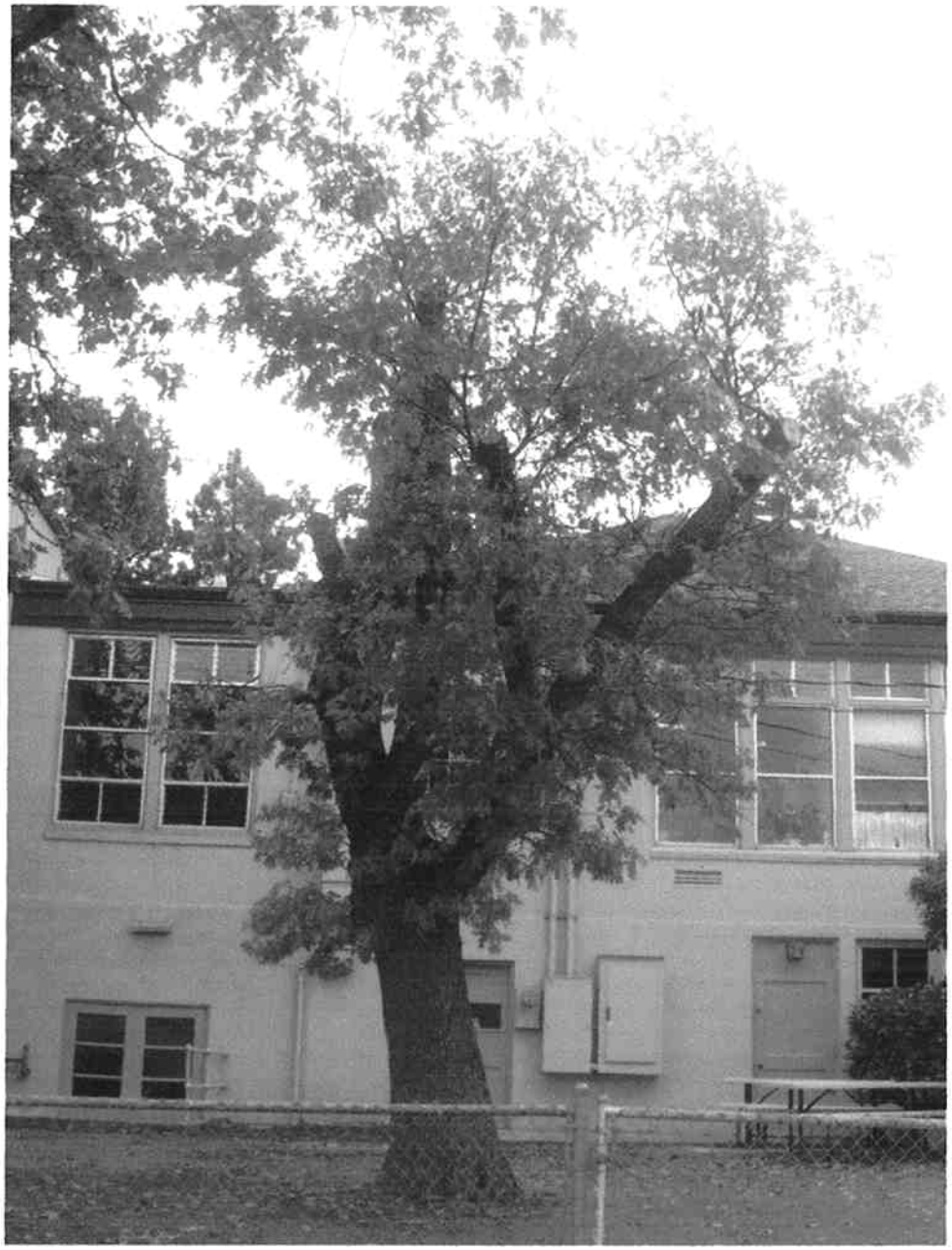
COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

52 4" QUERCUS SP.

STATUS:
EXISTING TREE TO
BE REMOVED



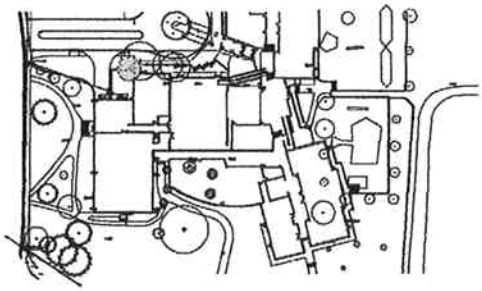
EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT



COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

47 28" QUERCUS GARRYANA

STATUS:
EXISTING TREE TO
BE REMOVED

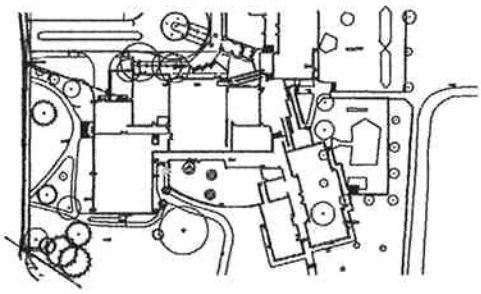


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

53 4" ACER RUBRUM

STATUS:
EXISTING TREE TO
BE REMOVED

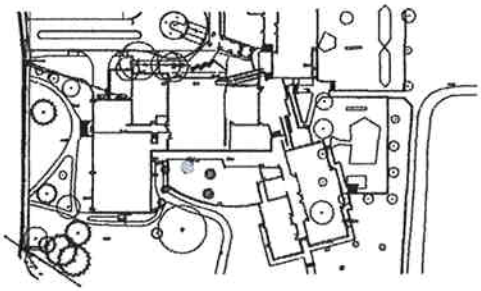


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

54 4" BETULA SP.

STATUS:
EXISTING TREE TO
BE REMOVED

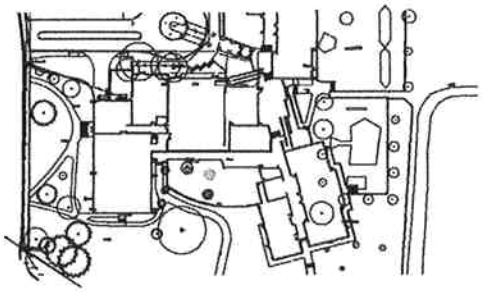


EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

55 3" ACER RUBRUM

STATUS:
EXISTING TREE TO
BE REMOVED



EXISTING TREE INVENTORY

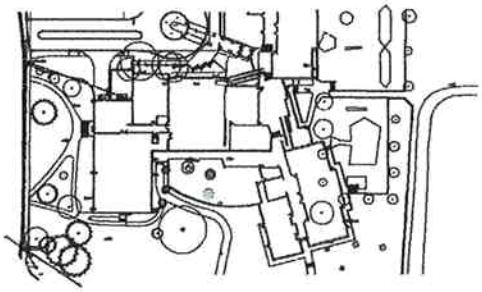
BELLVIEW ELEMENTARY

ASHLAND SCHOOL DISTRICT

COVEY PARDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

56 3" BETULA SP.

STATUS:
EXISTING TREE TO
BE REMOVED

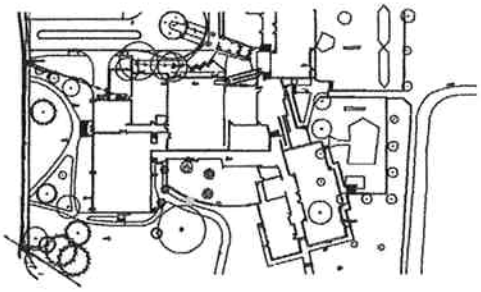


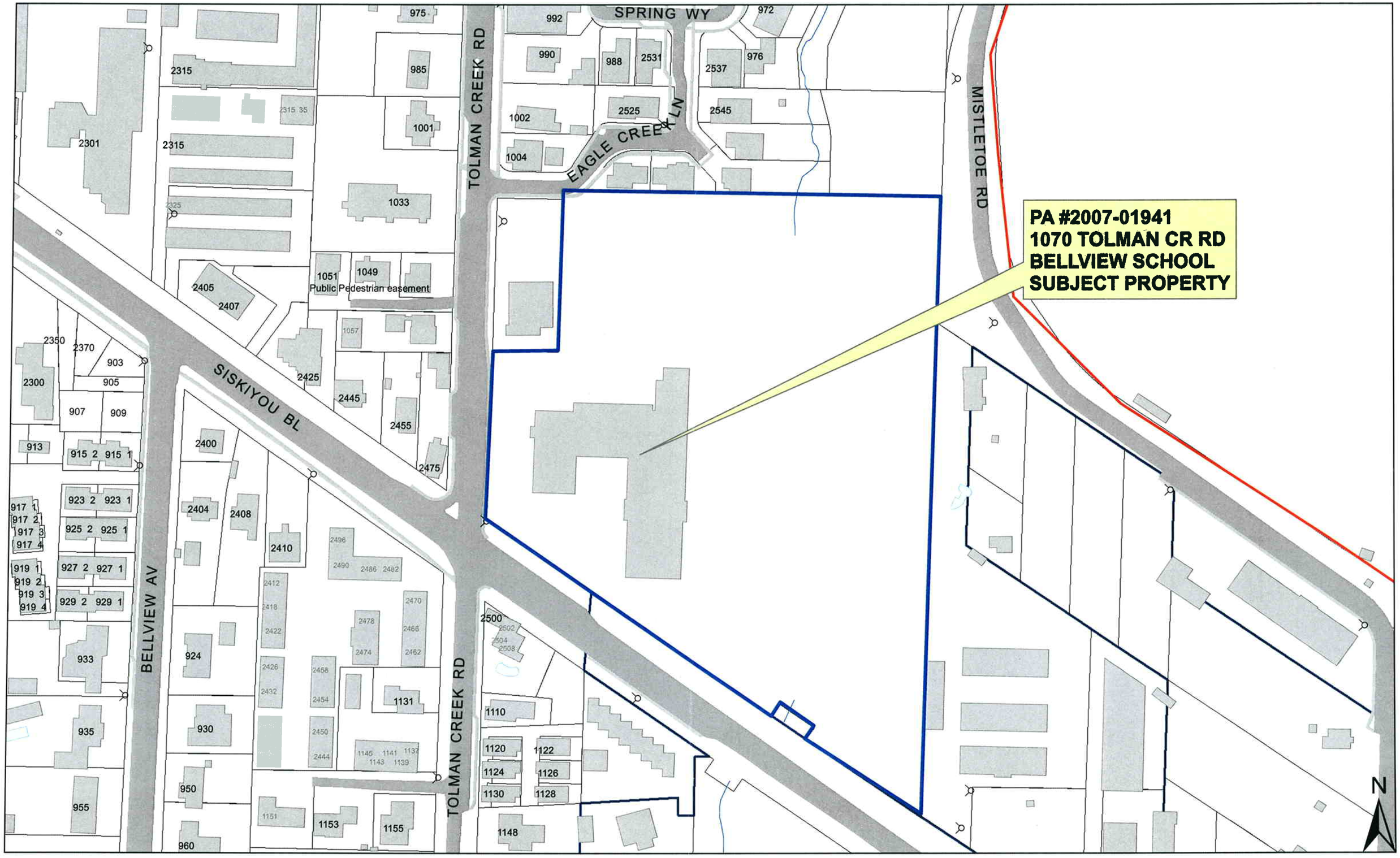
EXISTING TREE INVENTORY
BELLVIEW ELEMENTARY
ASHLAND SCHOOL DISTRICT

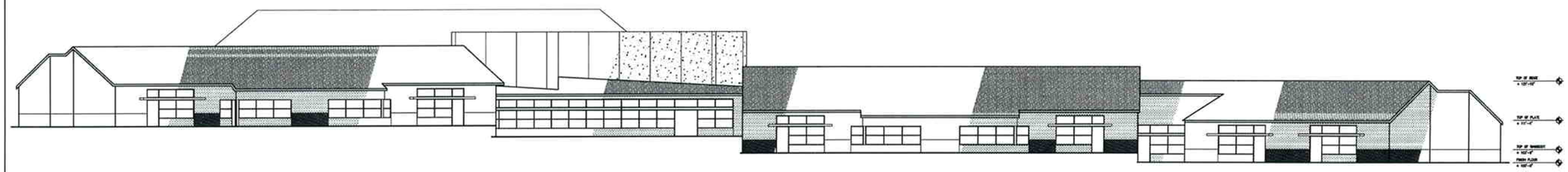
covey PaRDEE.
LANDSCAPE ARCHITECTS
295 EAST MAIN, #8
ASHLAND, OR 97520
541 552 1015 ph
541 552 1024 fx

57 1-1/2" CORNUS SP.

STATUS:
EXISTING TREE TO
BE REMOVED

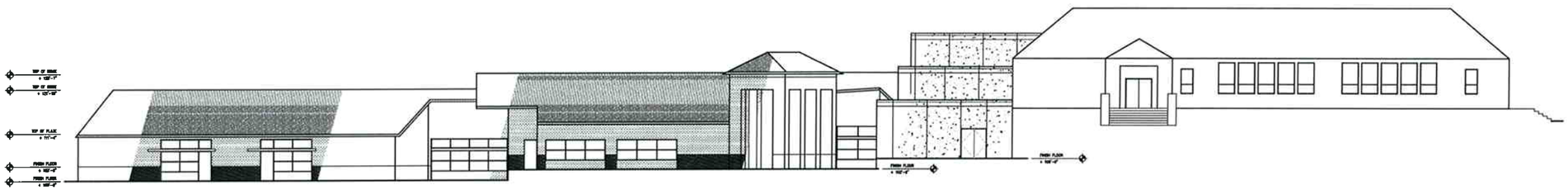



PA #2007-01941
1070 TOLMAN CR RD
BELLVIEW SCHOOL
SUBJECT PROPERTY
SPRING WY
EAGLE CREEK LN
TOLMAN CREEK RD
MISTLETOE RD
SISKIYOU BL
BELLVIEW AV
Public Pedestrian easement
N



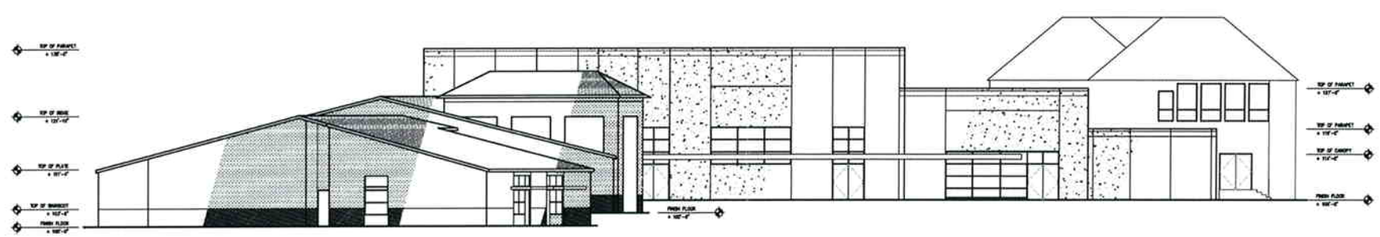
EAST ELEVATION

SCALE: 3/32" = 1'-0"



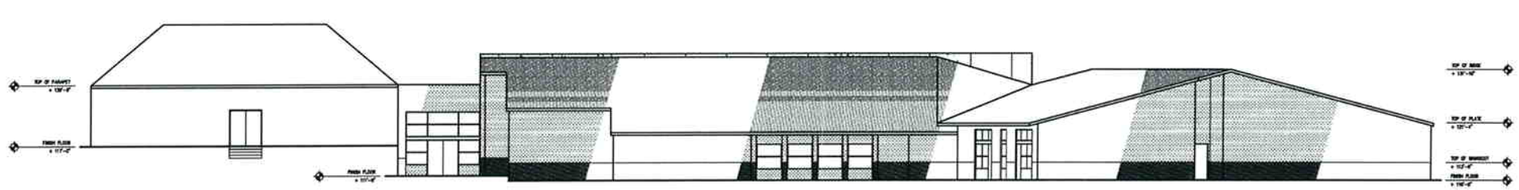
WEST ELEVATION

SCALE: 3/32" = 1'-0"



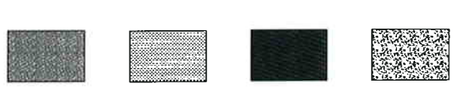
NORTH ELEVATION

SCALE: 3/32" = 1'-0"



SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



PRELIMINARY PRINT NOT FOR CONSTRUCTION

PRELIMINARY PRINT

12-04-07

NOT FOR CONSTRUCTION

100% DESIGN DEVELOPMENT

EXTERIOR ELEVATIONS

ASHLAND SCHOOL DISTRICT

BELLVIEW ELEMENTARY

A5.1

74-07156-30

12-07-07

DLR Group

Architecture Planning Interiors

BELLVIEW ELEMENTARY SCHOOL

A PROJECT FOR:

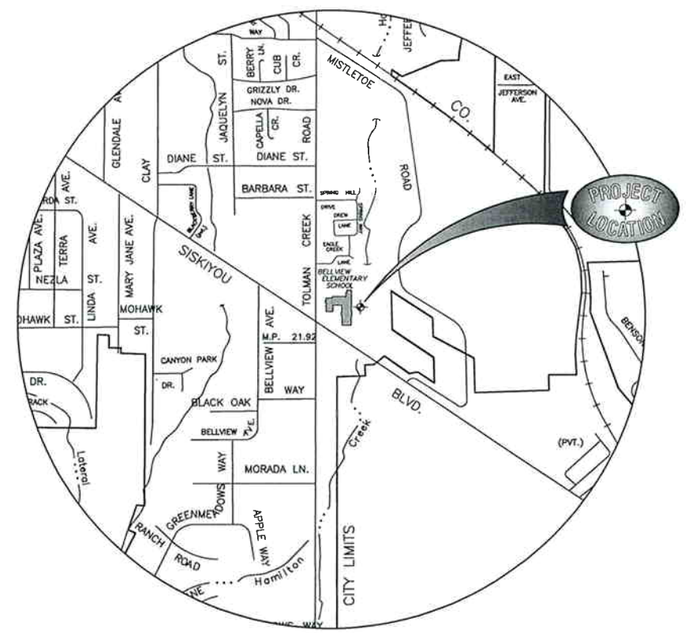
ASHLAND SCHOOL DISTRICT

TAX LOT 4700, SITUATED IN THE SW 1/4 NW 1/4 OF SECTION 14cc,

T39S, R1E, W.M. - CITY OF ASHLAND, JACKSON COUNTY, OREGON

GENERAL CIVIL NOTES:

1. ALL WORK & MATERIALS SHALL CONFORM TO CURRENT OREGON U.P.C., 2002 STATE OF OREGON APWA / ODOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, & ALL APPLICABLE STATE, CITY, AND COUNTY REGULATIONS AND STANDARDS. CONTACT ENGINEER FOR DIRECTIVE IN THE EVENT OF CONFLICTING STANDARDS.
2. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE COORDINATED WITH THE GOVERNING AGENCIES INSPECTOR AND SHALL CONFORM TO THAT AGENCIES CURRENT ENGINEERING STANDARD SPECIFICATIONS & DETAILS.
3. THE GENERAL CONTRACTOR AND ALL THEIR AFFILIATES SHALL VERIFY ALL DIMENSIONS, ELEVATIONS & LOCATIONS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
4. ALL GRADE SURVEYING AND HORIZONTAL LAYOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. ALL EXISTING SITE UTILITIES IDENTIFIED ON THIS PLAN ARE NOT INTENDED TO BE EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY ALL UTILITIES AND PROTECT AS REQUIRED DURING THE COURSE OF CONSTRUCTION.
6. CONTRACTOR SHALL NOTIFY ALL APPLICABLE REGULATORY AGENCIES AND UTILITY COMPANIES 48 hrs PRIOR TO BEGINNING WORK.
7. ALL SITE EXCAVATION, TRENCH BACK FILL, PARKING LOT SUB-GRADE, FLAT WORK SUB-GRADE, COMPACTION REQUIREMENTS, ETC. SHALL BE AS NOTED IN THE SITE PREPARATION NOTES.
8. ALL SITE CONCRETE SHALL BE fc = 3500 psi @ 28 DAYS, 6% ENTRAINED AIR, 4" SLUMP (U.N.O.).
9. ALL UTILITY SERVICES SHALL BE INSTALLED PER THE RESPECTIVE UTILITY CODES & STANDARDS.
10. ALL UTILITIES SHALL HAVE A MINIMUM COVER OF 30" UNLESS OTHERWISE SPECIFIED.
11. ALL SERVICES SHALL BE ADEQUATELY MARKED AS REQ'D AS TO IDENTIFY THE SIZE, TYPE, & DEPTH OF THE SERVICE.
12. ALL SERVICES SHALL BE PLUGGED AS REQ'D TO ADEQUATELY ENSURE THAT NO FOREIGN MATERIALS ENTER THE LINE.
13. CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE SIZE, TYPE, DEPTH OF MAIN, TYPE OF CONNECTION AT MAIN, INSTALLATION DATE, LOCATION & SKETCH OF ALL UTILITY SERVICE INSTALLATIONS.
14. CONTRACTOR SHALL OBTAIN ALL APPLICABLE PERMITS PRIOR TO CONSTRUCTION.
15. ALL WATER LINES SHALL BE AS SPECIFIED ON THE PLAN SET.
16. ALL SANITARY SEWER WASTE LINES SHOWN OUTSIDE THE BUILDING SHALL BE PVC SEWER PIPE CONFORMING TO ASTM D 3034 - SDR 35 WITH GASKET JOINTS.
17. SANITARY LINES SHALL BE REQ'D TO PASS A LOW PRESSURE AIR TEST OR WATER TEST CONFORMING TO PLUMBING CODE SPECIFICATIONS PRIOR TO FINAL ACCEPTANCE. ALL PARTS OF THE SYSTEM SHALL BE CLEANED PRIOR TO FINAL ACCEPTANCE. THE CONTRACTOR SHALL NOT ALLOW ANY FOREIGN MATERIAL TO ENTER THE EXISTING SYSTEM. THE CONTRACTOR SHALL PROVIDE THE REQ'D PERSONNEL AND MATERIAL TO PERFORM THE ABOVE TESTS. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH DOCUMENTATION OF THE ABOVE TESTS.
18. STORM COLLECTION SYSTEM DESIGNED FOR SILT TIGHT COMPONENTS.
19. ALL STORM PIPE IDENTIFIED AS 'HDPE' SHALL BE Hancor Sure-Lok F477 -OR- ADS N-12. SEE PLAN SET FOR ADDITIONAL INFORMATION.
20. ALL STORM COLLECTION SYSTEM CONNECTIONS AND COMPONENTS SHALL CONFORM TO PIPE MANUFACTURER REQUIREMENTS. GC TO COORDINATE STORM SYSTEM LAYOUT W/ ENGINEER AND STORM SYSTEM SUPPLIER. STORM SYSTEM COMPONENT SHOP DRAWINGS SHALL BE PROVIDED FOR ENGINEER'S REVIEW PRIOR TO CONSTRUCTION.
21. ALL CATCH BASINS SHALL BE AS IDENTIFIED ON PLAN SET. ALL STORM SYSTEM CATCH BASINS SHALL BE PROVIDED WITH A MINIMUM 24" SETTLEMENT SUMP BELOW THE LOWEST PIPE INVERT. SEE PLAN SET FOR ADDITIONAL INFORMATION
22. ALL UNDERGROUND PIPING, CONDUIT AND OTHER UTILITIES SHALL BE BEDDED PER ODOT STD. DETAIL RD300, (OR AS OTHERWISE SPECIFIED BY PIPE MANUFACTURER). NOTIFY ENGINEER IN EVENT OF DISCREPANCIES.
23. ALL LANDSCAPED AREAS SHALL BE AS NOTED ON THE LANDSCAPE PLANS.
24. HOLD SUB-GRADE ELEVATIONS DOWN 12" WITHIN GROUND COVER PLANTING AREAS AND 6" WITHIN LAWN AREAS. REFER TO LANDSCAPE PLANS FOR ADDITIONAL INFORMATION PERTAINING TO TOP SOIL REQUIREMENTS.
25. SEE PLAN SET 6 FOR ADDITIONAL INFORMATION.



SITE PREPARATION NOTES:

CLEARING & GRUBBING -

REFER TO STRUCTURAL (FOUNDATION) PLANS FOR SPECIFIC SOIL EXCAVATION & BACK FILL REQ'MTS WITHIN BUILDING FOOTPRINT.

ALL AREAS BELOW ROADWAYS, PARKING AND WALKWAYS SHALL BE CLEARED AND GRUBBED OF ALL PAVEMENT, FOREIGN MATTER, DEBRIS, ORGANIC AND DISTURBED MATERIAL, U.N.O. STRIPPING DEPTHS ACROSS THE SITE WILL VARY DEPENDING ON LOCATION AND PAVEMENT SECTION REQUIREMENTS. ALL EXPOSED MATERIAL SHALL BE MOISTURE CONDITIONED PER THE PROJECT GEOTECHNICAL INVESTIGATION REPORT PRIOR TO PLACEMENT OF FILL MATERIAL DESCRIBED BELOW.

ALL CLEARED AND GRUBBED MATERIAL SHALL BE REMOVED FROM SITE. GC SHALL COORDINATE DISPOSAL LOCATION.

ALL AREAS WITH ABANDONED UTILITY LINES, STORM DRAINS, UNDERGROUND TANKS, ETC. WHICH PROVIDE VOID SPACE BENEATH THE SURFACE SHALL BE LOCATED AND REMOVED PRIOR TO SITE GRADING.

ALL HOLES, DEPRESSIONS, AND UNDISTURBED NATIVE MATERIAL SHALL BE CLEARED OF ALL LOOSE AND ORGANIC MATERIAL THEN BACK FILLED AND COMPACTED WITH APPROVED STRUCTURAL FILL.

AFTER CLEARING THE ABOVE MENTIONED AREAS, ALL EXPOSED SUB-GRADE SHALL BE PROOF ROLLED WITH A LOADED DUMP TRUCK. SOILS SHALL BE REMOVED AND RE-COMPACTED OR REPLACED WITH IMPORTED APPROVED STRUCTURAL FILL IF THEY DO NOT DEMONSTRATE A FIRM, UNYIELDING CONDITION. GEOTECHNICAL ENGINEER SHALL APPROVE SUB-GRADE SURFACE PRIOR TO STRUCTURAL FILL IMPORT EXPLAINED TO THE RIGHT.

SITE PREPARATION NOTES CONT:

STRUCTURAL FILL PLACEMENT & COMPACTION -

APPROVED STRUCTURAL FILL SHALL BE IMPORTED AND PLACED BENEATH AREAS REGENING ASPHALT AND/OR CONCRETE PAVEMENT.

ALL AREAS RECEIVING ASPHALT AND/OR CONCRETE SHALL BE PROVIDED W/ APPROVED WOVEN GEOTEXTILE FABRIC APPLIED DIRECTLY OVER SUB-GRADE DESCRIBED ABOVE.

STRUCTURAL FILL SHALL BE APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO IMPORTING. ALL FILL SHALL BE FREE OF ORGANIC AND EXPANSIVE CLAY MATERIAL. ALL BASE ROCK IDENTIFIED ON CIVIL PLAN SET SHALL CONFORM TO THE SPECIFICATIONS IDENTIFIED IN THE GEOTECHNICAL REPORT.

PLACEMENT LIFTS TO BE DETERMINED BY GEOTECHNICAL ENGINEER BASED ON MATERIAL PROPERTIES OF STRUCTURAL FILL CHOSEN AND TYPE OF COMPACTION EQUIPMENT USED. BASE ROCK PLACEMENT LIFTS SHALL NOT EXCEED 6". EACH LIFT SHALL BE NEARLY EQUAL IN THICKNESS AND COMPACTED TO A MINIMUM OF 90% OF ASTM D 1557. FILLS SHALL BE PLACED AT OR SLIGHTLY ABOVE THEIR OPTIMUM MOISTURE CONTENT.

ALL UTILITY TRENCH BACK FILL SHALL CONFORM TO THE PROJECT GEOTECHNICAL INVESTIGATION REPORT AND CITY OF ASHLAND STD. DETAIL CD302.

IN ADDITION TO THE ABOVE, ALL SITE PREPARATION AND SUBSURFACE WORK SHALL CONFORM TO THE PROJECT GEOTECHNICAL INVESTIGATION REPORT AS PREPARED BY AMRHEIN ASSOCIATES, Inc., DATED 09/24/2007.

CODE REVIEW:

GENERAL INFORMATION:

STREET ADDRESS:	1070 TOLMAN CREEK RD. ASHLAND, OR 97520	
ZONE:	R-1-5-P	
PARCEL AREA:	±9.68 ACRES	
IMPACTED AREA:	±3.18 ACRES	

SITE ANALYSIS:

PAVED PARKING & WALKING AREA:	= ±52,600 sq.ft.	= ±38.7 %
PROPOSED BUILDING FOOTPRINT:	= ±45,350 sq.ft.	= ±32.7 %
LANDSCAPING:	= ±16,750 sq.ft.	= ±12.1 %
PLAYGROUND:	= ±22,800 sq.ft.	= ±16.5%
TOTAL IMPACTED AREA:	= ±138,500 sq.ft.	= ±3.18 ACRES

VEHICLE PARKING REQUIREMENTS:

PARKING SPACES REQUIRED:	= PUBLIC ASSEMBLY AREA REQ'MTS = ±54
PARKING SPACES PROVIDED:	= 54
ADA ACCESSIBLE SPACES REQUIRED:	= 3
ADA ACCESSIBLE SPACES PROVIDED:	= 3

DRIVEWAYS:

VEHICLE DRIVEWAYS PROVIDED:	= 2
BUS DRIVEWAYS PROVIDED:	= 2

SITE IMPROVEMENTS SHEET INDEX:

EROSION CONTROL NOTE:

PLAN SHEET C0.1 CONTAINS AN EROSION AND SEDIMENT CONTROL PLAN THAT MUST BE IMPLEMENTED AS PART OF THIS PROJECT. THE INFORMATION CONTAINED WITHIN THE REFERENCED PLAN SHEET SHALL BE CONSIDERED A MINIMUM AND SHALL BE MODIFIED AS REQUIRED BY THE CONTRACTOR TO CONTAIN ALL SEDIMENT ON SITE. SPECIAL ATTENTION SHALL BE TAKEN AT ALL EXISTING STORM DRAIN CATCH BASINS AND STORM DRAIN CHANNELS AS TO ELIMINATE ANY SEDIMENT TRANSFER INTO THE EXISTING STORM DRAIN SYSTEM. AN ALL WEATHER ROCK SURFACE SHALL BE PROVIDED AT ALL CONSTRUCTION SITE ENTRANCES.

ALL CONSTRUCTION SHALL BE MAINTAINED WITHIN THE DEVELOPMENT LIMITS OF THIS PHASE. THIS PROJECT IS PERMITTED UNDER THE DEQ ISSUED 1200-C PROGRAM AND IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE COMPLIANCE WITH THE REFERENCED PLANS AND PERMIT REQUIREMENTS. REFER TO SHEET C0.1 FOR ADDITIONAL INFORMATION.

UTILITY STATEMENT:

EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATED BASED ON MAPS OBTAINED FROM THE CITY OF ASHLAND PUBLIC WORKS FILES, OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQ'D PRIOR TO CONSTRUCTION.

LEGEND:

- NEW HMAC PAVING - SEE PLAN
- NEW ON-SITE CONCRETE - SEE PLAN
- NEW LANDSCAPING - BY OTHERS
- EXTG. CONCRETE SIDEWALK
- EXTG. AC PAVING
- EXTG. IRRIGATION LINE
- EXTG. GAS LINE
- GAS — NEW GAS LINE
- SS — EXTG. SANITARY SEWER
- SS — NEW SANITARY SEWER
- EXTG. DOMESTIC WATER
- W — NEW DOMESTIC WATER
- FW — NEW FIRE WATER
- EXTG. STORM DRAIN
- NEW PRIVATE STORM SEWER
- NEW PUBLIC STORM SEWER
- EXTG. FENCE
- EXTG. TELEPHONE
- E — EXTG. ELECTRIC
- EXTG. OVERHEAD POWER
- P — NEW UNDERGROUND POWER
- EXTG. SURFACE CONTOUR
- NEW SURFACE CONTOUR

SYMBOLS (EXISTING):

- STORM DRAIN MANHOLE
- SANITARY SEWER MANHOLE
- CO — SANITARY SEWER CLEANOUT
- STORM DRAIN MANHOLE
- FIRE HYDRANT
- IRR — IRRIGATION VALVE
- CB — CATCH BASIN
- RD — ELECTRICAL EQUIPMENT
- GM — GAS METER
- GV — GAS VALVE
- WM — WATER METER
- WV — WATER VALVE
- TELEPHONE PEDESTAL
- ELECTRICAL TRANSFORMER
- TP — TELEPHONE POLE
- TELEPHONE MANHOLE
- HB — HOSE BIB
- SP — SPRINKLER HEAD
- DECIDUOUS TREE
- CONIFEROUS TREE
- SIGN
- VP — VENT PIPE
- ELECTRIC JUNCTION BOX
- ELECTRICAL METER
- ELECTRICAL TRANSFORMER
- PP — POWER POLE
- GUY WIRE
- FIBER PEDESTAL
- STREET LIGHT

SYMBOLS (NEW):

- NEW GRADE SPOT ELEVATION
- CATCH BASIN
- CLEANOUT TO GRADE
- WATER METER
- SIGN
- ON-SITE LIGHTING
- WATER VALVE

ABBREVIATIONS:

Ie	INVERT ELEVATION
FF	FINISHED FLOOR
ac	ASPHALT
conc	CONCRETE
bosw	BACK OF SIDEWALK
grd	GROUND
tbc	TOP BACK OF CURB
(E)	EXISTING
(N)	NEW
m/e	MATCH EXISTING
T.O.C.	TIME OF CONSTRUCTION

SECTION ARROW:

1 / C3.8 — DRAWING NUMBER / PAGE NUMBER

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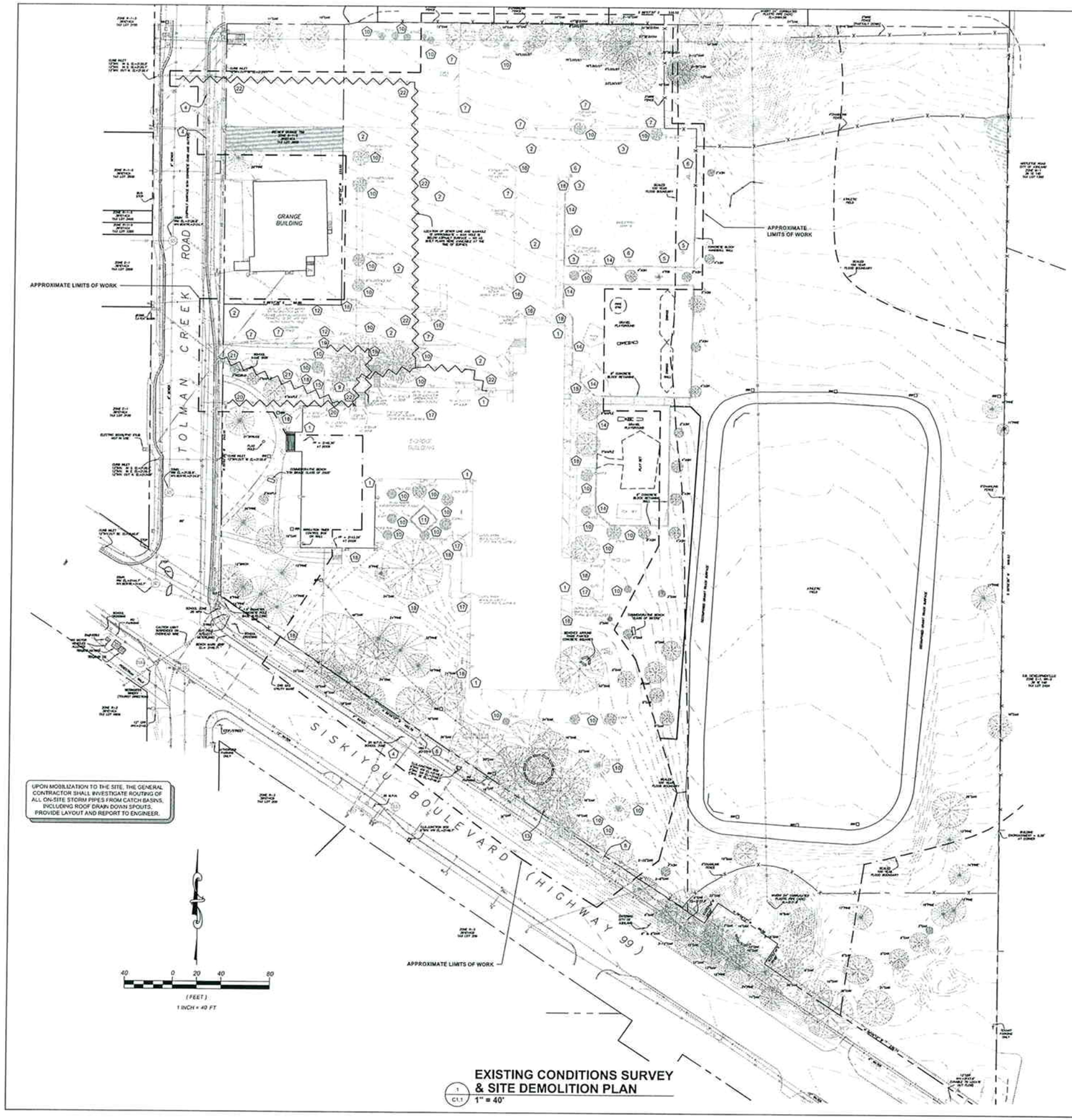

1 C1.1 EXISTING CONDITIONS SURVEY & SITE DEMOLITION PLAN
1" = 40'

TOPOGRAPHIC SURVEY

PROVIDED FOR:

ASHLAND SCHOOL DISTRICT

TAX LOT 4700, SITUATED IN THE NE 1/4 SW 1/4 OF SECTION 14cc.

T39S, R1E, W.M. - CITY OF ASHLAND, JACKSON COUNTY, OREGON

SURVEY NOTES:

** THE EXISTING TOPOGRAPHICAL SURVEY INFORMATION DEPICTED ON THIS SHEET AND THROUGHOUT THE PLAN SET WAS PROVIDED BY TERRASURVEY INC. THE FOLLOWING SURVEY NOTES HAVE BEEN REPRODUCED FROM THE REFERENCED SURVEY DOCUMENT.

1. LOT LOCATED IN THE SW 1/4 NW 1/4 OF SECTION 04bc, TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CITY OF ASHLAND, JACKSON COUNTY, OREGON.
2. CONTOUR INTERVAL = 1'
3. EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATE BASED ON MAPS OBTAINED FROM THE CITY OF ASHLAND PUBLIC WORKS FILES. OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQ'D PRIOR TO CONSTRUCTION.
4. PROJECT DATUM IS BASED ON THE CITY OF ASHLAND BENCH MARK No. 26F, LOCATED IN THE TOP OF A CONCRETE CURB AT THE NORTHEAST CORNER OF TOLMAN CREEK ROAD AND SISKIYOU BOULEVARD. ELEVATION = 2146.71 FEET (NGVD 1929 56 ADJUSTMENT).
5. BASIS OF BEARINGS: FOUND MONUMENTS ON THE NORTH-SOUTH CENTERLINE OF SECTION 14, TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN AS S 00° 12' 30"W PER FS 10309.
6. FLOOD PLAIN SHOWN IS SCALED FROM FEMA COMMUNITY PANEL NUMBER 410090 0003 B. EFFECTIVE DATE: JUNE 1, 1981, AND COMMUNITY PANEL NUMBER 415589 0537B. EFFECTIVE DATE APRIL 1, 1982.
7. LEGAL DESCRIPTION AND RECORDED EASEMENTS OBTAINED FROM PUBLIC RECORDS REPORT ORDER NO. 48g0487102 PREPARED BY LAWYERS TITLE INSURANCE CORPORATION DATED 6/06/07.

LEGEND:

- EXTG. CONCRETE SIDEWALK
- EXTG. AC PAVING TO BE REMOVED
- EXTG. AC PAVING TO REMAIN
- G — EXTG. GAS LINE
- SS — EXTG. SANITARY SEWER
- W — EXTG. DOMESTIC WATER
- SD — EXTG. STORM DRAIN
- X — EXTG. FENCE TO REMAIN
- EXTG. FENCE TO BE REMOVED
- T — EXTG. TELEPHONE
- E — EXTG. ELECTRIC
- OH — EXTG. OVERHEAD POWER
- 100 YR. FEMA FLOOD PLAIN
- 1400 — EXTG. SURFACE CONTOUR
- EXTG. UTILITY TO BE REMOVED

SYMBOLS (EXISTING):

- SD — STORM DRAIN MANHOLE
- SS — SANITARY SEWER MANHOLE
- CO — SANITARY SEWER CLEANOUT
- D — STORM DRAIN MANHOLE
- FIRE HYDRANT
- IRR — IRRIGATION VALVE
- CB — CATCH BASIN
- RD — ELECTRICAL EQUIPMENT
- GM — GAS METER
- GV — GAS VALVE
- WM — WATER METER
- WV — WATER VALVE
- T — TELEPHONE PEDESTAL
- TR — ELECTRICAL TRANSFORMER
- TP — TELEPHONE POLE
- TMH — TELEPHONE MANHOLE
- HB — HOSE BIB
- SP — SPRINKLER HEAD
- DECIDUOUS TREE
- CONIFEROUS TREE
- SIGN
- VP — VENT PIPE
- E — ELECTRIC JUNCTION BOX
- EM — ELECTRICAL METER
- ET — ELECTRICAL TRANSFORMER
- PP — POWER POLE
- GUY WIRE
- FB — FIBER PEDESTAL
- STREET LIGHT

DEMOLITION NOTES:

1. REFER TO ARCHITECTURAL PLAN SET FOR DEMOLITION REQ'MTS WITHIN FIVE FEET OF BUILDING TYP. COORDINATE WITH ARCHITECT AND ENGINEER AS REQ'D AT T.O.C.
2. EXISTING ASPHALT DRIVEWAY AND PARKING AREA TO BE REMOVED AND DISPOSED OF IN AN APPROVED OFF SITE LOCATION.
3. REFER TO SHEET C3.2 FOR LIMITS OF ASPHALT REMOVAL WITH THE BASKETBALL COURT AREA. COORDINATE WITH ENGINEER AT T.O.C. AS REQ'D.
4. EXISTING CURB (AND GUTTER IF APPLICABLE) AND SIDEWALK TO BE REMOVED FOR NEW DRIVEWAY CONSTRUCTION PER PLAN SET. GC SHALL NOT DISTURB PAVEMENT. REFER TO SHEETS C3.1 & C3.7 FOR ADDITIONAL INFORMATION.
5. EXISTING TETHERBALL POLL TO BE REMOVED AND PROVIDED TO THE DISTRICT. COORDINATE AS REQ'D.
6. EXISTING BASKETBALL HOOP TO BE REMOVED AND PROVIDED TO THE DISTRICT. COORDINATE AS REQ'D.
7. EXISTING FENCE TO BE REMOVED.
8. APPROXIMATE LIMITS OF EXISTING FENCE ALONG SISKIYOU BLVD. TO BE REMOVED. GC SHALL COORDINATE EXACT LIMITS OF REMOVAL FOR NEW DRIVEWAY CONSTRUCTION WITH ARCHITECT AND OWNER PRIOR TO MOBILIZATION TO THE SITE.
9. EXISTING 4,000 GALLON OIL STORAGE TANK AND ASSOCIATED PIPING TO BE REMOVED. GC SHALL COORDINATE ALL REQ'MTS WITH CITY OF ASHLAND PERSONNEL AT T.O.C. DISPOSE OF IN AN APPROVED OFF SITE LOCATION.
10. EXISTING TREE TO BE REMOVED. REFER TO SHEETS L2.1 AND L2.2 FOR ADDITIONAL INFORMATION TYP.
11. EXISTING LANDSCAPE PLANTER BOXES TO BE REMOVED.
12. UPON MOBILIZATION TO THE SITE, IT SHALL BE THE GENERAL CONTRACTORS RESPONSIBILITY TO POTHOLE AND VERIFY DISCHARGE LOCATION OF EXISTING T.D. IRRIGATION LINE. VERIFY METER BOX AS SHOWN. REPORT TO ENGINEER.
13. EXISTING CONCRETE VAULT TO BE REMOVED. GC SHALL VERIFY USE WITH OWNER PRIOR TO CONSTRUCTION. POTHOLE AND VERIFY ASSOCIATED UTILITIES. REPORT TO ENGINEER FOR DIRECTIVE AS REQ'D.
14. APPROXIMATE LIMITS OF EXISTING CMU RETAINING WALL TO BE REMOVED. COORDINATE EXACT LIMITS OF REMOVAL WITH NEW CONSTRUCTION.
15. EXISTING CONCRETE RETAINING WALL TO BE REMOVED AND DISPOSED OF IN AN APPROVED OFF SITE LOCATION.
16. EXISTING SIGN AND ASSOCIATED POST (BOLLARD) TO BE REMOVED AND PROVIDED TO THE DISTRICT. COORDINATE AS REQ'D.
17. EXISTING CATCH BASIN AND ASSOCIATED STORM LINE TO BE REMOVED. COORDINATE AS REQ'D.
18. EXISTING ON-SITE WALKWAY TO BE REMOVED AND DISPOSED OF IN AN APPROVED OFF SITE LOCATION. GC SHALL TAKE SPECIAL CARE IN AREAS RECEIVING LANDSCAPING AS TO NOT OVERLY DISTURB ADJACENT EXISTING GROUND COVER.
19. DEMO EXISTING GAS LINE TO LOCATION SHOWN. RE-ROUTE PER PLAN. SEE SHEET C4.1 FOR FURTHER INFORMATION. COORDINATE ALL WORK WITH AVISTA UTILITIES AT T.O.C.
20. DEMO EXISTING WATER LINE TO EXISTING METER AS SHOWN. SEE SHEET C4.1 FOR FURTHER INFORMATION.
21. EXISTING OVERHEAD POWER SERVICE TO BE REMOVED FROM BUILDING TO EXISTING POWER SOURCE (POLE ALONG TOLEMAN CREEK RD.). GC SHALL COORDINATE REMOVAL WITH ASHLAND POWER & ELECTRICAL ENGINEER AS REQ'D AT T.O.C.
22. DEMO EXISTING SEWER SERVICE & ASSOCIATED CLEANOUTS, MANHOLES, ETC. TO EXISTING 8"Ø SEWER MAIN WITHIN TOLEMAN CREEK RD. PLUG AT MAINLINE USING CITY OF ASHLAND WASTE WATER DIVISION APPROVED METHOD. GC SHALL PERFORM ALL WORK AND COORDINATE WITH INSPECTOR AT T.O.C.
23. ~~REFER TO SHEETS L1.1 & L1.2 FOR ALL REQUIREMENTS REGARDING SPRINKLER IRRIGATION CONTROL VALVE AND IRRIGATION LINE REMOVAL. COORDINATE WITH THIS SHEET AS REQ'D.~~

PROTECTION NOTES:

1. IT SHALL BE THE GENERAL CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL ON-SITE ITEMS WITH COMMEMORATIVE PIECES/PLAQUES TO THE OWNER PRIOR TO REMOVAL. COORDINATE AS REQ'D.
2. REFER TO LANDSCAPE SHEETS L2.1 & L2.2 FOR ALL ON-SITE REQ'MTS REGARDING TREE PRESERVATION AND PROTECTION. COORDINATE WITH ENGINEER AND LANDSCAPE ARCHITECT AT T.O.C. AS REQ'D.

ABBREVIATIONS:

- (E) EXISTING
- IE INVERT ELEVATION
- RIM TOP OF MANHOLE
- CB CATCH BASIN
- S/N SURVEY NUMBER AS FILED AT THE JACKSON COUNTY SURVEYOR'S OFFICE, OREGON.

TERRASURVEY, INC.
PROFESSIONAL LAND SURVEYORS
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(E) CONDITIONS SURVEY & DEMO PLAN
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

C1.1

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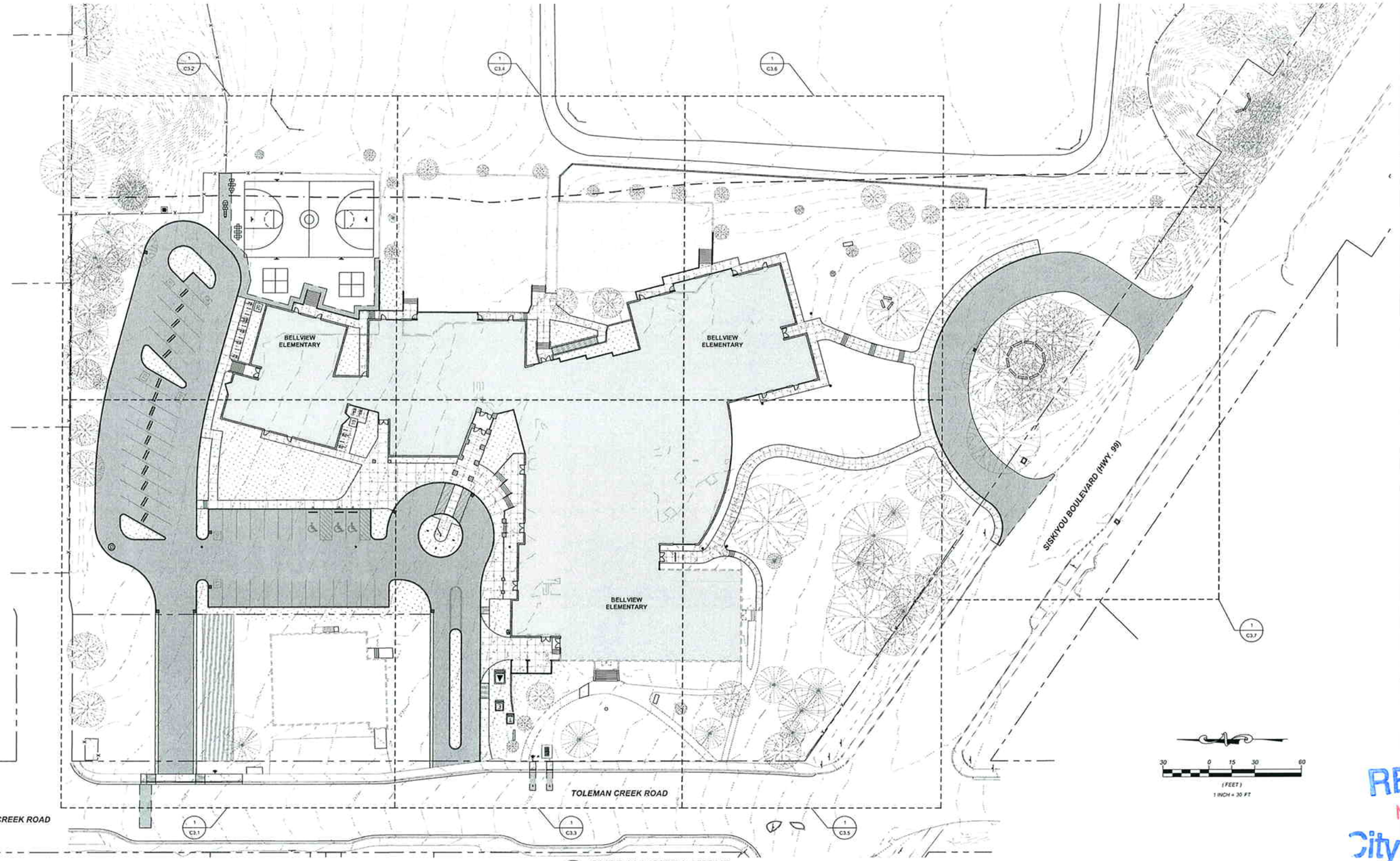

1 C2.1 **OVERALL SITE LAYOUT**
1" = 30'

GENERAL PLANNING NOTES:

1. ALL LANDSCAPED AREA'S SHALL BE AS NOTED ON THE LANDSCAPING PLANS.
2. ALL STORMWATER WITHIN THE LIMITS OF THE PRIVATE DEVELOPMENT WILL SHEET FLOW TO AREA INLETS THAT WILL BE COLLECTED BY AN UNDERGROUND PIPE NETWORK THAT WILL THEN DISCHARGE INTO A SUB-SURFACE DETENTION SYSTEM. STORMWATER WILL THEN BE ALLOWED TO DISCHARGE FROM THE SITE AT A RATE 0.25 cfs/acre. SUPPORTING STORMWATER CALCULATIONS WILL BE PROVIDED AT THE TIME OF ENGINEERING SUBMITTAL.
3. REFER TO THE 'CODE REVIEW' ON CIVIL SHEET C0.0 FOR THE PARKING SUMMARY.
4. REFER TO CIVIL SHEET C4.1 FOR ALL PROPOSED UTILITIES TYP.
5. ALL PARKING STALLS ARE 9' MINIMUM WIDTH x 18-20 LONG.
7. EXISTING DRIVEWAY (SOUTH) ON TOLEMAN CREEK ROAD TO REMAIN AND BE UPGRADED (EXISTING PUBLIC DRIVEWAY CURB CUT TO REMAIN AND BE PROTECTED THROUGHOUT ALL CONSTRUCTION PHASES).
8. EXISTING DRIVEWAY (NORTH) ON TOLEMAN CREEK ROAD TO BE RELOCATED APPROXIMATELY 30' NORTH. ALL PUBLIC SIDEWALK AND CURB CUTS WILL BE RE-BUILT TO CITY OF ASHLAND STANDARDS.

GENERAL PLANNING NOTES CON'T:

9. ALL STORMWATER CATCH BASIN AREA INLETS WILL BE PROVIDED WITH A 24" MIN. SETTLEMENT SUMP AND A POLLUTION CONTROL DISCHARGE SNORKEL TO ELIMINATE SEDIMENT, DEBRIS, AND TRASH FROM ENTERING INTO THE SYSTEM.
10. AN EROSION AND SEDIMENT CONTROL PLAN WILL BE GENERATED AND PROVIDED AT THE TIME OF ENGINEERING SUBMITTAL. THIS PROJECT WILL BE PERMITTED UNDER THE DEQ ISSUED 1200-C PROGRAM, AND UPON RECEIPT OF DEQ APPROVAL THAT INFORMATION WILL BE FORWARD TO THE CITY OF ASHLAND.

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OVERALL SITE LAYOUT
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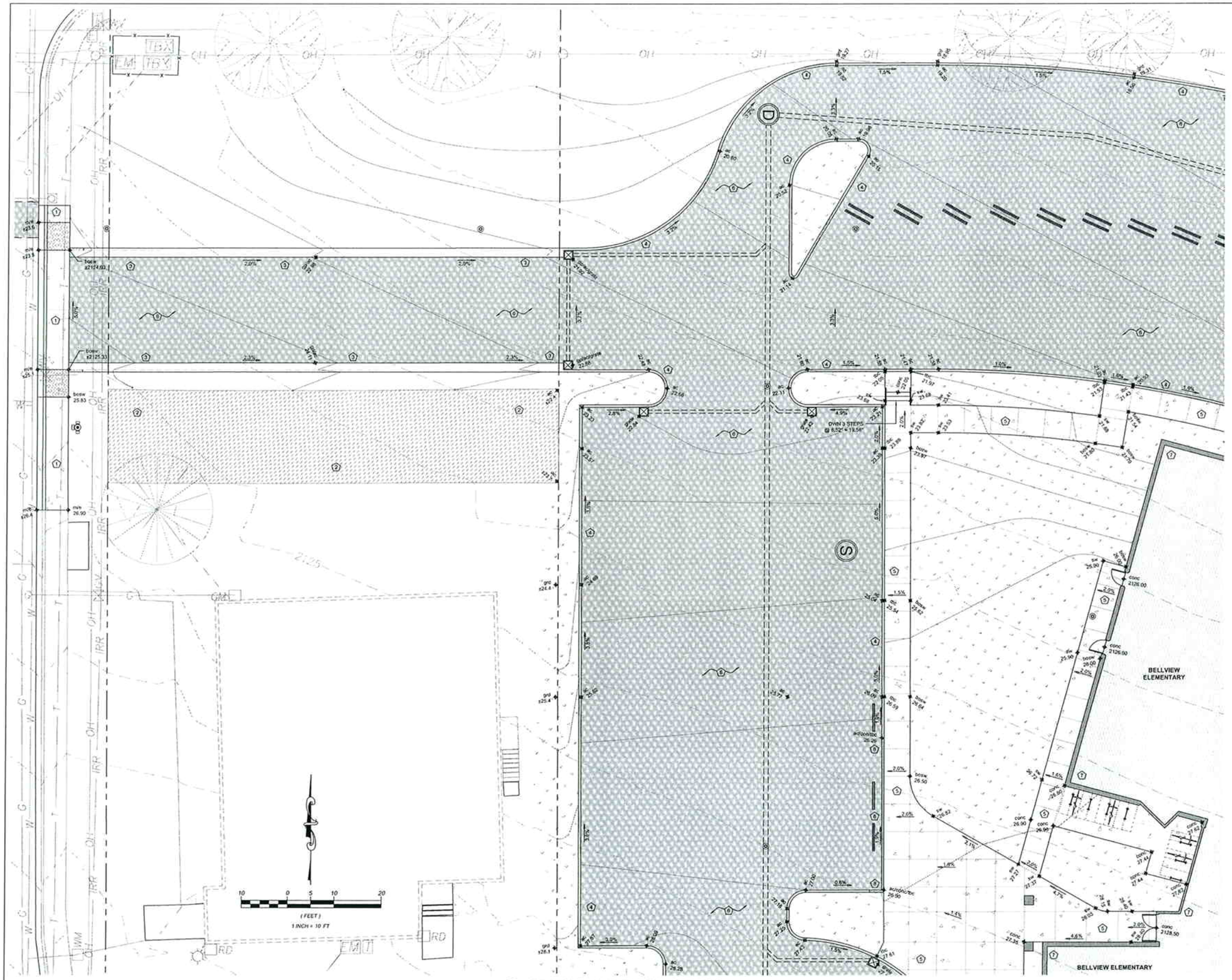

1 C3.1 GRADING AND DRAINAGE PLAN
1" = 10'

KEYED NOTES:

1. EXISTING DRIVEWAY TO BE RELOCATED AS SHOWN. ALL NEW CONSTRUCTION SHALL CONFORM TO CITY OF ASHLAND STDS CD708, CD720, & CD745.
2. EXISTING PORTION OF AC PAVING TO REMAIN FOR GRANGE PARKING.
3. TYPE 'C' ROLLED CURB AND GUTTER PER DETAIL 2 ON SHEET C3.8.
4. TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.8.
5. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
6. NEW HMAC PAVED PARKING AND MANUVERING AREA.
7. PROPOSED BUILDING FOOTPRINT.
8. CURB SHALL BE FLUSH AND FREE OF ABRUPT CHANGES IN HEIGHT. PROVIDE DETECTABLE WARNINGS PER SECTION 1103.2.3 & 1109.16 OF THE CURRENT IBC. PARKING STALLS SHALL BE PROVIDED WITH PARKING BUMPERS AS SHOWN.

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GRADING & DRAINAGE PLAN
ASHLAND SCHOOL DISTRICT
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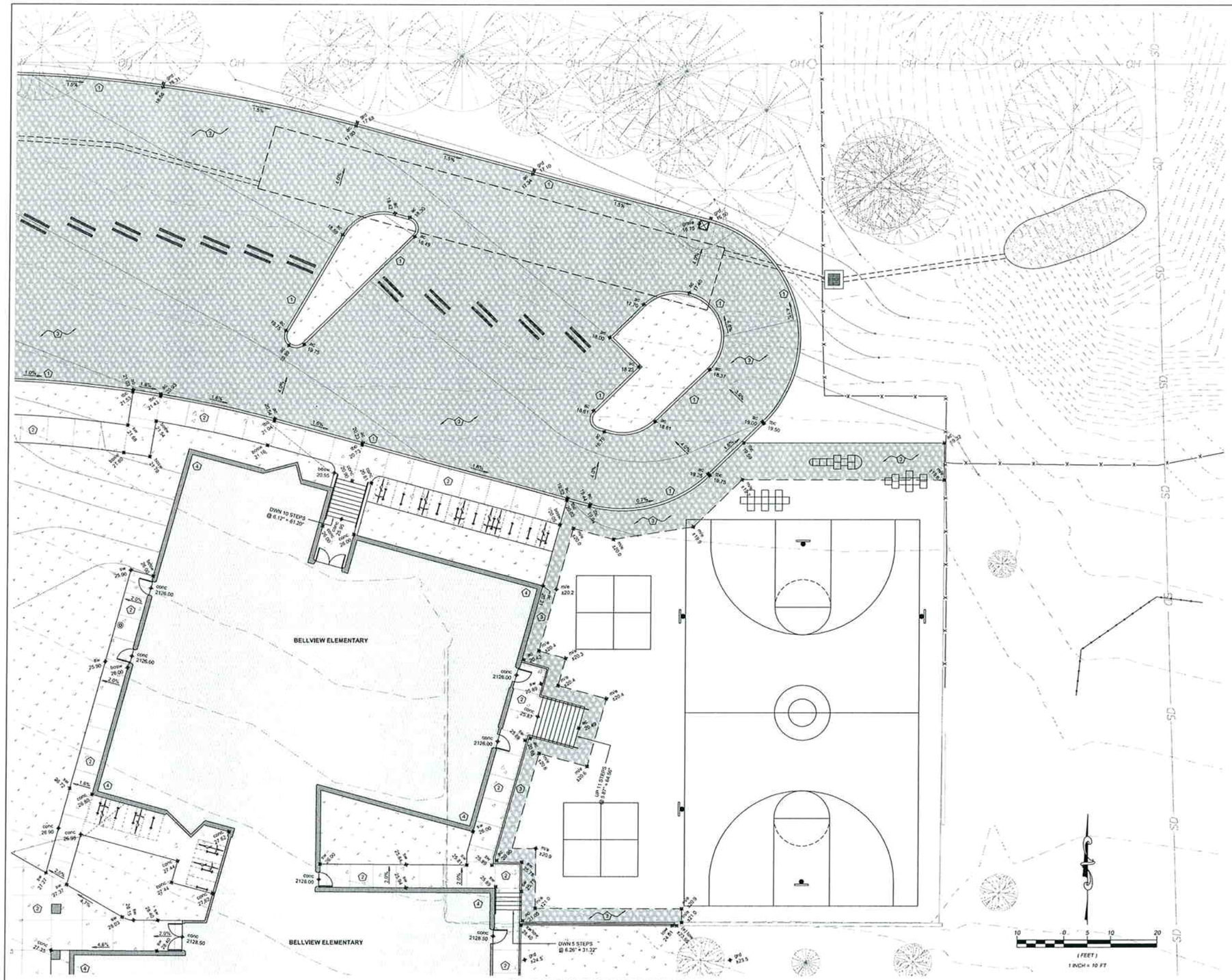

1 C3.2 GRADING AND DRAINAGE PLAN
1" = 10'

KEYED NOTES:

1. TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.8.
2. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
3. NEW HMAC PAVED PARKING AND MANUVERING AREA.
4. PROPOSED BUILDING FOOTPRINT.

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GRADING & DRAINAGE PLAN
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

C3.2

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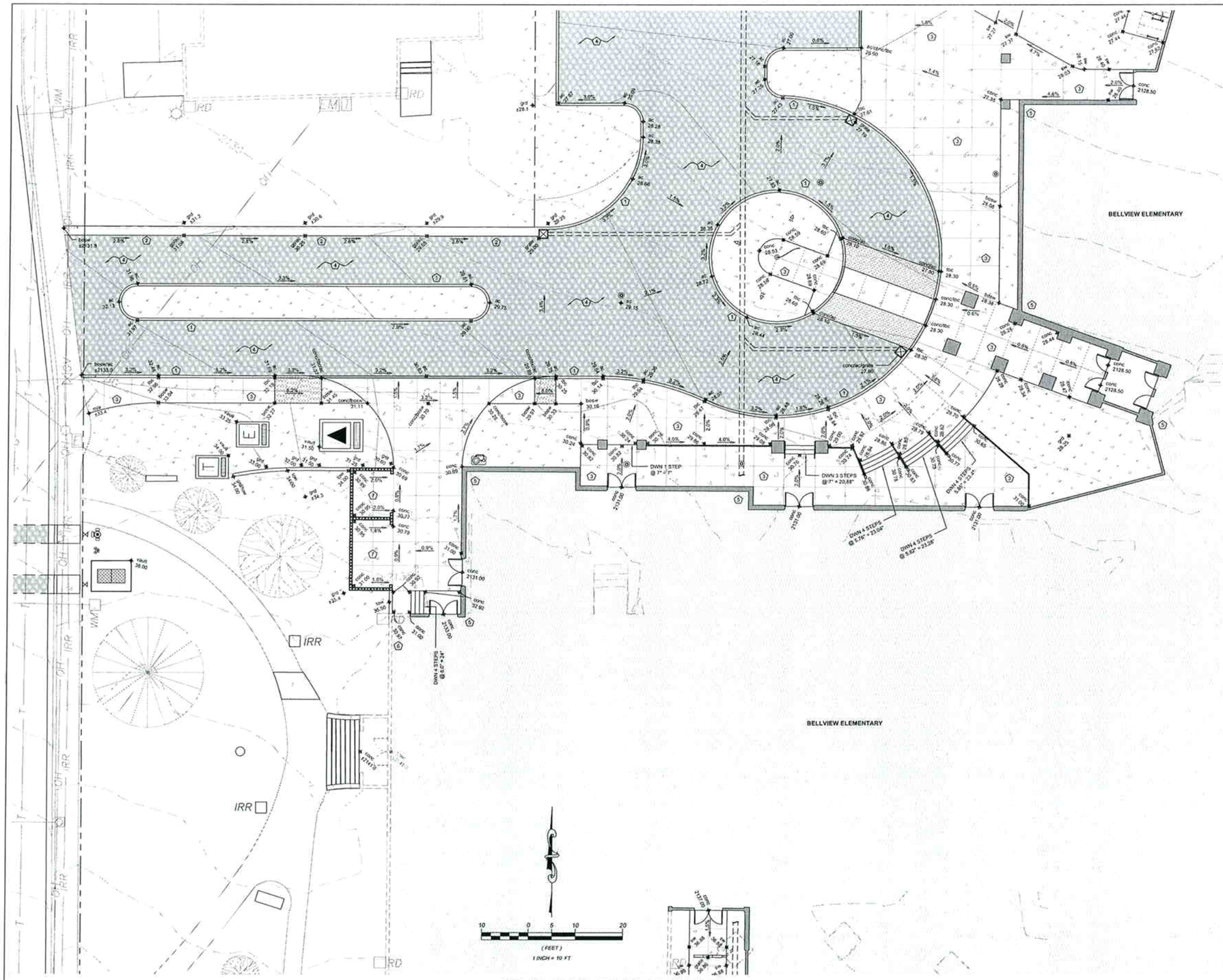
Nov 09, 2007 9:20am - sadmin



1 GRADING AND DRAINAGE PLAN
C3.3 1" = 10'

KEYED NOTES:

1. TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.8.
2. TYPE 'C' CURB PER DETAIL 2 ON SHEET C3.8.
3. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
4. NEW HMAC PAVED PARKING AND MANUVERING AREA.
5. PROPOSED BUILDING FOOTPRINT.
6. EXISTING BUILDING FOOTPRINT.
7. PROPOSED LOCATION FOR TRASH, RECYLE, AND CO-MINGLE ENCLOSURE.

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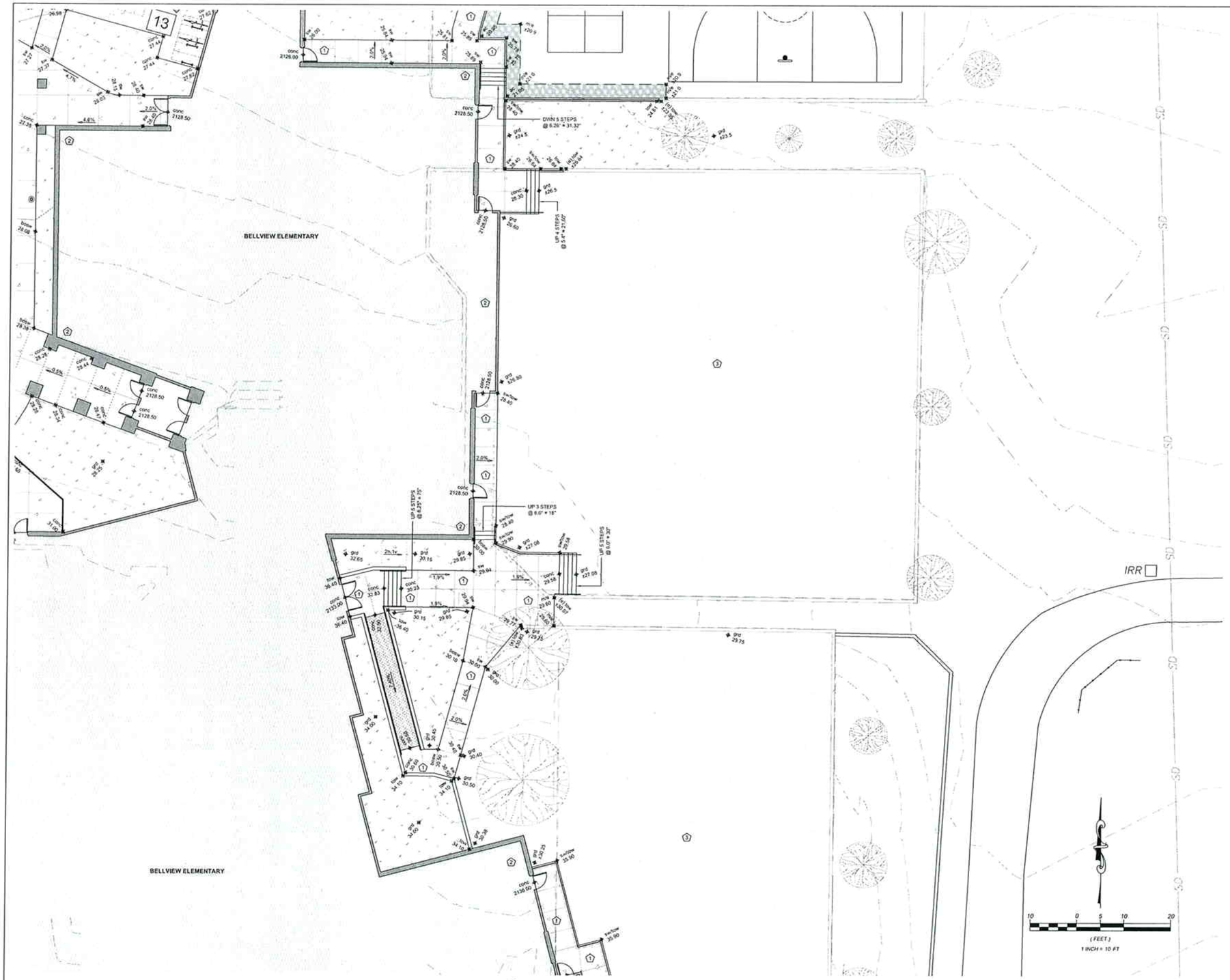
Nov 09, 2007 9:03am - JoshModin



1 C3.4 **GRADING AND DRAINAGE PLAN**
1" = 10'

KEYED NOTES:

1. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
2. PROPOSED BUILDING FOOTPRINT.
3. EXISTING PLAYGROUND AREA.

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GRADING & DRAINAGE PLAN
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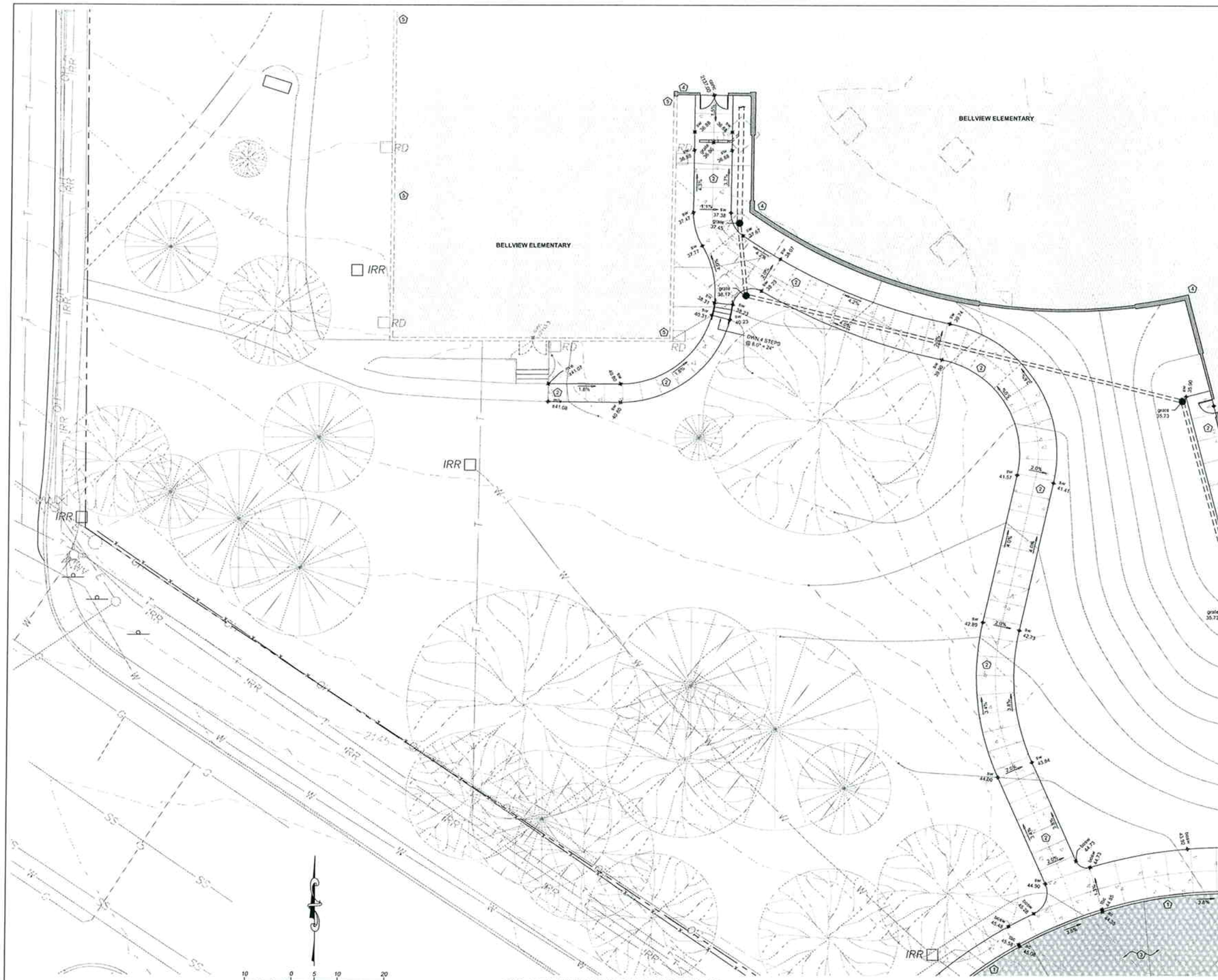
Nov 09, 2007 9:50am - sadmin



1 C3.5 **GRADING AND DRAINAGE PLAN**
1" = 10'

KEYED NOTES:

1. TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.6.
2. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.6.
3. NEW HMAC PAVED PARKING AND MANUVERING AREA.
4. PROPOSED BUILDING FOOTPRINT.
5. EXISTING BUILDING FOOTPRINT.

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Nov 09, 2007 9:04am - jsanders

1 C3.6 GRADING AND DRAINAGE PLAN
1" = 10'

KEYED NOTES:

1. TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.8.
2. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
3. NEW HMAC PAVED PARKING AND MANUVERING AREA.
4. PROPOSED BUILDING FOOTPRINT.
5. EXISTING PLAYGROUND AREA.

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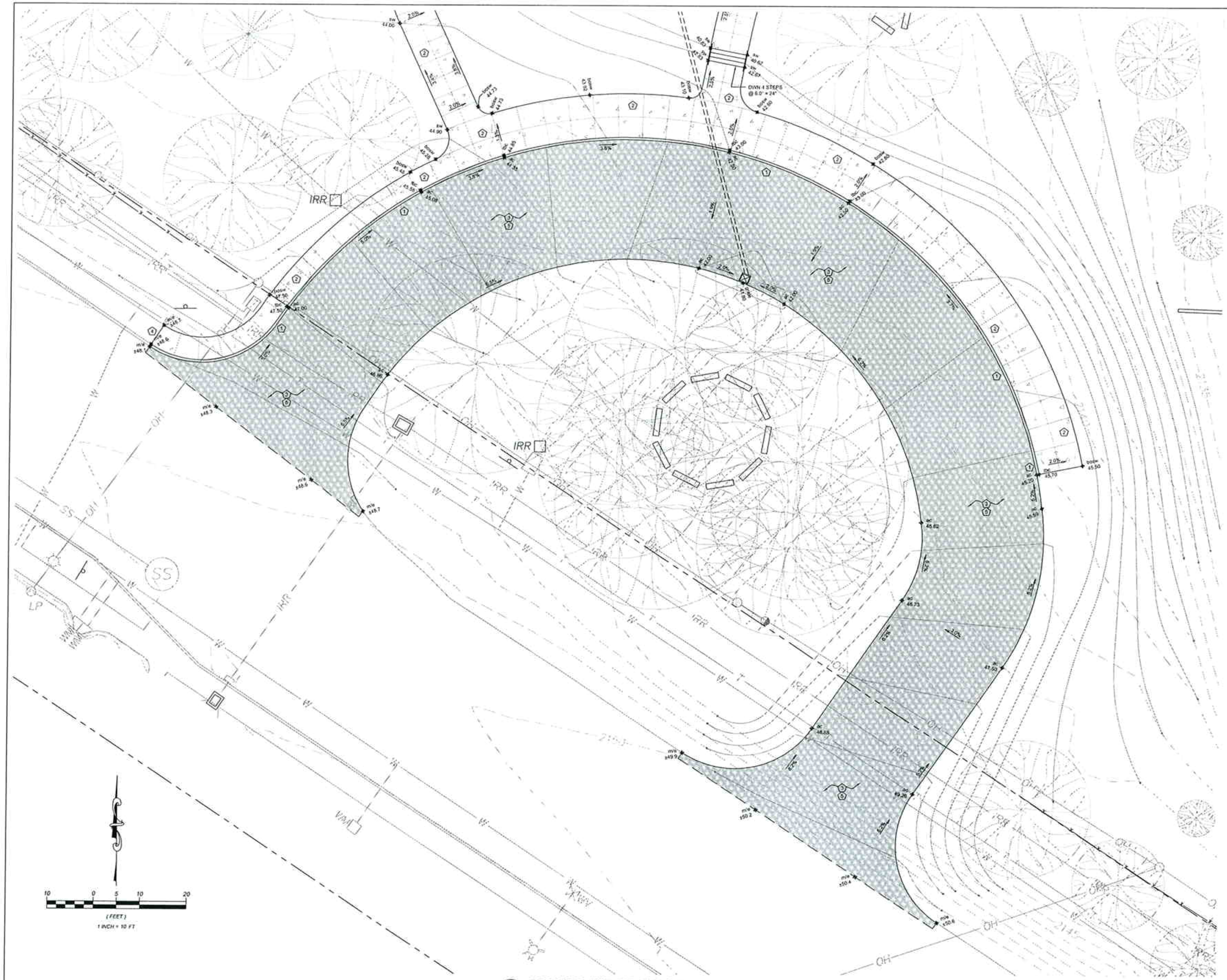
Nov 09, 2007 9:05am - jdelhagen



① GRADING AND DRAINAGE PLAN
C3.7 1" = 10'

KEYED NOTES:

① TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.8.
② NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
③ NEW HMAC PAVED PARKING AND MANUVERING AREA.
④ CONNECTION TO (E) SIDEWALK.
⑤ NEW BUS LOOP

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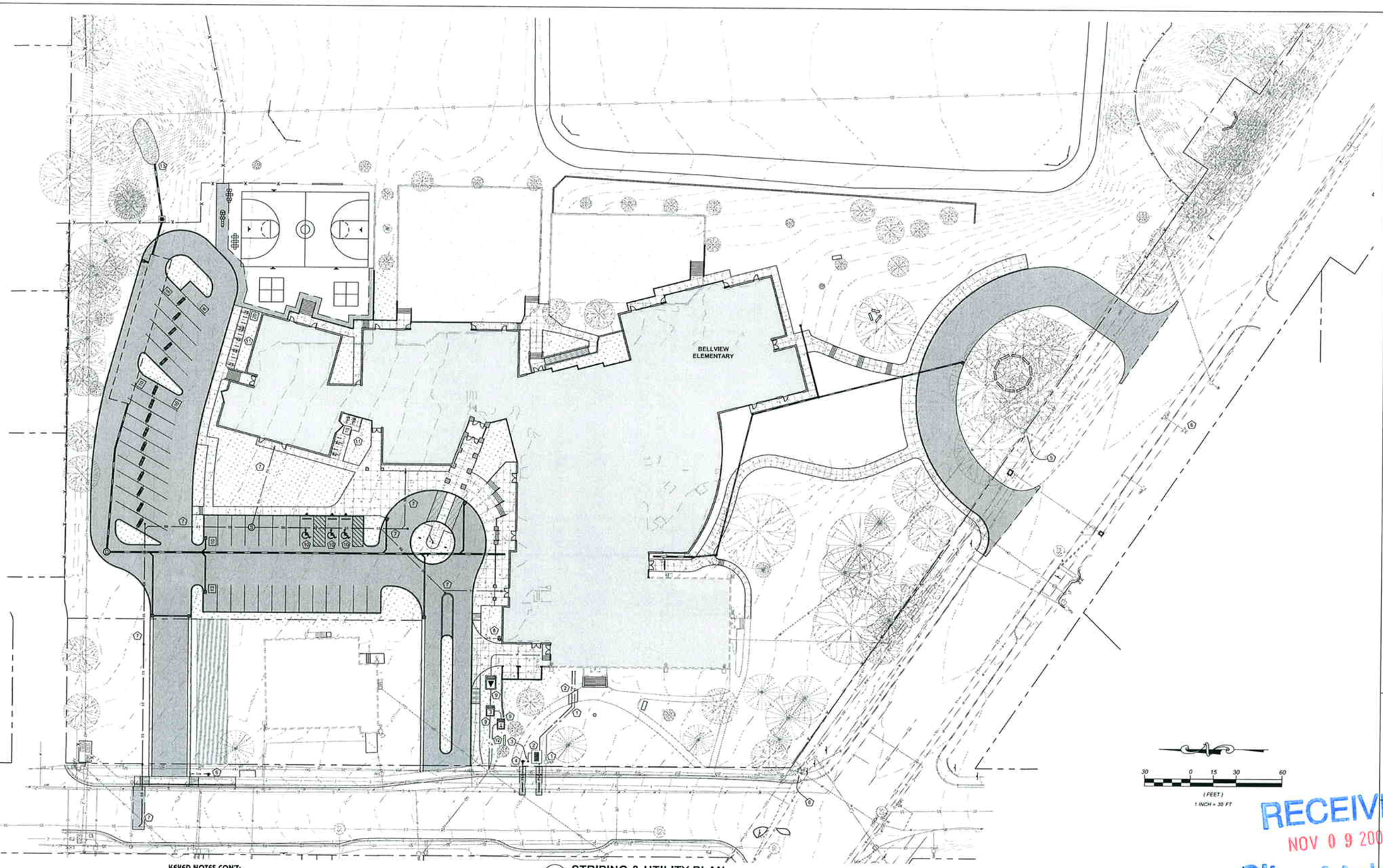

1 C4.1 **STRIPING & UTILITY PLAN**
1" = 30'

30 0 15 30 60
(FEET)
1 INCH = 30 FT

KEYED NOTES:

- THE UTILITY SERVICES DEPICTED ON THIS PLAN ARE BASED ON CONCEPTUAL LAYOUTS AND ARE SUBJECT TO CHANGE PRIOR TO FINAL PERMIT SUBMITTAL.
1. APPROXIMATE LOCATION OF EXISTING WATER SERVICE. (E) METER TO REMAIN AND BE RE-USED.
2. APPROXIMATE LOCATION OF NEW FIRE SERVICE TO BUILDING WITH DOUBLE CHECK DETECTOR ASSEMBLY PER DETAIL 1 ON SHEET C4.2.
3. APPROXIMATE LOCATION OF NEW FIRE DEPARTMENT CONNECTION (FDC) WITH FIRE MARSHAL APPROVED BELL ATTACHED TO STAND PIPE.
4. APPROXIMATE LOCATION OF NEW PUBLIC FIRE HYDRANT TO SERVE FDC.
5. APPROXIMATE LOCATION OF (E) IRRIGATION METER AND BACK FLOW PREVENTER. REFER TO LANDSCAPE PLANS FOR ALL REQUIREMENTS TYP.
6. APPROXIMATE LOCATION OF EXISTING FIRE HYDRANT.

KEYED NOTES CON'T:

7. APPROXIMATE ROUTE OF PROPOSED SANITARY SEWER SERVICE.
8. APPROXIMATE LOCATION OF NEW GAS METER.
9. APPROXIMATE LOCATION OF PAD MOUNT TRANSFORMER(S) & SECTIONALIZING CABINET PER CITY OF ASHLAND POWER AND ELECTRICAL ENGINEER.
10. ADA PARKING STALL WITH ASSOCIATED SIGNAGE PER CURRENT M.U.T.C.D. STDS.
11. APPROXIMATE LOCATION OF BICYCLE PARKING. REFER TO ARCHITECTURAL SUBMITTAL FOR BIKE PARKING REQUIREMENTS TYP.
12. APPROXIMATE LOCATION OF EXISTING MONUMENT SIGN. SIGN SHALL REMAIN AND BE PROTECTED THROUGHOUT ALL CONSTRUCTION PHASES.
13. APPROXIMATE LOCATION OF STORMWATER DISCHARGE. DISCHARGE ROUTE SHALL BE LINED WITH ENGINEERED RIP-RAP FROM STORM PIPE INVERT TO EXISTING CHANNEL BOTTOM AS REQUIRED.

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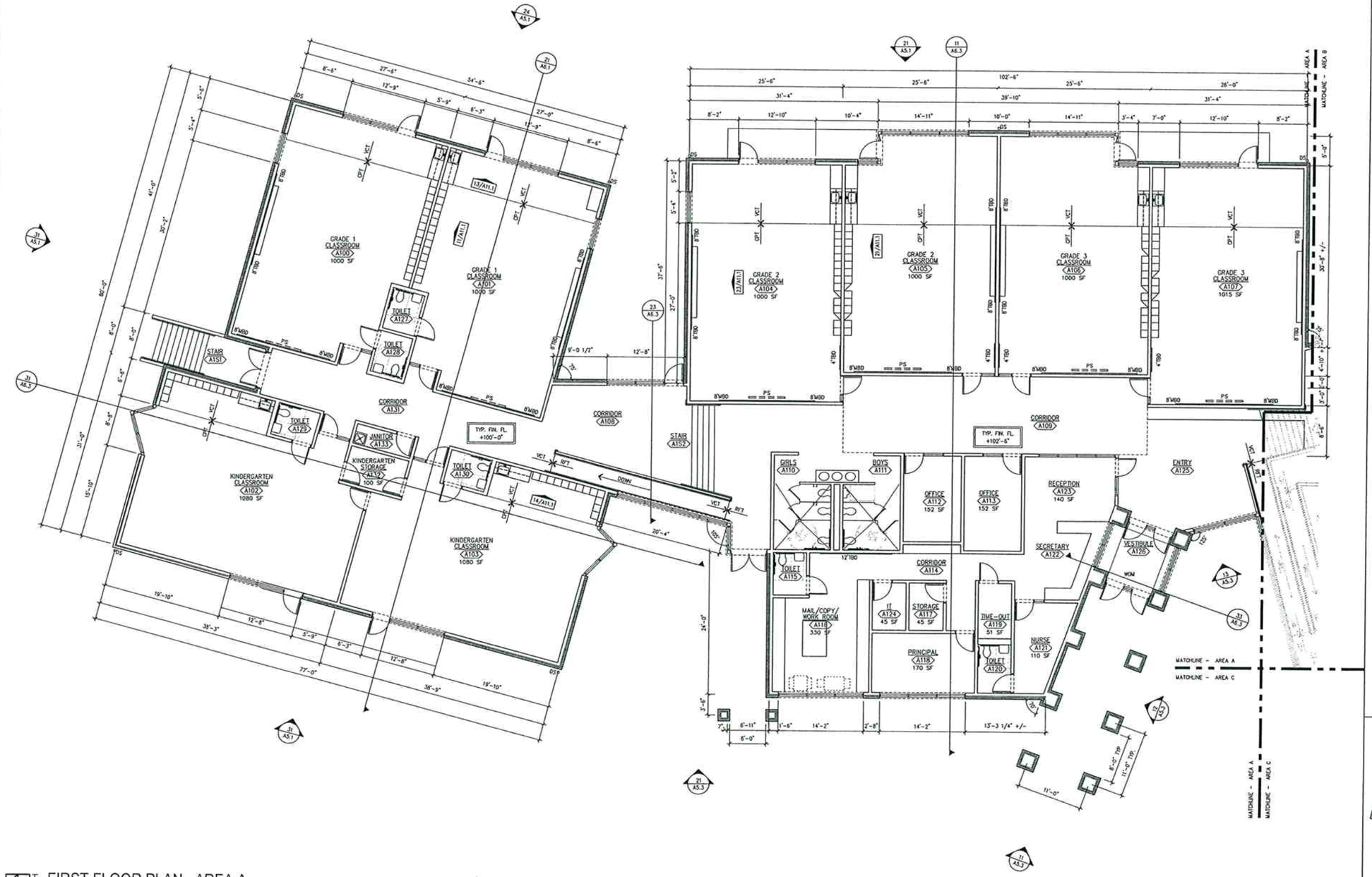
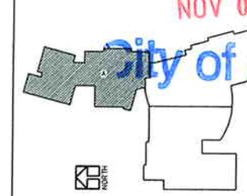


FIRST FLOOR PLAN - AREA A

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

LEGEND NOTES

KEY PLAN



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FIRST FLOOR PLAN - AREA A
ASHLAND SCHOOL DISTRICT
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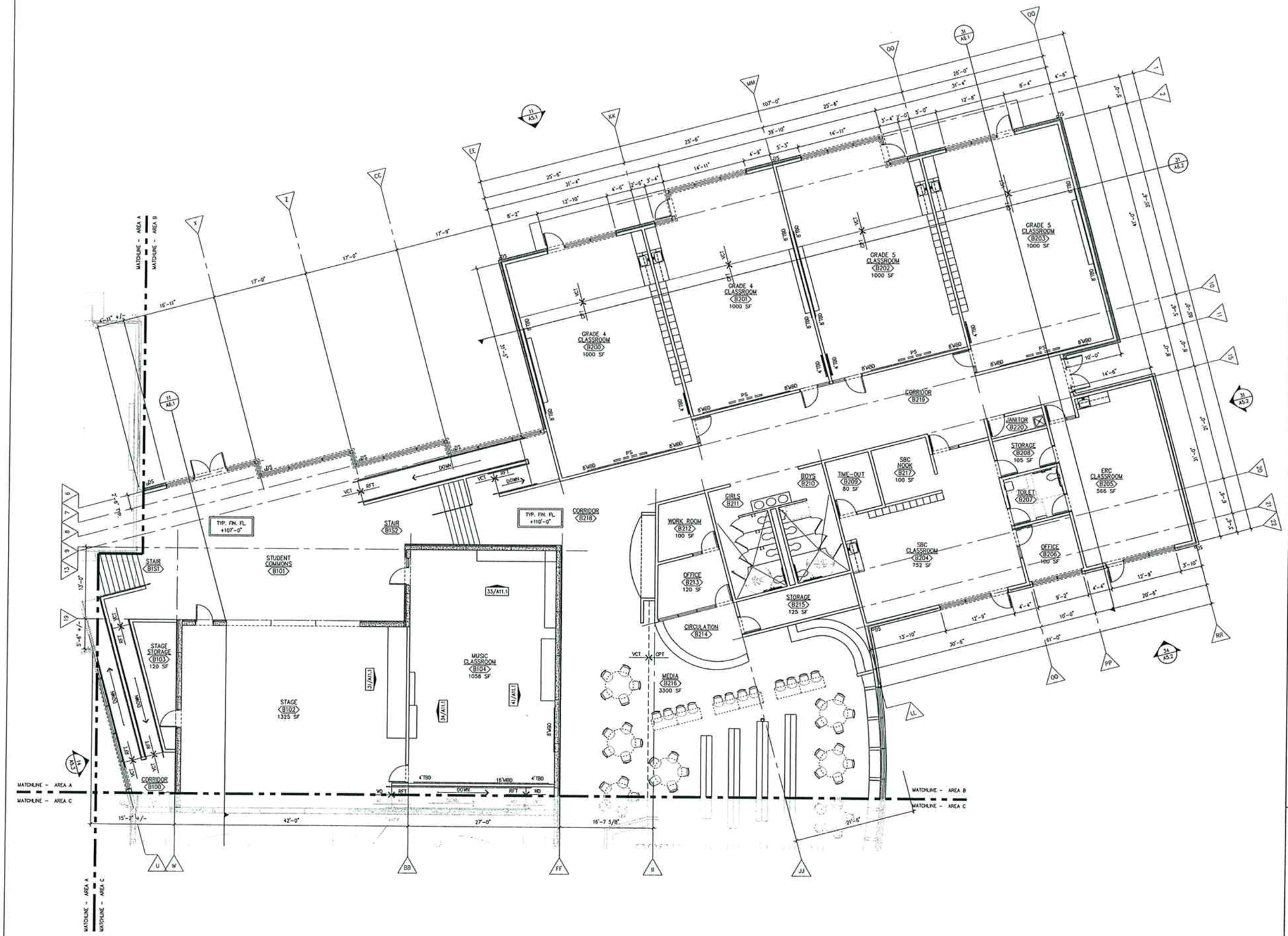
Nov 08, 2007 4:20pm - sthorson



NORTH

FIRST FLOOR PLAN - AREA B

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

LEGEND NOTES

KEY PLAN

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FIRST FLOOR PLAN - AREA B
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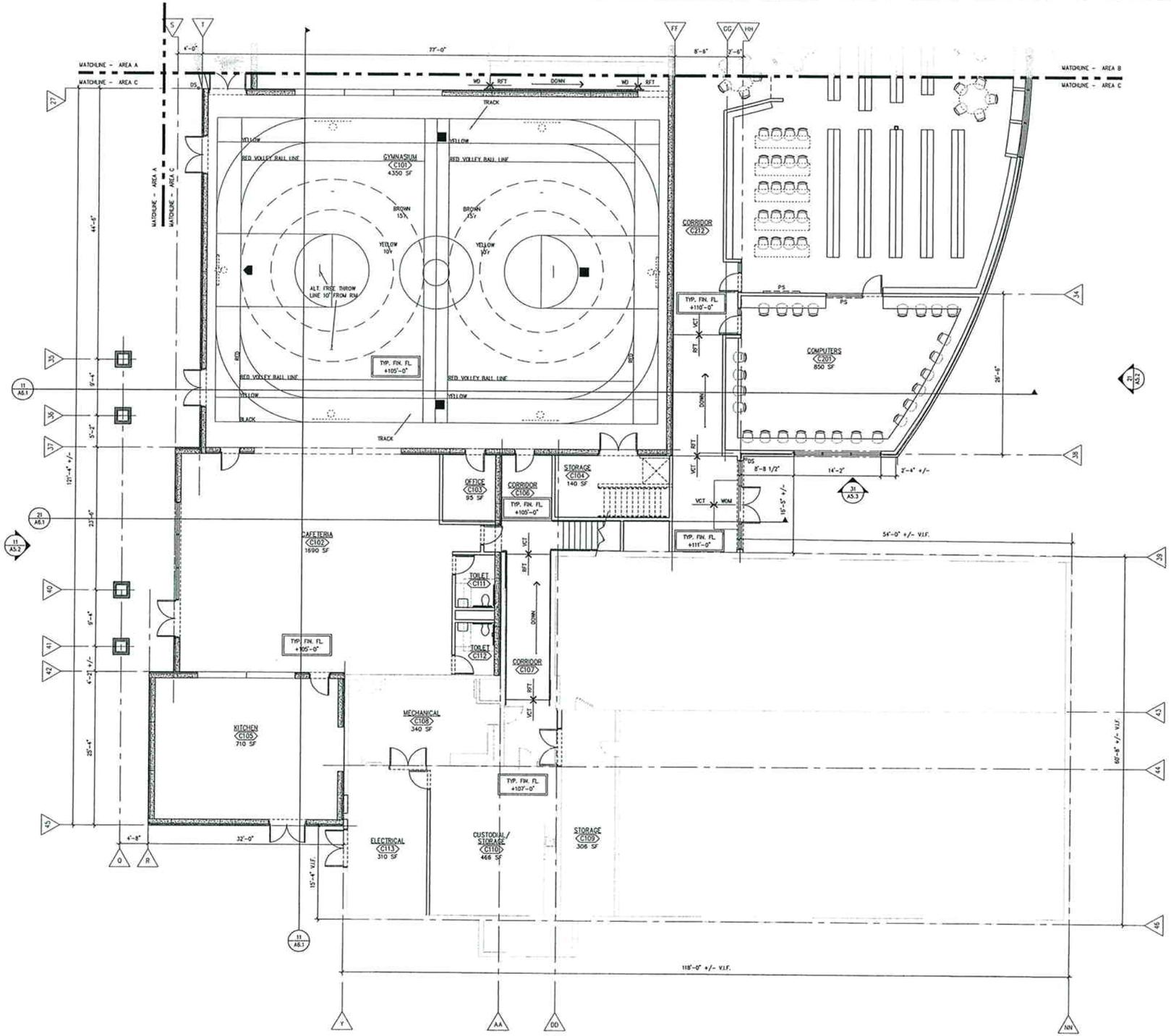

NORTH

FIRST FLOOR PLAN - AREA C

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

LEGEND NOTES

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FIRST FLOOR PLAN - AREA C
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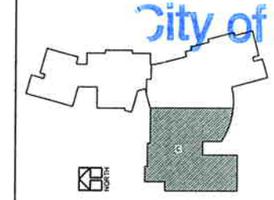
KEY PLAN



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L:\Projects\74-07105-30 Bellview ES\rDesign\Design Development\a2-ar2a.dwg
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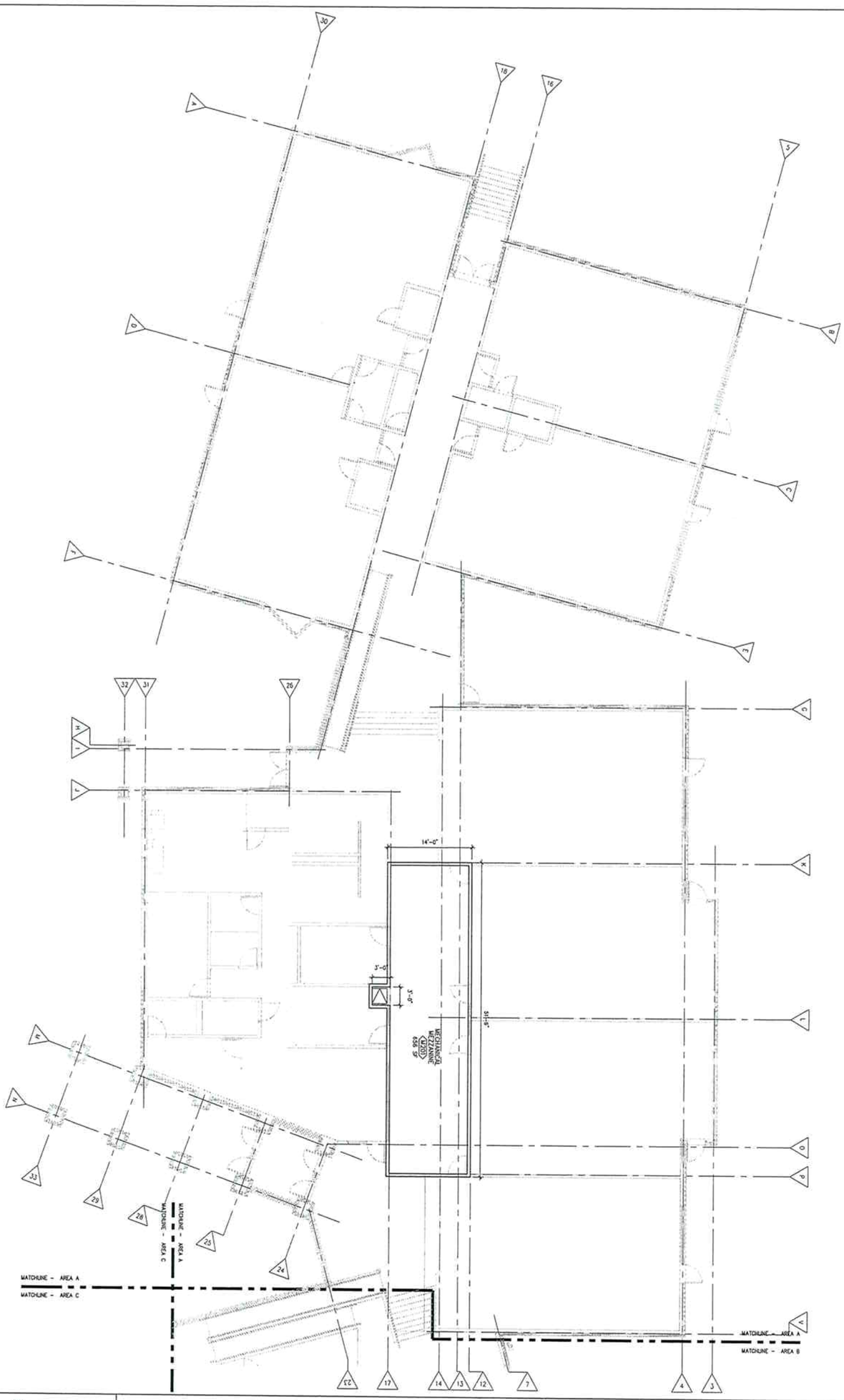

KEY PLAN

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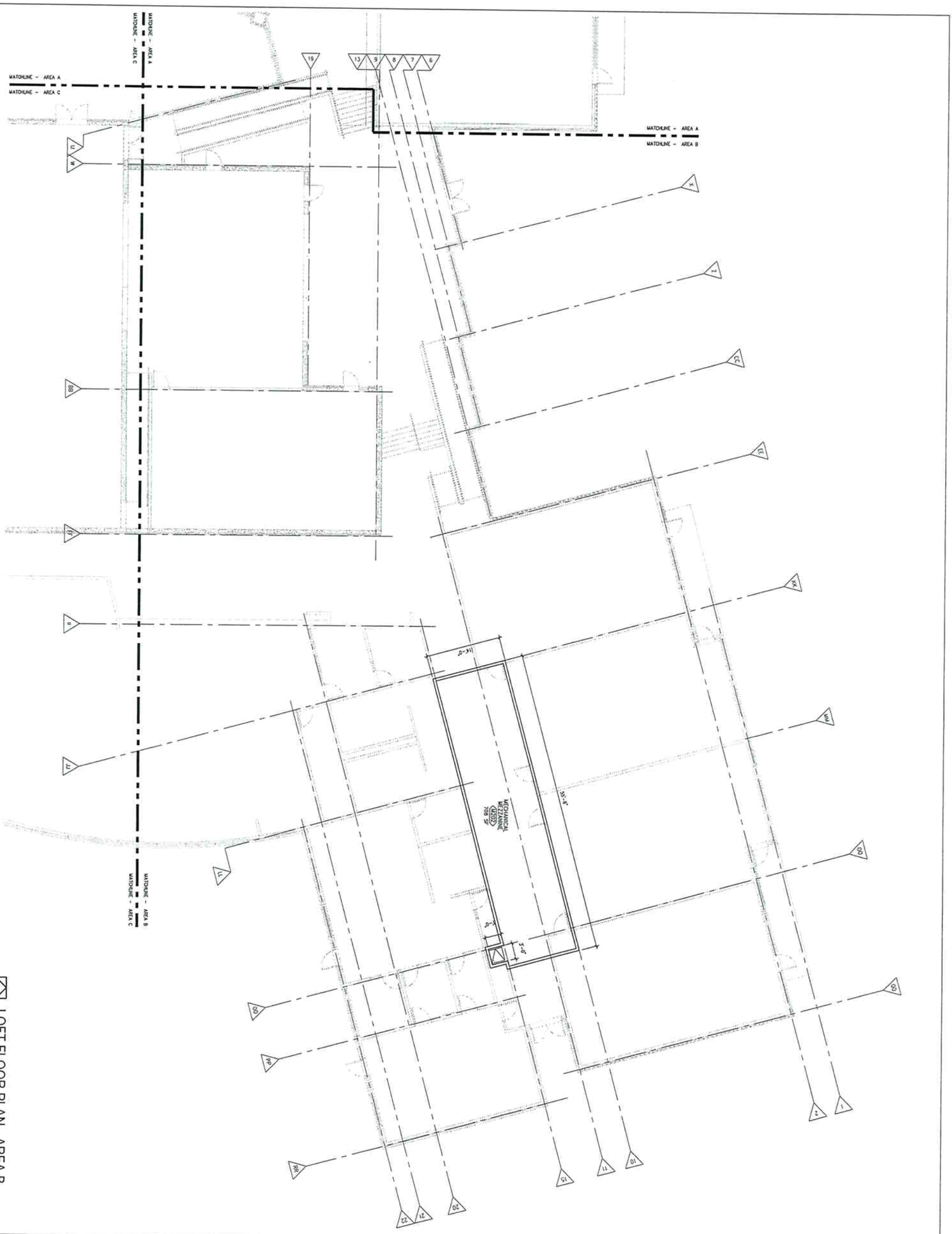
Nov 08, 2007 4:23pm - sthorson



LOFT FLOOR PLAN - AREA B

KEY PLAN

LEGEND NOTES

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LOFT FLOOR PLAN - AREA B
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SECOND FLOOR PLAN - AREA C

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

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Nov 08, 2007 4:23pm - eldorson

LEGEND NOTES

KEY PLAN

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SECOND FLOOR PLAN - AREA C
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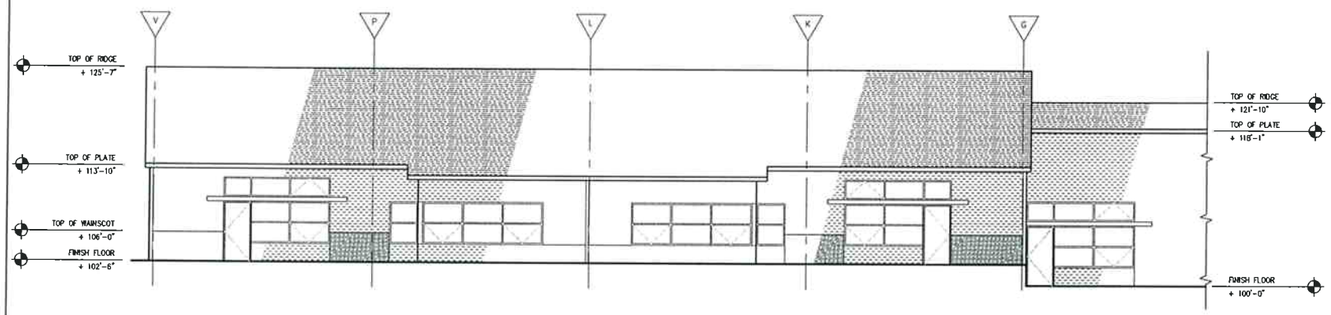
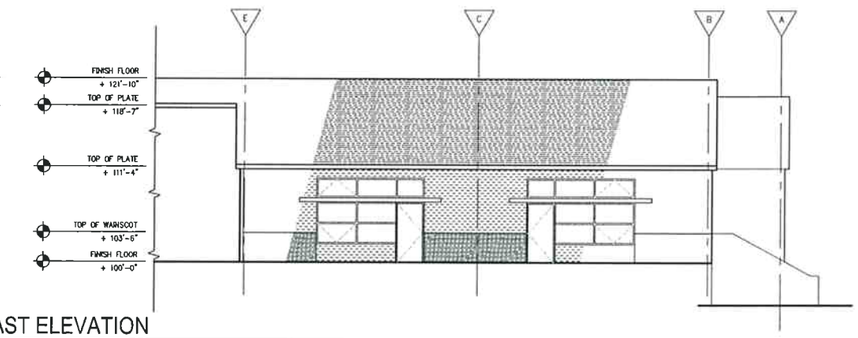
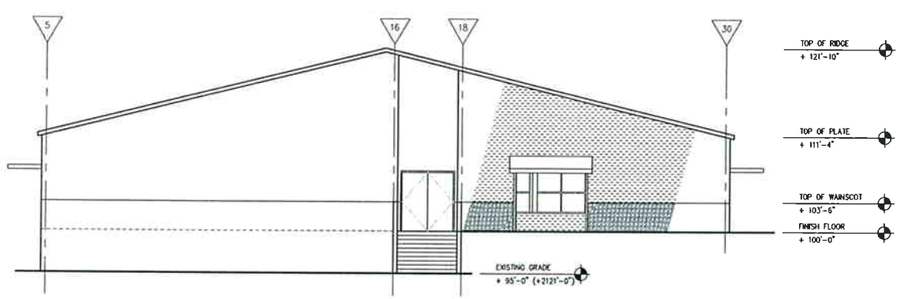
11 / A5.1 EAST ELEVATION
SCALE: 1/8"=1'-0"



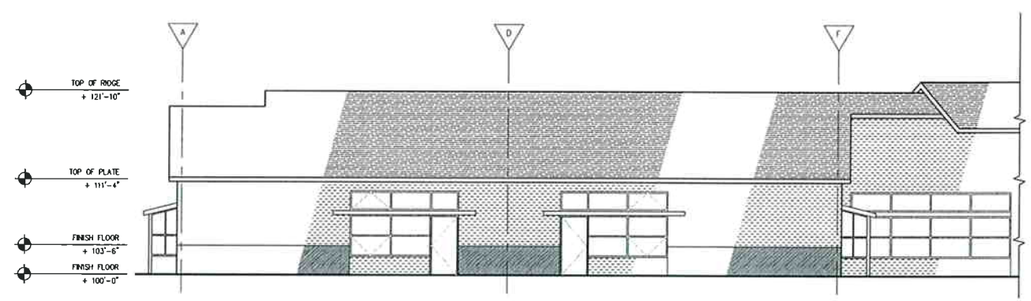
21 / A5.1 EAST ELEVATION
SCALE: 1/8"=1'-0"



24 / A5.1 EAST ELEVATION
SCALE: 1/8"=1'-0"

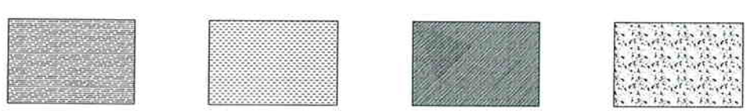


31 / A5.1 NORTH ELEVATION
SCALE: 1/8"=1'-0"



31 / A5.1 WEST ELEVATION
SCALE: 1/8"=1'-0"

LEGEND NOTES



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EXTERIOR ELEVATIONS
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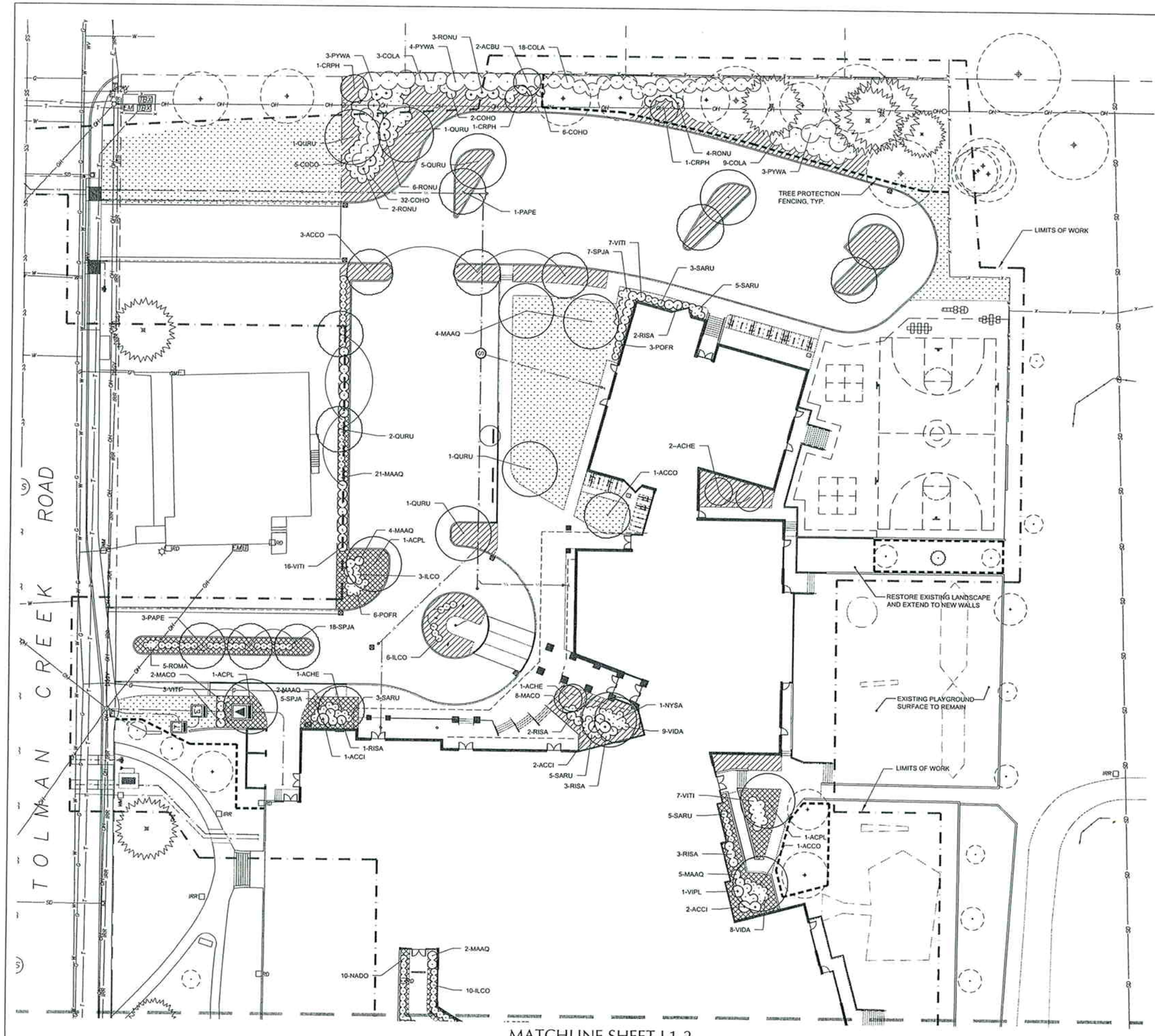
Nov 08, 2007 12:53am - sbrown



LEGEND

EXISTING TREES TO REMAIN PROTECT IN PLACE

PROPOSED TREES

PROPOSED TURF

GENERAL NOTES

A VERIFY LOCATIONS OF ALL BELOW GRADE UTILITIES PRIOR TO BEGINNING WORK. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL UTILITY LOCATES.

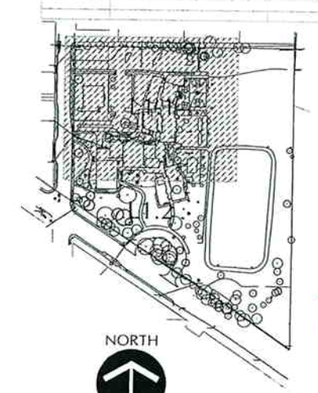
B TOPOGRAPHIC SURVEY OF EXISTING CONDITIONS PROVIDED BY TERRASURVEY, INC., TEL. 541-482-6474.

C CONTRACTOR SHALL PROTECT IN PLACE ALL LANDSCAPE IMPROVEMENTS TO REMAIN (IRRIGATION & PLANTING) AREAS IMPACTED BY CONSTRUCTION SHALL BE RESTORED TO THERE PRE-CONSTRUCTION CONDITION.

D GENERAL CONTRACTOR SHALL PROVIDE, INSTALL, AND MAINTAIN TREE PROTECTION FENCING ACCORDING TO CITY OF ASHLAND REQUIREMENTS.

E PLANS FOR DEMOLITION AND RESTORATION OF EXISTING IRRIGATION WILL BE PROVIDED AT THE TIME OF BUILDING PERMIT SUBMITTAL. AUTOMATIC IRRIGATION SYSTEM WILL BE PROVIDED FOR ALL EXISTING AND PROPOSED PLANTING AREAS.

Key	Botanical Name	Common Name	Size / Spacing
Trees			
ACBU	ACER BUERGERANUM	TRIDENT MAPLE	1.25" CAL, B&B
ACPL	ACER PLATANOIDES 'CLEVELAND'	CLEVELAND NORWAY MAPLE	2" CAL, B&B
ACCO	ACER P' COLUMNAR BROAD'	COLUMNAR BROAD MAPLE	1.5" CAL, B&B
ACHE	ACER HENRYI	HENRY MAPLE	1.25" CAL, B&B
CABE	CARPINUS BETULUS 'FASTIGIATA'	COLUMNAR EUROPEAN HORNBEAM	1.25" CAL, B&B
CRPH	CRATAEGUS PHAENOPYRUM	WASHINGTON THORN	1.25" CAL, B&B
CUBA	CUPRESSUS BAKERI	BAKERS CYPRESS	1.25" CAL, B&B
NYSY	NYSSA SYLVATICA	TUPELO	1.5" CAL, B&B
PAPE	PARROTIA PERSICA	PERSIAN PARROTIA	1.5" CAL, B&B
QUFR	QUERCUS FRANNETTO 'SCHMIDT'	FOREST GREEN OAK	1.5" CAL, B&B
QURU	QUERCUS RUBRA	RED OAK	2" CAL, B&B
Shrubs			
ACCI	ACER CIRCINATUM	VINE MAPLE	1" CAL
BETH	BERBERIS T 'CRIMSON PYGMY'	CRIMSON PYGMY BARBERRY	1 GAL
COHO	COTONEASTER HORIZONTALIS	ROCK COTONEASTER	1 GAL
COLA	COTONEASTER LACTEUS	PARNEY COTONEASTER	5 GAL
COCO	COTINUS COGGYGRIA 'ROYAL PURPLE'	ROYAL PURPLE SMOKE TREE	1 GAL
FOSU	FORSYTHIA INTERMEDIA	FORSYTHIA	5 GAL
ILCO	ILEX CORNUTA 'ROTUNDA'	DWARF CHINESE HOLLY	5 GAL
MACO	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	5 GAL
MAAQ	MAHONIA AQUIFOLIUM	OREGON GRAPE	5 GAL
NADO	NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL
POFR	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLD FINGER POTENTILLA	1 GAL
PRLU	PRUNUS LUSITANICA	PORTUGESE LAUREL	5 GAL
RHIN	RHAPHOLEPIS INDICA 'PINK LADY'	PINK LADY INDIA HAWTHORN	5 GAL
RISA	RIBES SANGUINEUM	GOLDEN CURRANT	1 GAL
ROMA	ROSA FLOWER CARPET YELLOW	YELLOW GROUNDCOVER ROSE	1 GAL
RONU	ROSA NUTKANA	NOOTKA ROSE	1 GAL
SARU	SARCOCOCCA RUSCIFOLIA	SWEET BOX	1 GAL
SPJA	SPIRAEA J. 'ANTHONY WATERER'	ANTHONY WATERER SPIRAEA	2 GAL
SAPU	SALIX PURPUREA	ALASKA BLUE WILLOW	5 GAL
VIDA	VIBURNUM DAVIDII	DAVID'S VIBURNUM	5 GAL
VIPL	VIBURNUM PLICATUM 'MARIESII'	DOUBLEFILE VIBURNUM	5 GAL
VITI	VIBURNUM TINUS 'COMPACTUM'	COMPACT LAURESTINUS VIBURNUM	5 GAL
Groundcovers			
	ARCTOSTAPHYLLOS UVA-URSI 'MASS'	MASSACHUSSETTS BEAR BERRY	1 GAL
	HYPERICUM C 'AARON'S BEARD'	ST JOHN'S WART	1 GAL



NORTH

0 10' 20' 40'

295 EAST MAIN, #8
P.O. BOX 599
ASHLAND, OR 97520

541 552 1019 ph
541 552 1024 fx
greg@coveypardee.com

COVEY PARDEE. LANDSCAPE ARCHITECTS

PRELIMINARY PRINT
11-08-07
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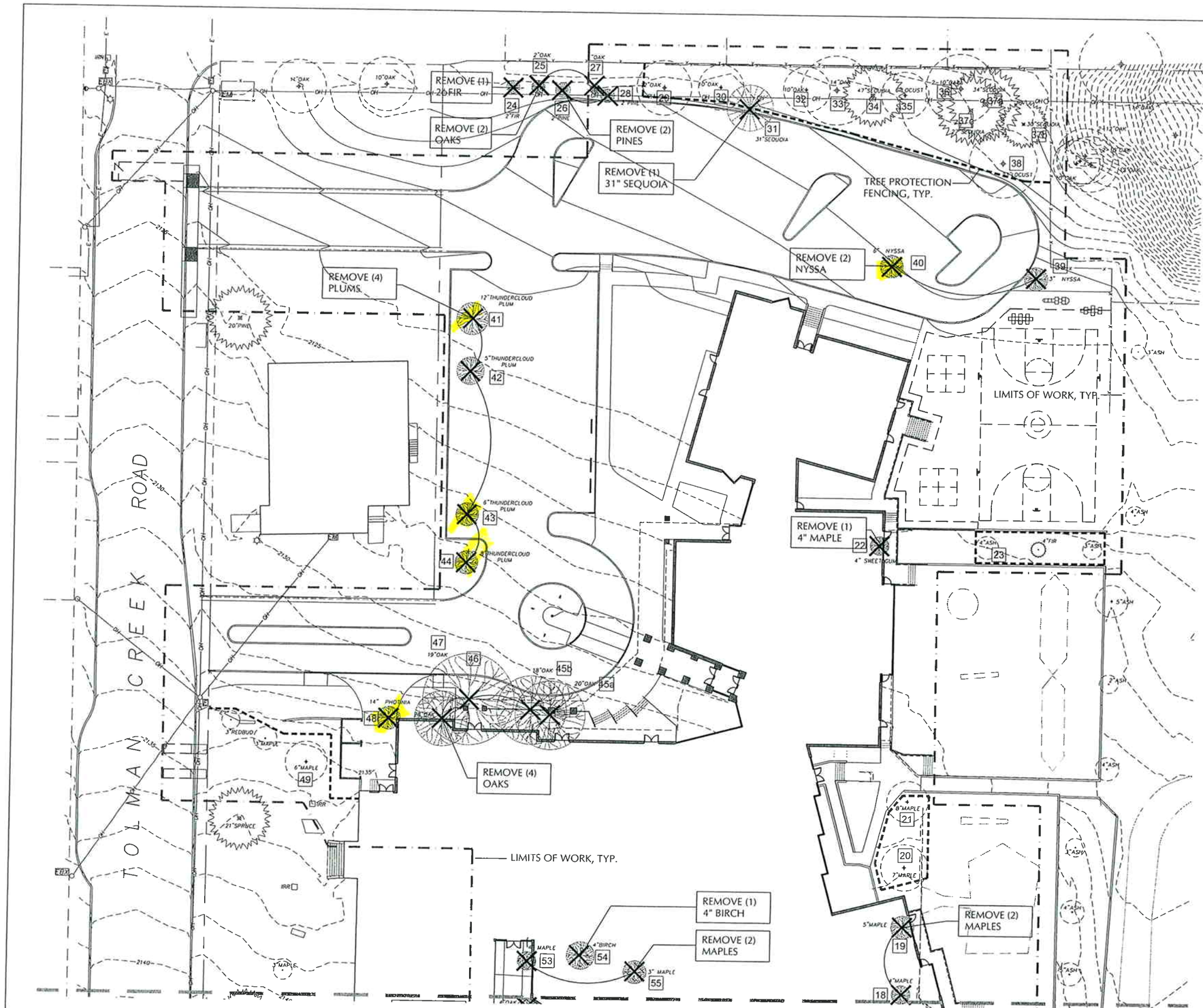
PRELIMINARY LANDSCAPE PLAN
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

L1.1
74-07105-30
11-08-2007

DLR Group
Architecture Planning Interiors



MATCHLINE SHEET L2.2

LEGEND

EXISTING TREES TO REMAIN WITH TREE PROTECTION FENCING

SIGNIFICANT TREES THAT WILL BE HEAVILY IMPACTED BY SITE DEVELOPMENT. DAMAGES MAY REQUIRE REMOVAL.

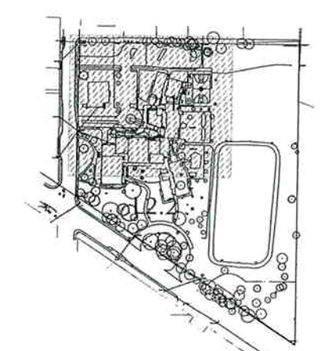
EXISTING TREES TO BE REMOVED

GENERAL NOTES

A. VERIFY LOCATIONS OF ALL BELOW GRADE UTILITIES PRIOR TO BEGINNING WORK. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL UTILITY LOCATES.

B. TOPOGRAPHIC SURVEY OF EXISTING CONDITIONS PROVIDED BY TERRASURVEY, INC., TEL. 541-482-6414.

C. GENERAL CONTRACTOR SHALL PROVIDE, INSTALL, AND MAINTAIN TREE PROTECTION FENCING ACCORDING TO CITY OF ASHLAND REQUIREMENTS.



REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
FOR PLANNING ONLY
NOT FOR CONSTRUCTION
295
Thomas Covey
29/92

NORTH

0 10' 20' 40'

295 EAST MAIN, #8
P.O. BOX 599
ASHLAND, OR 97520
541 552 1035 ph
541 552 1024 fx
grp@coveypardee.com
covey PARDEE LANDSCAPE ARCHITECTS

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TREE PRESERVATION AND DEMOLITION PLAN
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

100% DESIGN DEVELOPMENT

L2.1
74-0705-30
11-09-2007

DLR Group
Architecture Planning Interiors

MATCHLINE SHEET L2.1

LEGEND

EXISTING TREES TO REMAIN WITH TREE PROTECTION FENCING

SIGNIFICANT TREES THAT WILL BE HEAVILY IMPACTED BY SITE DEVELOPMENT. DAMAGES MAY REQUIRE REMOVAL.

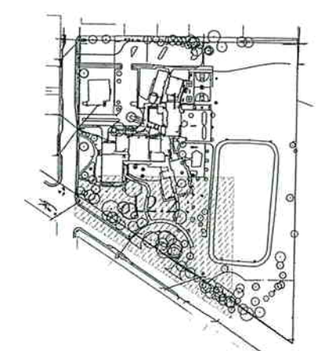
EXISTING TREES TO BE REMOVED

GENERAL NOTES

A. VERIFY LOCATIONS OF ALL BELOW GRADE UTILITIES PRIOR TO BEGINNING WORK. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL UTILITY LOCATES.

B. TOPOGRAPHIC SURVEY OF EXISTING CONDITIONS PROVIDED BY TERRASURVEY, INC., TEL. 541-482-6474.

C. GENERAL CONTRACTOR SHALL PROVIDE, INSTALL, AND MAINTAIN TREE PROTECTION FENCING ACCORDING TO CITY OF ASHLAND REQUIREMENTS.



NORTH

0 10' 20' 40'

REGISTERED LANDSCAPE ARCHITECT
FOR PLANNING ONLY
NOT FOR CONSTRUCTION
Gregory Covey
295
11/29/92

295 EAST MAIN, #8
P.O. BOX 599
ASHLAND, OR 97520

541 552 1015 ph
541 552 1024 fx
greg@coveypardee.com

COVEY PARDEE. LANDSCAPE ARCHITECTS

PRELIMINARY PRINT
11-09-07
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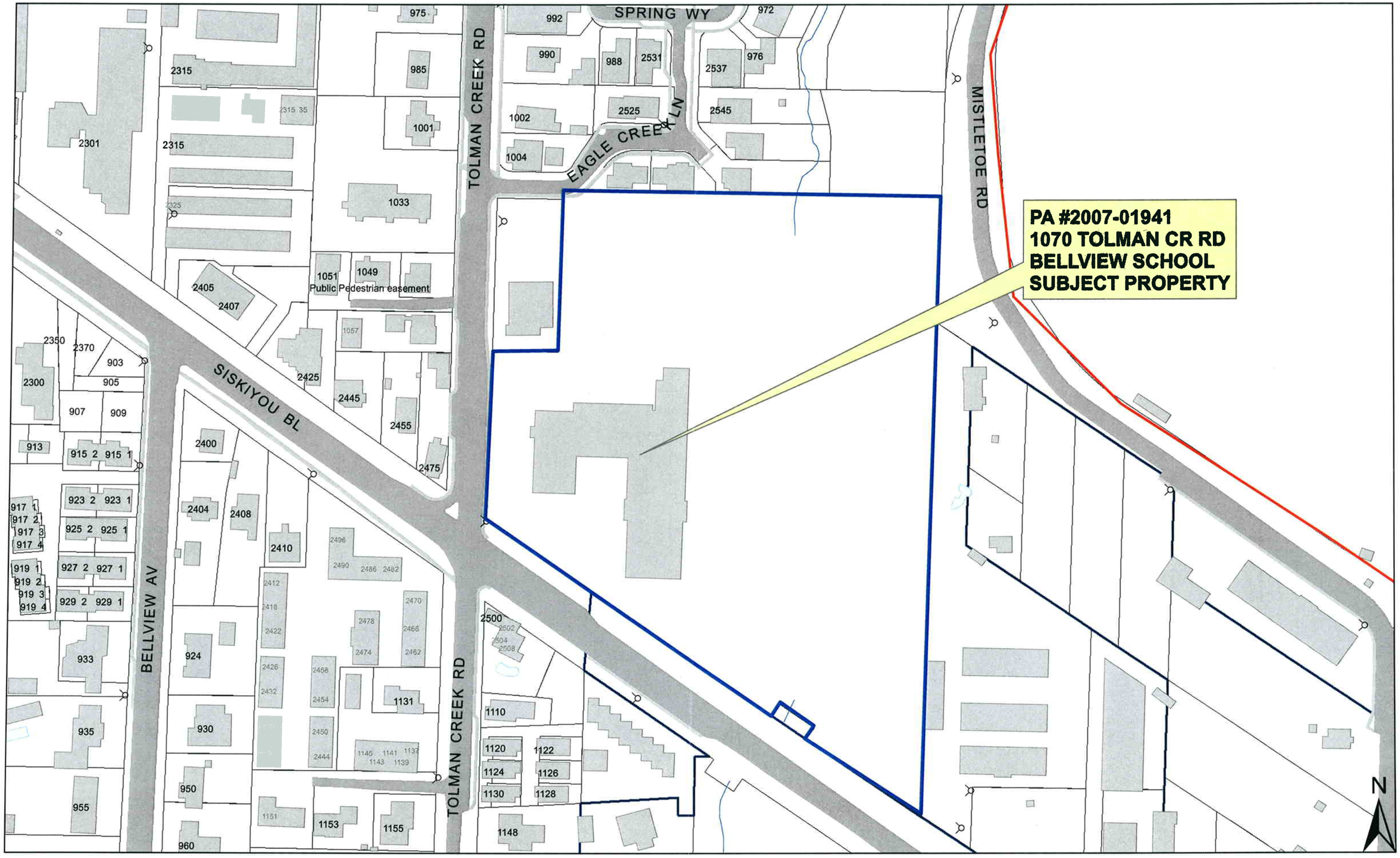
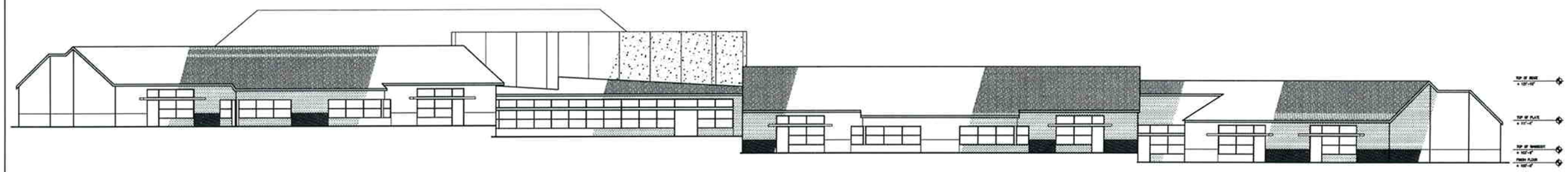
100% DESIGN DEVELOPMENT

TREE PRESERVATION AND DEMOLITION PLAN
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

L2.2
74-07105-30
11-09-2007

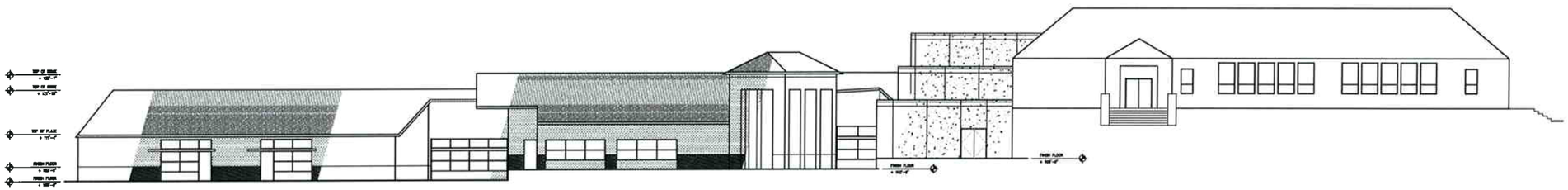
DLR Group
Architecture Planning Interiors


PA #2007-01941
1070 TOLMAN CR RD
BELLVIEW SCHOOL
SUBJECT PROPERTY
SPRING WY
EAGLE CREEK LN
TOLMAN CREEK RD
MISTLETOE RD
SISKIYOU BL
BELLVIEW AV
Public Pedestrian easement
N



EAST ELEVATION

SCALE: 3/32" = 1'-0"



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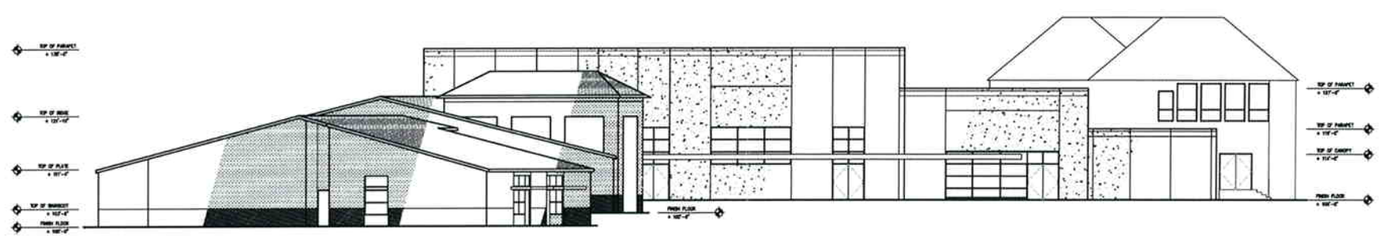
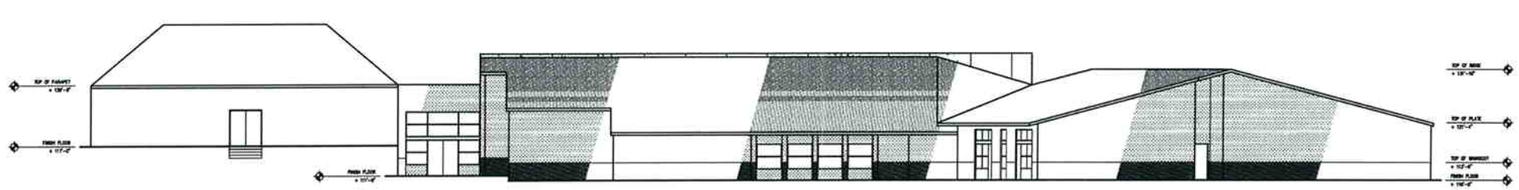


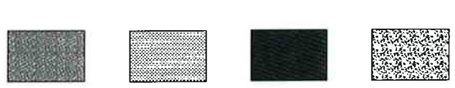
NORTH ELEVATION

SCALE: 3/32" = 1'-0"



SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



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12-04-07

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EXTERIOR ELEVATIONS

ASHLAND SCHOOL DISTRICT

BELLVIEW ELEMENTARY

A5.1

74-07156-30

12-07-07

DLR Group

Architecture Planning Interiors

BELLVIEW ELEMENTARY SCHOOL

A PROJECT FOR:

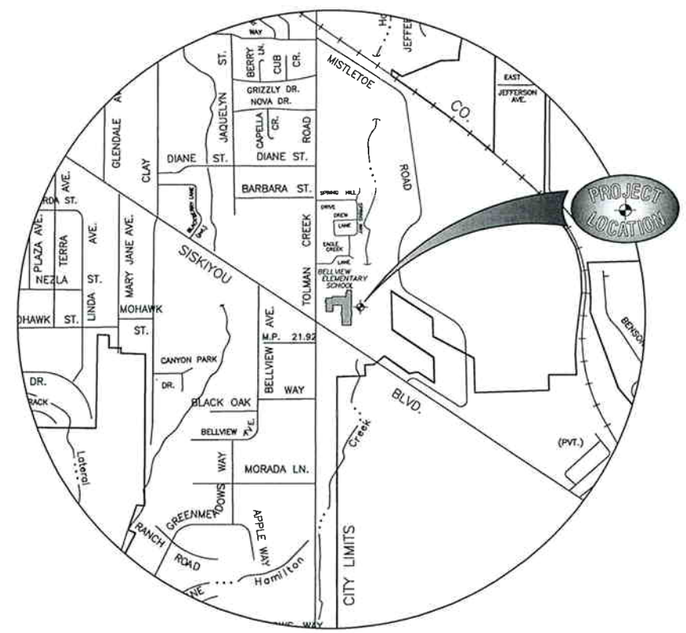
ASHLAND SCHOOL DISTRICT

TAX LOT 4700, SITUATED IN THE SW 1/4 NW 1/4 OF SECTION 14cc,

T39S, R1E, W.M. - CITY OF ASHLAND, JACKSON COUNTY, OREGON

GENERAL CIVIL NOTES:

1. ALL WORK & MATERIALS SHALL CONFORM TO CURRENT OREGON U.P.C., 2002 STATE OF OREGON APWA / ODOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, & ALL APPLICABLE STATE, CITY, AND COUNTY REGULATIONS AND STANDARDS. CONTACT ENGINEER FOR DIRECTIVE IN THE EVENT OF CONFLICTING STANDARDS.
2. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE COORDINATED WITH THE GOVERNING AGENCIES INSPECTOR AND SHALL CONFORM TO THAT AGENCIES CURRENT ENGINEERING STANDARD SPECIFICATIONS & DETAILS.
3. THE GENERAL CONTRACTOR AND ALL THEIR AFFILIATES SHALL VERIFY ALL DIMENSIONS, ELEVATIONS & LOCATIONS PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY DISCREPANCIES.
4. ALL GRADE SURVEYING AND HORIZONTAL LAYOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. ALL EXISTING SITE UTILITIES IDENTIFIED ON THIS PLAN ARE NOT INTENDED TO BE EXACT OR COMPLETE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY ALL UTILITIES AND PROTECT AS REQUIRED DURING THE COURSE OF CONSTRUCTION.
6. CONTRACTOR SHALL NOTIFY ALL APPLICABLE REGULATORY AGENCIES AND UTILITY COMPANIES 48 hrs PRIOR TO BEGINNING WORK.
7. ALL SITE EXCAVATION, TRENCH BACK FILL, PARKING LOT SUB-GRADE, FLAT WORK SUB-GRADE, COMPACTION REQUIREMENTS, ETC. SHALL BE AS NOTED IN THE SITE PREPARATION NOTES.
8. ALL SITE CONCRETE SHALL BE fc = 3500 psi @ 28 DAYS, 6% ENTRAINED AIR, 4" SLUMP (U.N.O.).
9. ALL UTILITY SERVICES SHALL BE INSTALLED PER THE RESPECTIVE UTILITY CODES & STANDARDS.
10. ALL UTILITIES SHALL HAVE A MINIMUM COVER OF 30" UNLESS OTHERWISE SPECIFIED.
11. ALL SERVICES SHALL BE ADEQUATELY MARKED AS REQ'D AS TO IDENTIFY THE SIZE, TYPE, & DEPTH OF THE SERVICE.
12. ALL SERVICES SHALL BE PLUGGED AS REQ'D TO ADEQUATELY ENSURE THAT NO FOREIGN MATERIALS ENTER THE LINE.
13. CONTRACTOR SHALL PROVIDE THE ENGINEER WITH THE SIZE, TYPE, DEPTH OF MAIN, TYPE OF CONNECTION AT MAIN, INSTALLATION DATE, LOCATION & SKETCH OF ALL UTILITY SERVICE INSTALLATIONS.
14. CONTRACTOR SHALL OBTAIN ALL APPLICABLE PERMITS PRIOR TO CONSTRUCTION.
15. ALL WATER LINES SHALL BE AS SPECIFIED ON THE PLAN SET.
16. ALL SANITARY SEWER WASTE LINES SHOWN OUTSIDE THE BUILDING SHALL BE PVC SEWER PIPE CONFORMING TO ASTM D 3034 - SDR 35 WITH GASKET JOINTS.
17. SANITARY LINES SHALL BE REQ'D TO PASS A LOW PRESSURE AIR TEST OR WATER TEST CONFORMING TO PLUMBING CODE SPECIFICATIONS PRIOR TO FINAL ACCEPTANCE. ALL PARTS OF THE SYSTEM SHALL BE CLEANED PRIOR TO FINAL ACCEPTANCE. THE CONTRACTOR SHALL NOT ALLOW ANY FOREIGN MATERIAL TO ENTER THE EXISTING SYSTEM. THE CONTRACTOR SHALL PROVIDE THE REQ'D PERSONNEL AND MATERIAL TO PERFORM THE ABOVE TESTS. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH DOCUMENTATION OF THE ABOVE TESTS.
18. STORM COLLECTION SYSTEM DESIGNED FOR SILT TIGHT COMPONENTS.
19. ALL STORM PIPE IDENTIFIED AS 'HDPE' SHALL BE Hancor Sure-Lok F477 -OR- ADS N-12. SEE PLAN SET FOR ADDITIONAL INFORMATION.
20. ALL STORM COLLECTION SYSTEM CONNECTIONS AND COMPONENTS SHALL CONFORM TO PIPE MANUFACTURER REQUIREMENTS. GC TO COORDINATE STORM SYSTEM LAYOUT W/ ENGINEER AND STORM SYSTEM SUPPLIER. STORM SYSTEM COMPONENT SHOP DRAWINGS SHALL BE PROVIDED FOR ENGINEER'S REVIEW PRIOR TO CONSTRUCTION.
21. ALL CATCH BASINS SHALL BE AS IDENTIFIED ON PLAN SET. ALL STORM SYSTEM CATCH BASINS SHALL BE PROVIDED WITH A MINIMUM 24" SETTLEMENT SUMP BELOW THE LOWEST PIPE INVERT. SEE PLAN SET FOR ADDITIONAL INFORMATION
22. ALL UNDERGROUND PIPING, CONDUIT AND OTHER UTILITIES SHALL BE BEDDED PER ODOT STD. DETAIL RD300, (OR AS OTHERWISE SPECIFIED BY PIPE MANUFACTURER). NOTIFY ENGINEER IN EVENT OF DISCREPANCIES.
23. ALL LANDSCAPED AREAS SHALL BE AS NOTED ON THE LANDSCAPE PLANS.
24. HOLD SUB-GRADE ELEVATIONS DOWN 12" WITHIN GROUND COVER PLANTING AREAS AND 6" WITHIN LAWN AREAS. REFER TO LANDSCAPE PLANS FOR ADDITIONAL INFORMATION PERTAINING TO TOP SOIL REQUIREMENTS.
25. SEE PLAN SET 6 FOR ADDITIONAL INFORMATION.



SITE PREPARATION NOTES:

CLEARING & GRUBBING -

REFER TO STRUCTURAL (FOUNDATION) PLANS FOR SPECIFIC SOIL EXCAVATION & BACK FILL REQ'MTS WITHIN BUILDING FOOTPRINT.

ALL AREAS BELOW ROADWAYS, PARKING AND WALKWAYS SHALL BE CLEARED AND GRUBBED OF ALL PAVEMENT, FOREIGN MATTER, DEBRIS, ORGANIC AND DISTURBED MATERIAL, U.N.O. STRIPPING DEPTHS ACROSS THE SITE WILL VARY DEPENDING ON LOCATION AND PAVEMENT SECTION REQUIREMENTS. ALL EXPOSED MATERIAL SHALL BE MOISTURE CONDITIONED PER THE PROJECT GEOTECHNICAL INVESTIGATION REPORT PRIOR TO PLACEMENT OF FILL MATERIAL DESCRIBED BELOW.

ALL CLEARED AND GRUBBED MATERIAL SHALL BE REMOVED FROM SITE. GC SHALL COORDINATE DISPOSAL LOCATION.

ALL AREAS WITH ABANDONED UTILITY LINES, STORM DRAINS, UNDERGROUND TANKS, ETC. WHICH PROVIDE VOID SPACE BENEATH THE SURFACE SHALL BE LOCATED AND REMOVED PRIOR TO SITE GRADING.

ALL HOLES, DEPRESSIONS, AND UNDISTURBED NATIVE MATERIAL SHALL BE CLEARED OF ALL LOOSE AND ORGANIC MATERIAL THEN BACK FILLED AND COMPACTED WITH APPROVED STRUCTURAL FILL.

AFTER CLEARING THE ABOVE MENTIONED AREAS, ALL EXPOSED SUB-GRADE SHALL BE PROOF ROLLED WITH A LOADED DUMP TRUCK. SOILS SHALL BE REMOVED AND RE-COMPACTED OR REPLACED WITH IMPORTED APPROVED STRUCTURAL FILL IF THEY DO NOT DEMONSTRATE A FIRM, UNYIELDING CONDITION. GEOTECHNICAL ENGINEER SHALL APPROVE SUB-GRADE SURFACE PRIOR TO STRUCTURAL FILL IMPORT EXPLAINED TO THE RIGHT.

SITE PREPARATION NOTES CONT:

STRUCTURAL FILL PLACEMENT & COMPACTION -

APPROVED STRUCTURAL FILL SHALL BE IMPORTED AND PLACED BENEATH AREAS REGENING ASPHALT AND/OR CONCRETE PAVEMENT.

ALL AREAS RECEIVING ASPHALT AND/OR CONCRETE SHALL BE PROVIDED W/ APPROVED WOVEN GEOTEXTILE FABRIC APPLIED DIRECTLY OVER SUB-GRADE DESCRIBED ABOVE.

STRUCTURAL FILL SHALL BE APPROVED BY GEOTECHNICAL ENGINEER PRIOR TO IMPORTING. ALL FILL SHALL BE FREE OF ORGANIC AND EXPANSIVE CLAY MATERIAL. ALL BASE ROCK IDENTIFIED ON CIVIL PLAN SET SHALL CONFORM TO THE SPECIFICATIONS IDENTIFIED IN THE GEOTECHNICAL REPORT.

PLACEMENT LIFTS TO BE DETERMINED BY GEOTECHNICAL ENGINEER BASED ON MATERIAL PROPERTIES OF STRUCTURAL FILL CHOSEN AND TYPE OF COMPACTION EQUIPMENT USED. BASE ROCK PLACEMENT LIFTS SHALL NOT EXCEED 6". EACH LIFT SHALL BE NEARLY EQUAL IN THICKNESS AND COMPACTED TO A MINIMUM OF 90% OF ASTM D 1557. FILLS SHALL BE PLACED AT OR SLIGHTLY ABOVE THEIR OPTIMUM MOISTURE CONTENT.

ALL UTILITY TRENCH BACK FILL SHALL CONFORM TO THE PROJECT GEOTECHNICAL INVESTIGATION REPORT AND CITY OF ASHLAND STD. DETAIL CD302.

IN ADDITION TO THE ABOVE, ALL SITE PREPARATION AND SUBSURFACE WORK SHALL CONFORM TO THE PROJECT GEOTECHNICAL INVESTIGATION REPORT AS PREPARED BY AMRHEIN ASSOCIATES, Inc., DATED 09/24/2007.

CODE REVIEW:

GENERAL INFORMATION:

STREET ADDRESS:	1070 TOLMAN CREEK RD. ASHLAND, OR 97520	
ZONE:	R-1-5-P	
PARCEL AREA:	±9.68 ACRES	
IMPACTED AREA:	±3.18 ACRES	

SITE ANALYSIS:

PAVED PARKING & WALKING AREA:	= ±52,600 sq.ft.	= ±38.7 %
PROPOSED BUILDING FOOTPRINT:	= ±45,350 sq.ft.	= ±32.7 %
LANDSCAPING:	= ±16,750 sq.ft.	= ±12.1 %
PLAYGROUND:	= ±22,800 sq.ft.	= ±16.5%
TOTAL IMPACTED AREA:	= ±138,500 sq.ft.	= ±3.18 ACRES

VEHICLE PARKING REQUIREMENTS:

PARKING SPACES REQUIRED:	= PUBLIC ASSEMBLY AREA REQ'MTS = ±54
PARKING SPACES PROVIDED:	= 54
ADA ACCESSIBLE SPACES REQUIRED:	= 3
ADA ACCESSIBLE SPACES PROVIDED:	= 3

DRIVEWAYS:

VEHICLE DRIVEWAYS PROVIDED:	= 2
BUS DRIVEWAYS PROVIDED:	= 2

SITE IMPROVEMENTS SHEET INDEX:

EROSION CONTROL NOTE:

PLAN SHEET C0.1 CONTAINS AN EROSION AND SEDIMENT CONTROL PLAN THAT MUST BE IMPLEMENTED AS PART OF THIS PROJECT. THE INFORMATION CONTAINED WITHIN THE REFERENCED PLAN SHEET SHALL BE CONSIDERED A MINIMUM AND SHALL BE MODIFIED AS REQUIRED BY THE CONTRACTOR TO CONTAIN ALL SEDIMENT ON SITE. SPECIAL ATTENTION SHALL BE TAKEN AT ALL EXISTING STORM DRAIN CATCH BASINS AND STORM DRAIN CHANNELS AS TO ELIMINATE ANY SEDIMENT TRANSFER INTO THE EXISTING STORM DRAIN SYSTEM. AN ALL WEATHER ROCK SURFACE SHALL BE PROVIDED AT ALL CONSTRUCTION SITE ENTRANCES.

ALL CONSTRUCTION SHALL BE MAINTAINED WITHIN THE DEVELOPMENT LIMITS OF THIS PHASE. THIS PROJECT IS PERMITTED UNDER THE DEQ ISSUED 1200-C PROGRAM AND IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE COMPLIANCE WITH THE REFERENCED PLANS AND PERMIT REQUIREMENTS. REFER TO SHEET C0.1 FOR ADDITIONAL INFORMATION.

UTILITY STATEMENT:

EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATED BASED ON MAPS OBTAINED FROM THE CITY OF ASHLAND PUBLIC WORKS FILES, OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQ'D PRIOR TO CONSTRUCTION.

LEGEND:

- NEW HMAC PAVING - SEE PLAN
- NEW ON-SITE CONCRETE - SEE PLAN
- NEW LANDSCAPING - BY OTHERS
- EXTG. CONCRETE SIDEWALK
- EXTG. AC PAVING
- EXTG. IRRIGATION LINE
- EXTG. GAS LINE
- GAS — NEW GAS LINE
- SS — EXTG. SANITARY SEWER
- SS — NEW SANITARY SEWER
- EXTG. DOMESTIC WATER
- W — NEW DOMESTIC WATER
- FW — NEW FIRE WATER
- EXTG. STORM DRAIN
- NEW PRIVATE STORM SEWER
- NEW PUBLIC STORM SEWER
- EXTG. FENCE
- EXTG. TELEPHONE
- E — EXTG. ELECTRIC
- EXTG. OVERHEAD POWER
- P — NEW UNDERGROUND POWER
- EXTG. SURFACE CONTOUR
- NEW SURFACE CONTOUR

SYMBOLS (EXISTING):

- STORM DRAIN MANHOLE
- SANITARY SEWER MANHOLE
- CO — SANITARY SEWER CLEANOUT
- STORM DRAIN MANHOLE
- FIRE HYDRANT
- IRR — IRRIGATION VALVE
- CB — CATCH BASIN
- RD — ELECTRICAL EQUIPMENT
- GM — GAS METER
- GV — GAS VALVE
- WM — WATER METER
- WV — WATER VALVE
- TELEPHONE PEDESTAL
- ELECTRICAL TRANSFORMER
- TP — TELEPHONE POLE
- TELEPHONE MANHOLE
- HB — HOSE BIB
- SP — SPRINKLER HEAD
- DECIDUOUS TREE
- CONIFEROUS TREE
- SIGN
- VP — VENT PIPE
- ELECTRIC JUNCTION BOX
- ELECTRICAL METER
- ELECTRICAL TRANSFORMER
- PP — POWER POLE
- GUY WIRE
- FIBER PEDESTAL
- STREET LIGHT

SYMBOLS (NEW):

- NEW GRADE SPOT ELEVATION
- CATCH BASIN
- CLEANOUT TO GRADE
- WATER METER
- SIGN
- ON-SITE LIGHTING
- WATER VALVE

ABBREVIATIONS:

Ie	INVERT ELEVATION
FF	FINISHED FLOOR
ac	ASPHALT
conc	CONCRETE
bosw	BACK OF SIDEWALK
grd	GROUND
tbc	TOP BACK OF CURB
(E)	EXISTING
(N)	NEW
m/e	MATCH EXISTING
T.O.C.	TIME OF CONSTRUCTION

SECTION ARROW:

1 / C3.8 — DRAWING NUMBER / PAGE NUMBER

ZBINDEN • CARTER • SOUDERS
ENGINEERING
900 Klamath Avenue, Klamath Falls, OR 97601
(541) 884-7421 phone fax (541) 883-8804

PRELIMINARY - NOT FOR CONSTRUCTION

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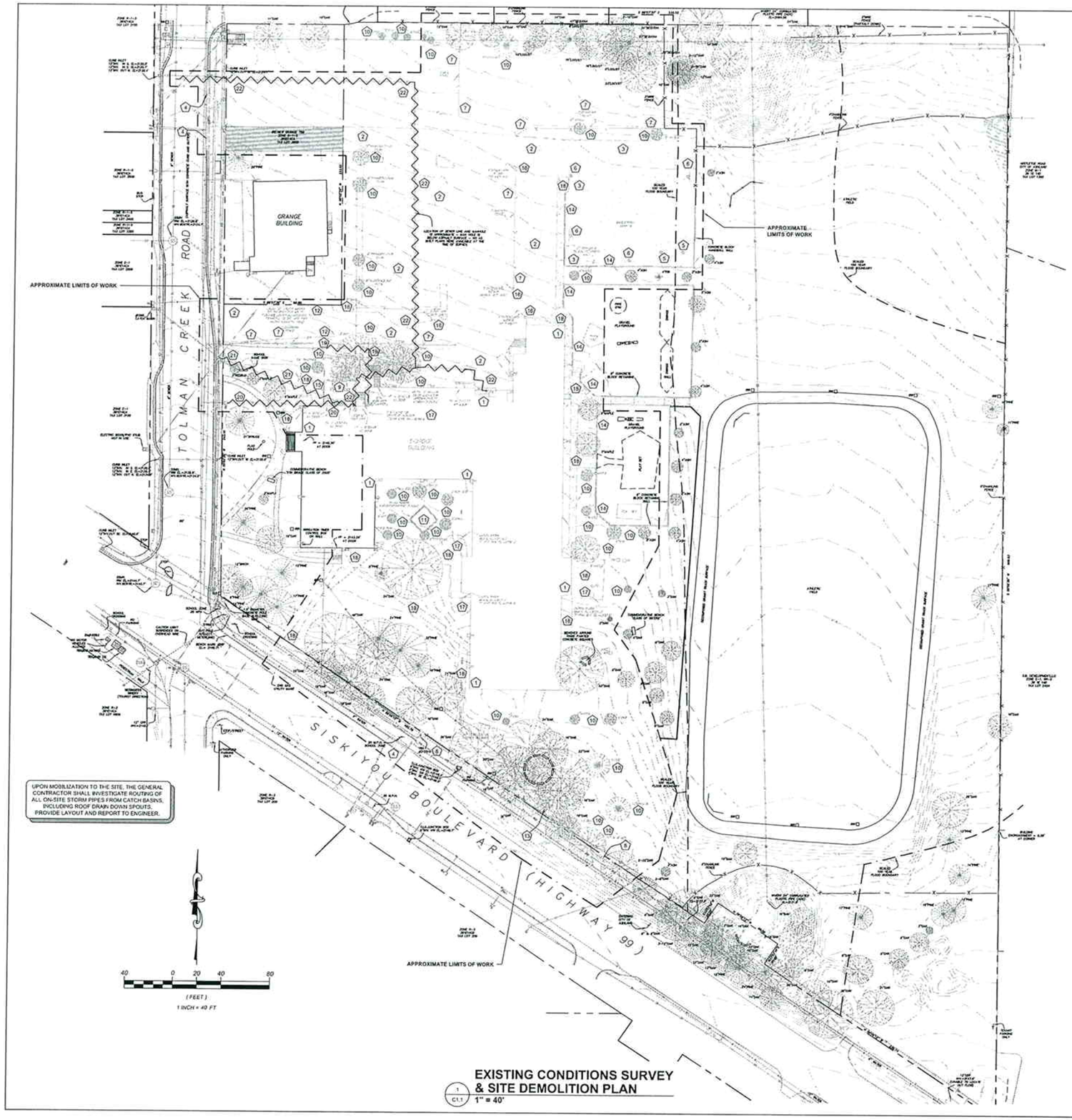
CIVIL COVER SHEET
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

C0.0
7-JUN-05-30
11-09-2007

DLR Group
Architecture Planning Interiors

PSTAFF FOLDERS\SOUDERS\PROJECTS\K-4459-07 DLRGroup Bellview Elementary\CIVIL\Bellview Project\dwg\4459 Cover (Current).dwg
Nov 09, 2007 8:53am - dustinfish



1 C1.1 EXISTING CONDITIONS SURVEY & SITE DEMOLITION PLAN
1" = 40'

TOPOGRAPHIC SURVEY

PROVIDED FOR:

ASHLAND SCHOOL DISTRICT

TAX LOT 4700, SITUATED IN THE NE 1/4 SW 1/4 OF SECTION 14cc.

T39S, R1E, W.M. - CITY OF ASHLAND, JACKSON COUNTY, OREGON

SURVEY NOTES:

** THE EXISTING TOPOGRAPHICAL SURVEY INFORMATION DEPICTED ON THIS SHEET AND THROUGHOUT THE PLAN SET WAS PROVIDED BY TERRASURVEY INC. THE FOLLOWING SURVEY NOTES HAVE BEEN REPRODUCED FROM THE REFERENCED SURVEY DOCUMENT.

1. LOT LOCATED IN THE SW 1/4 NW 1/4 OF SECTION 04bc, TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CITY OF ASHLAND, JACKSON COUNTY, OREGON.
2. CONTOUR INTERVAL = 1'
3. EXISTING UNDERGROUND UTILITIES ILLUSTRATED IN THESE PLANS ARE APPROXIMATE BASED ON MAPS OBTAINED FROM THE CITY OF ASHLAND PUBLIC WORKS FILES. OR HAVE BEEN LOCATED BY A UTILITY LOCATE COMPANY. LAYOUT INDICATED IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. ALL LINES WITHIN PROJECTED WORK ZONE SHALL BE FIELD VERIFIED AS REQ'D PRIOR TO CONSTRUCTION.
4. PROJECT DATUM IS BASED ON THE CITY OF ASHLAND BENCH MARK No. 26F, LOCATED IN THE TOP OF A CONCRETE CURB AT THE NORTHEAST CORNER OF TOLMAN CREEK ROAD AND SISKIYOU BOULEVARD. ELEVATION = 2146.71 FEET (NGVD 1929 56 ADJUSTMENT).
5. BASIS OF BEARINGS: FOUND MONUMENTS ON THE NORTH-SOUTH CENTERLINE OF SECTION 14, TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN AS S 00° 12' 30"W PER FS 10309.
6. FLOOD PLAIN SHOWN IS SCALED FROM FEMA COMMUNITY PANEL NUMBER 410090 0003 B. EFFECTIVE DATE: JUNE 1, 1981, AND COMMUNITY PANEL NUMBER 415589 0537B. EFFECTIVE DATE APRIL 1, 1982.
7. LEGAL DESCRIPTION AND RECORDED EASEMENTS OBTAINED FROM PUBLIC RECORDS REPORT ORDER NO. 48g0487102 PREPARED BY LAWYERS TITLE INSURANCE CORPORATION DATED 6/06/07.

LEGEND:

- EXTG. CONCRETE SIDEWALK
- EXTG. AC PAVING TO BE REMOVED
- EXTG. AC PAVING TO REMAIN
- G — EXTG. GAS LINE
- SS — EXTG. SANITARY SEWER
- W — EXTG. DOMESTIC WATER
- SD — EXTG. STORM DRAIN
- X — EXTG. FENCE TO REMAIN
- EXTG. FENCE TO BE REMOVED
- T — EXTG. TELEPHONE
- E — EXTG. ELECTRIC
- OH — EXTG. OVERHEAD POWER
- 100 YR. FEMA FLOOD PLAIN
- 1400 — EXTG. SURFACE CONTOUR
- EXTG. UTILITY TO BE REMOVED

SYMBOLS (EXISTING):

- SD — STORM DRAIN MANHOLE
- SS — SANITARY SEWER MANHOLE
- CO — SANITARY SEWER CLEANOUT
- D — STORM DRAIN MANHOLE
- FIRE HYDRANT
- IRR — IRRIGATION VALVE
- CB — CATCH BASIN
- RD — ELECTRICAL EQUIPMENT
- GM — GAS METER
- GV — GAS VALVE
- WM — WATER METER
- WV — WATER VALVE
- T — TELEPHONE PEDESTAL
- TR — ELECTRICAL TRANSFORMER
- TP — TELEPHONE POLE
- TMH — TELEPHONE MANHOLE
- HB — HOSE BIB
- SP — SPRINKLER HEAD
- DECIDUOUS TREE
- CONIFEROUS TREE
- SIGN
- VP — VENT PIPE
- E — ELECTRIC JUNCTION BOX
- EM — ELECTRICAL METER
- ET — ELECTRICAL TRANSFORMER
- PP — POWER POLE
- GUY WIRE
- FB — FIBER PEDESTAL
- STREET LIGHT

DEMOLITION NOTES:

1. REFER TO ARCHITECTURAL PLAN SET FOR DEMOLITION REQ'MTS WITHIN FIVE FEET OF BUILDING TYP. COORDINATE WITH ARCHITECT AND ENGINEER AS REQ'D AT T.O.C.
2. EXISTING ASPHALT DRIVEWAY AND PARKING AREA TO BE REMOVED AND DISPOSED OF IN AN APPROVED OFF SITE LOCATION.
3. REFER TO SHEET C3.2 FOR LIMITS OF ASPHALT REMOVAL WITH THE BASKETBALL COURT AREA. COORDINATE WITH ENGINEER AT T.O.C. AS REQ'D.
4. EXISTING CURB (AND GUTTER IF APPLICABLE) AND SIDEWALK TO BE REMOVED FOR NEW DRIVEWAY CONSTRUCTION PER PLAN SET. GC SHALL NOT DISTURB PAVEMENT. REFER TO SHEETS C3.1 & C3.7 FOR ADDITIONAL INFORMATION.
5. EXISTING TETHERBALL POLL TO BE REMOVED AND PROVIDED TO THE DISTRICT. COORDINATE AS REQ'D.
6. EXISTING BASKETBALL HOOP TO BE REMOVED AND PROVIDED TO THE DISTRICT. COORDINATE AS REQ'D.
7. EXISTING FENCE TO BE REMOVED.
8. APPROXIMATE LIMITS OF EXISTING FENCE ALONG SISKIYOU BLVD. TO BE REMOVED. GC SHALL COORDINATE EXACT LIMITS OF REMOVAL FOR NEW DRIVEWAY CONSTRUCTION WITH ARCHITECT AND OWNER PRIOR TO MOBILIZATION TO THE SITE.
9. EXISTING 4,000 GALLON OIL STORAGE TANK AND ASSOCIATED PIPING TO BE REMOVED. GC SHALL COORDINATE ALL REQ'MTS WITH CITY OF ASHLAND PERSONNEL AT T.O.C. DISPOSE OF IN AN APPROVED OFF SITE LOCATION.
10. EXISTING TREE TO BE REMOVED. REFER TO SHEETS L2.1 AND L2.2 FOR ADDITIONAL INFORMATION TYP.
11. EXISTING LANDSCAPE PLANTER BOXES TO BE REMOVED.
12. UPON MOBILIZATION TO THE SITE, IT SHALL BE THE GENERAL CONTRACTORS RESPONSIBILITY TO POTHOLE AND VERIFY DISCHARGE LOCATION OF EXISTING T.D. IRRIGATION LINE. VERIFY METER BOX AS SHOWN. REPORT TO ENGINEER.
13. EXISTING CONCRETE VAULT TO BE REMOVED. GC SHALL VERIFY USE WITH OWNER PRIOR TO CONSTRUCTION. POTHOLE AND VERIFY ASSOCIATED UTILITIES. REPORT TO ENGINEER FOR DIRECTIVE AS REQ'D.
14. APPROXIMATE LIMITS OF EXISTING CMU RETAINING WALL TO BE REMOVED. COORDINATE EXACT LIMITS OF REMOVAL WITH NEW CONSTRUCTION.
15. EXISTING CONCRETE RETAINING WALL TO BE REMOVED AND DISPOSED OF IN AN APPROVED OFF SITE LOCATION.
16. EXISTING SIGN AND ASSOCIATED POST (BOLLARD) TO BE REMOVED AND PROVIDED TO THE DISTRICT. COORDINATE AS REQ'D.
17. EXISTING CATCH BASIN AND ASSOCIATED STORM LINE TO BE REMOVED. COORDINATE AS REQ'D.
18. EXISTING ON-SITE WALKWAY TO BE REMOVED AND DISPOSED OF IN AN APPROVED OFF SITE LOCATION. GC SHALL TAKE SPECIAL CARE IN AREAS RECEIVING LANDSCAPING AS TO NOT OVERLY DISTURB ADJACENT EXISTING GROUND COVER.
19. DEMO EXISTING GAS LINE TO LOCATION SHOWN. RE-ROUTE PER PLAN. SEE SHEET C4.1 FOR FURTHER INFORMATION. COORDINATE ALL WORK WITH AVISTA UTILITIES AT T.O.C.
20. DEMO EXISTING WATER LINE TO EXISTING METER AS SHOWN. SEE SHEET C4.1 FOR FURTHER INFORMATION.
21. EXISTING OVERHEAD POWER SERVICE TO BE REMOVED FROM BUILDING TO EXISTING POWER SOURCE (POLE ALONG TOLEMAN CREEK RD.). GC SHALL COORDINATE REMOVAL WITH ASHLAND POWER & ELECTRICAL ENGINEER AS REQ'D AT T.O.C.
22. DEMO EXISTING SEWER SERVICE & ASSOCIATED CLEANOUTS, MANHOLES, ETC. TO EXISTING 8"Ø SEWER MAIN WITHIN TOLEMAN CREEK RD. PLUG AT MAINLINE USING CITY OF ASHLAND WASTE WATER DIVISION APPROVED METHOD. GC SHALL PERFORM ALL WORK AND COORDINATE WITH INSPECTOR AT T.O.C.
23. ~~REFER TO SHEETS L1.1 & L1.2 FOR ALL REQUIREMENTS REGARDING SPRINKLER IRRIGATION CONTROL VALVE AND IRRIGATION LINE REMOVAL. COORDINATE WITH THIS SHEET AS REQ'D.~~

PROTECTION NOTES:

1. IT SHALL BE THE GENERAL CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL ON-SITE ITEMS WITH COMMEMORATIVE PIECES/PLAQUES TO THE OWNER PRIOR TO REMOVAL. COORDINATE AS REQ'D.
2. REFER TO LANDSCAPE SHEETS L2.1 & L2.2 FOR ALL ON-SITE REQ'MTS REGARDING TREE PRESERVATION AND PROTECTION. COORDINATE WITH ENGINEER AND LANDSCAPE ARCHITECT AT T.O.C. AS REQ'D.

ABBREVIATIONS:

- (E) EXISTING
- IE INVERT ELEVATION
- RIM TOP OF MANHOLE
- CB CATCH BASIN
- S/N SURVEY NUMBER AS FILED AT THE JACKSON COUNTY SURVEYOR'S OFFICE, OREGON.

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(E) CONDITIONS SURVEY & DEMO PLAN
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C1.1

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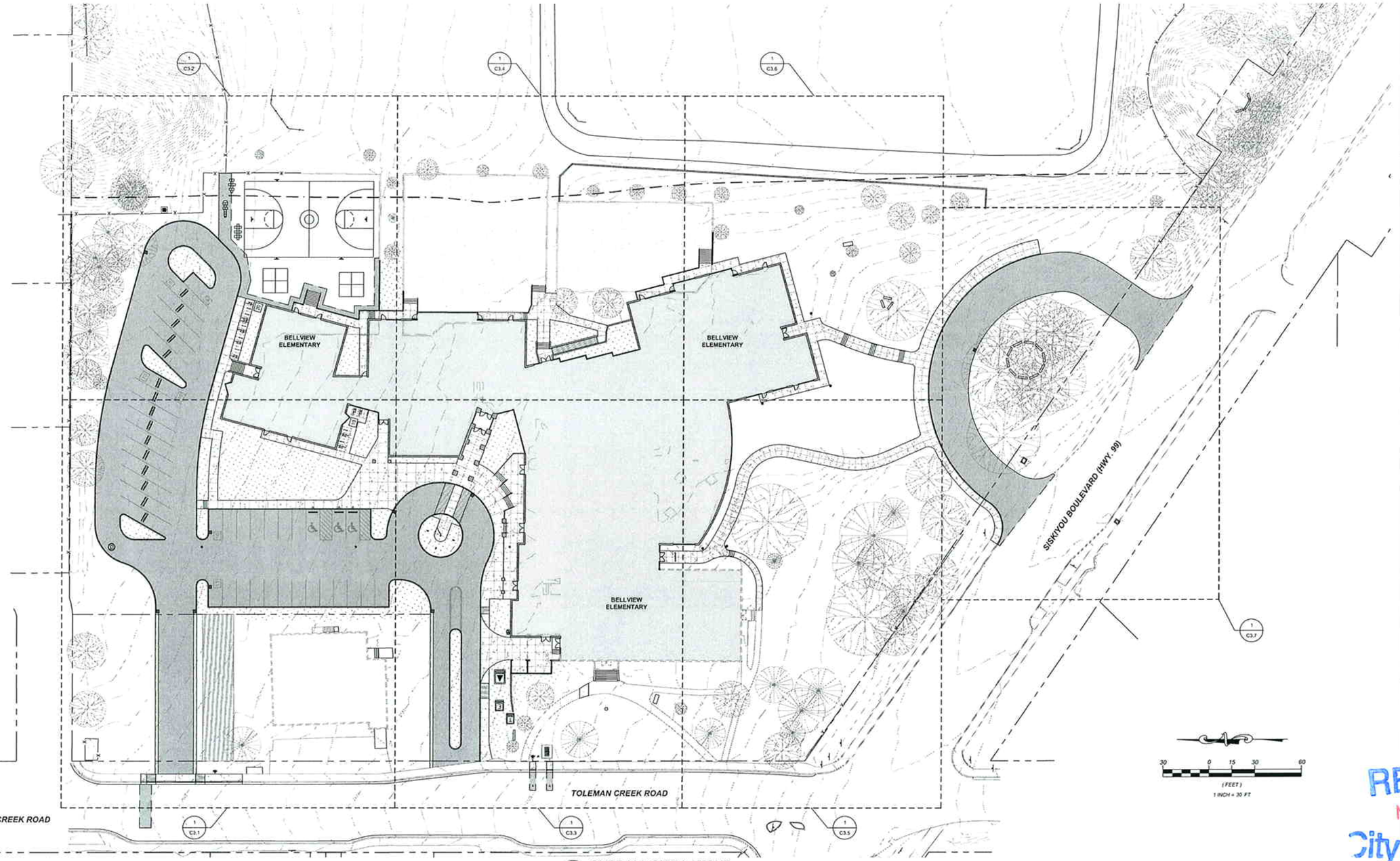

1 C2.1 **OVERALL SITE LAYOUT**
1" = 30'

GENERAL PLANNING NOTES:

1. ALL LANDSCAPED AREA'S SHALL BE AS NOTED ON THE LANDSCAPING PLANS.
2. ALL STORMWATER WITHIN THE LIMITS OF THE PRIVATE DEVELOPMENT WILL SHEET FLOW TO AREA INLETS THAT WILL BE COLLECTED BY AN UNDERGROUND PIPE NETWORK THAT WILL THEN DISCHARGE INTO A SUB-SURFACE DETENTION SYSTEM. STORMWATER WILL THEN BE ALLOWED TO DISCHARGE FROM THE SITE AT A RATE 0.25 cfs/acre. SUPPORTING STORMWATER CALCULATIONS WILL BE PROVIDED AT THE TIME OF ENGINEERING SUBMITTAL.
3. REFER TO THE 'CODE REVIEW' ON CIVIL SHEET C0.0 FOR THE PARKING SUMMARY.
4. REFER TO CIVIL SHEET C4.1 FOR ALL PROPOSED UTILITIES TYP.
5. ALL PARKING STALLS ARE 9' MINIMUM WIDTH x 18-20 LONG.
7. EXISTING DRIVEWAY (SOUTH) ON TOLEMAN CREEK ROAD TO REMAIN AND BE UPGRADED (EXISTING PUBLIC DRIVEWAY CURB CUT TO REMAIN AND BE PROTECTED THROUGHOUT ALL CONSTRUCTION PHASES).
8. EXISTING DRIVEWAY (NORTH) ON TOLEMAN CREEK ROAD TO BE RELOCATED APPROXIMATELY 30' NORTH. ALL PUBLIC SIDEWALK AND CURB CUTS WILL BE RE-BUILT TO CITY OF ASHLAND STANDARDS.

GENERAL PLANNING NOTES CON'T:

9. ALL STORMWATER CATCH BASIN AREA INLETS WILL BE PROVIDED WITH A 24" MIN. SETTLEMENT SUMP AND A POLLUTION CONTROL DISCHARGE SNORKEL TO ELIMINATE SEDIMENT, DEBRIS, AND TRASH FROM ENTERING INTO THE SYSTEM.
10. AN EROSION AND SEDIMENT CONTROL PLAN WILL BE GENERATED AND PROVIDED AT THE TIME OF ENGINEERING SUBMITTAL. THIS PROJECT WILL BE PERMITTED UNDER THE DEQ ISSUED 1200-C PROGRAM, AND UPON RECEIPT OF DEQ APPROVAL THAT INFORMATION WILL BE FORWARD TO THE CITY OF ASHLAND.

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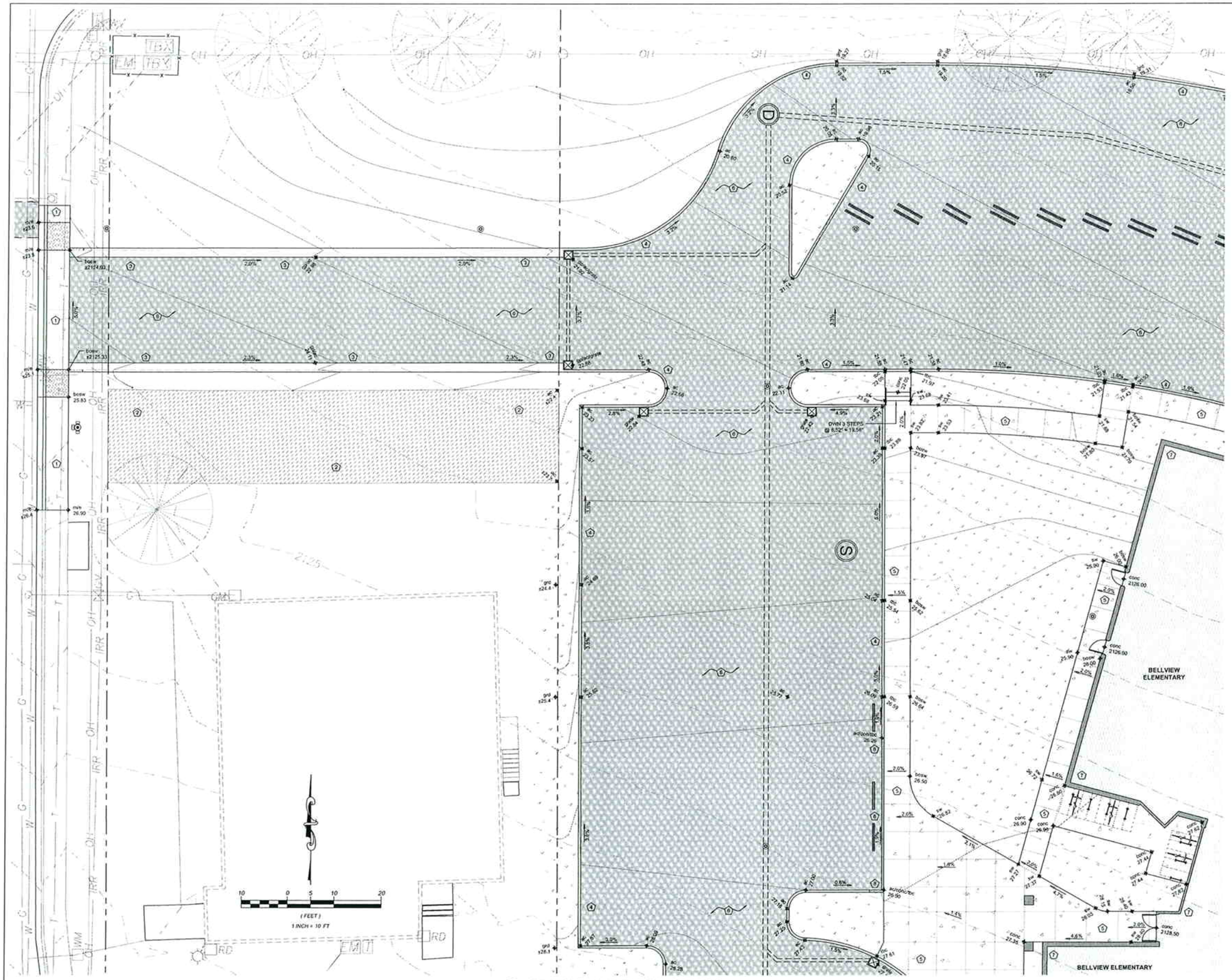

1 C3.1 GRADING AND DRAINAGE PLAN
1" = 10'

KEYED NOTES:

1. EXISTING DRIVEWAY TO BE RELOCATED AS SHOWN. ALL NEW CONSTRUCTION SHALL CONFORM TO CITY OF ASHLAND STDS CD708, CD720, & CD745.
2. EXISTING PORTION OF AC PAVING TO REMAIN FOR GRANGE PARKING.
3. TYPE 'C' ROLLED CURB AND GUTTER PER DETAIL 2 ON SHEET C3.8.
4. TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.8.
5. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
6. NEW HMAC PAVED PARKING AND MANUVERING AREA.
7. PROPOSED BUILDING FOOTPRINT.
8. CURB SHALL BE FLUSH AND FREE OF ABRUPT CHANGES IN HEIGHT. PROVIDE DETECTABLE WARNINGS PER SECTION 1103.2.3 & 1109.16 OF THE CURRENT IBC. PARKING STALLS SHALL BE PROVIDED WITH PARKING BUMPERS AS SHOWN.

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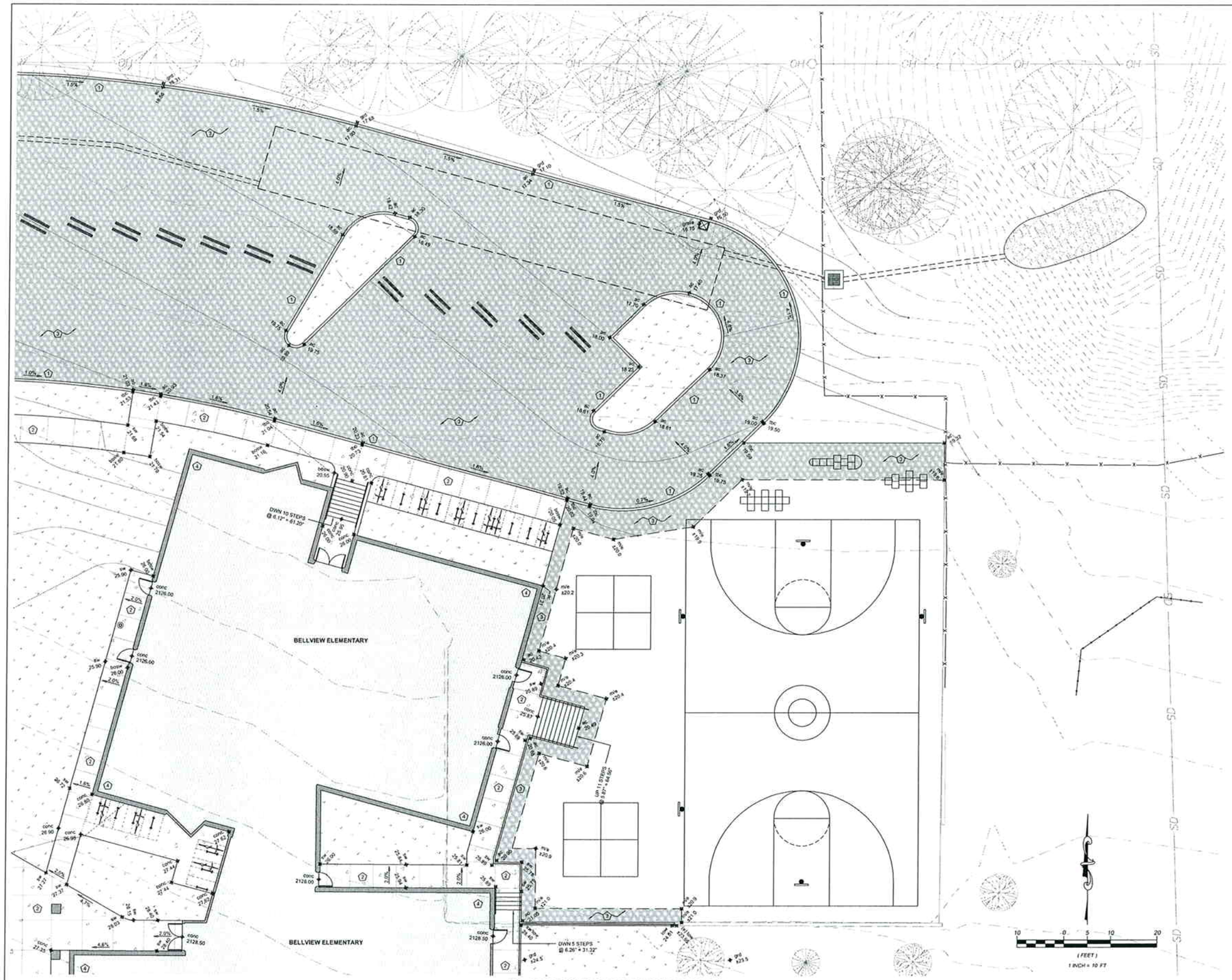

1 C3.2 GRADING AND DRAINAGE PLAN
1" = 10'

KEYED NOTES:

1. TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.8.
2. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
3. NEW HMAC PAVED PARKING AND MANUVERING AREA.
4. PROPOSED BUILDING FOOTPRINT.

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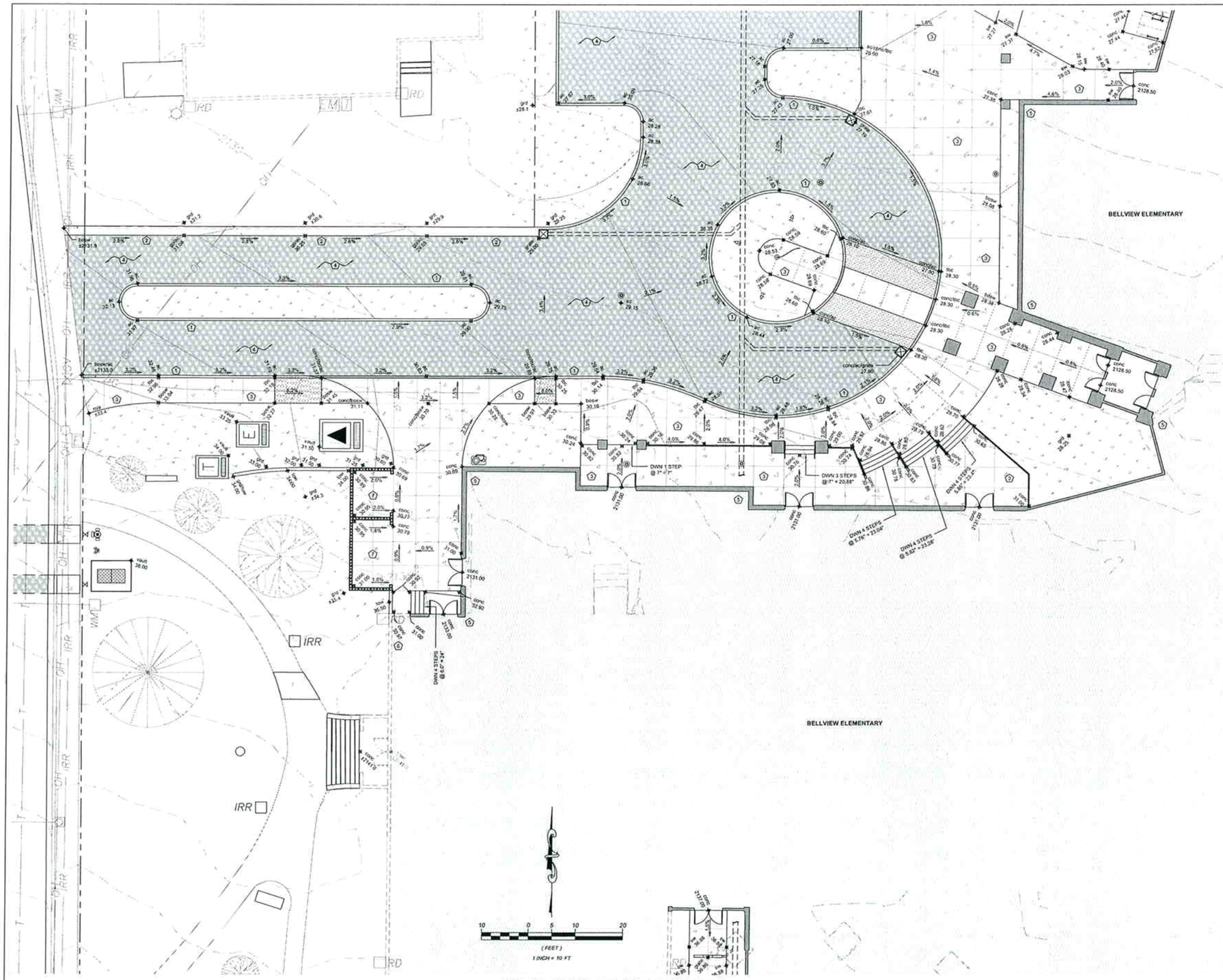

① GRADING AND DRAINAGE PLAN
C3.3 1" = 10'

KEYED NOTES:

1. TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.8.
2. TYPE 'C' CURB PER DETAIL 2 ON SHEET C3.8.
3. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
4. NEW HMAC PAVED PARKING AND MANUVERING AREA.
5. PROPOSED BUILDING FOOTPRINT.
6. EXISTING BUILDING FOOTPRINT.
7. PROPOSED LOCATION FOR TRASH, RECYLE, AND CO-MINGLE ENCLOSURE.

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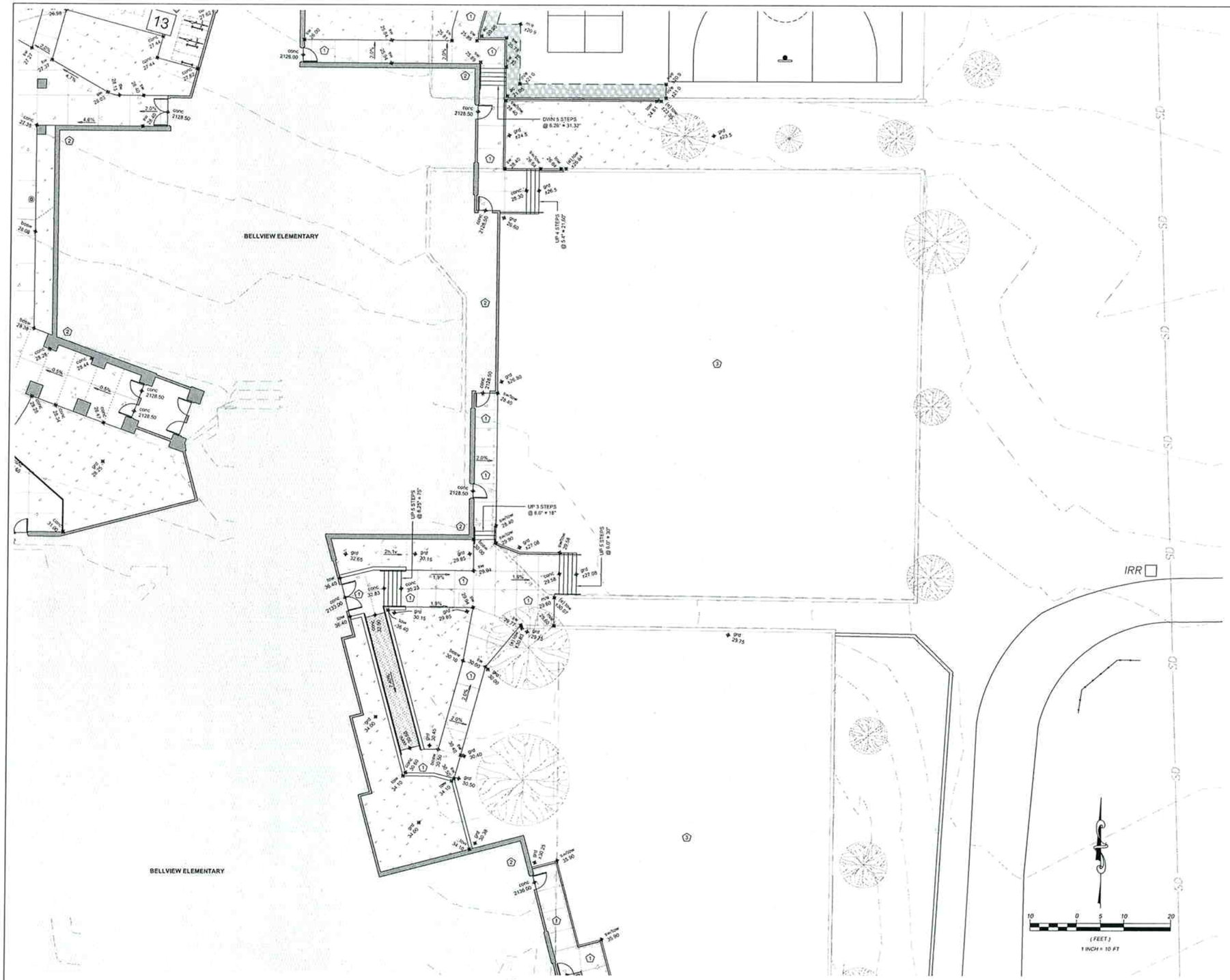

1 C3.4 **GRADING AND DRAINAGE PLAN**
1" = 10'

KEYED NOTES:

1. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
2. PROPOSED BUILDING FOOTPRINT.
3. EXISTING PLAYGROUND AREA.

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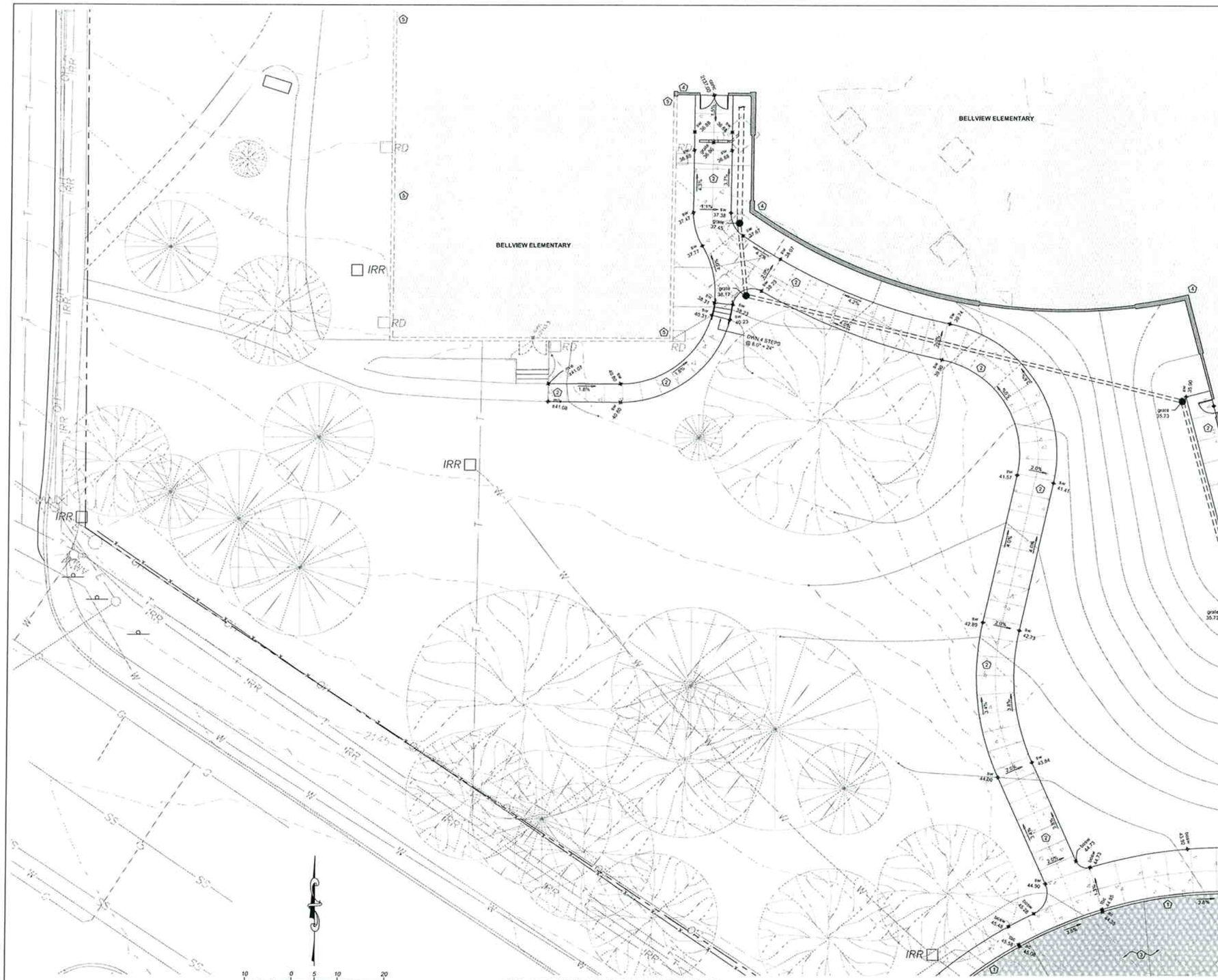

1 C3.5 **GRADING AND DRAINAGE PLAN**
1" = 10'

KEYED NOTES:

1. TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.6.
2. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.6.
3. NEW HMAC PAVED PARKING AND MANUVERING AREA.
4. PROPOSED BUILDING FOOTPRINT.
5. EXISTING BUILDING FOOTPRINT.

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1 C3.6 GRADING AND DRAINAGE PLAN
1" = 10'

KEYED NOTES:

1. TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.8.
2. NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
3. NEW HMAC PAVED PARKING AND MANUVERING AREA.
4. PROPOSED BUILDING FOOTPRINT.
5. EXISTING PLAYGROUND AREA.

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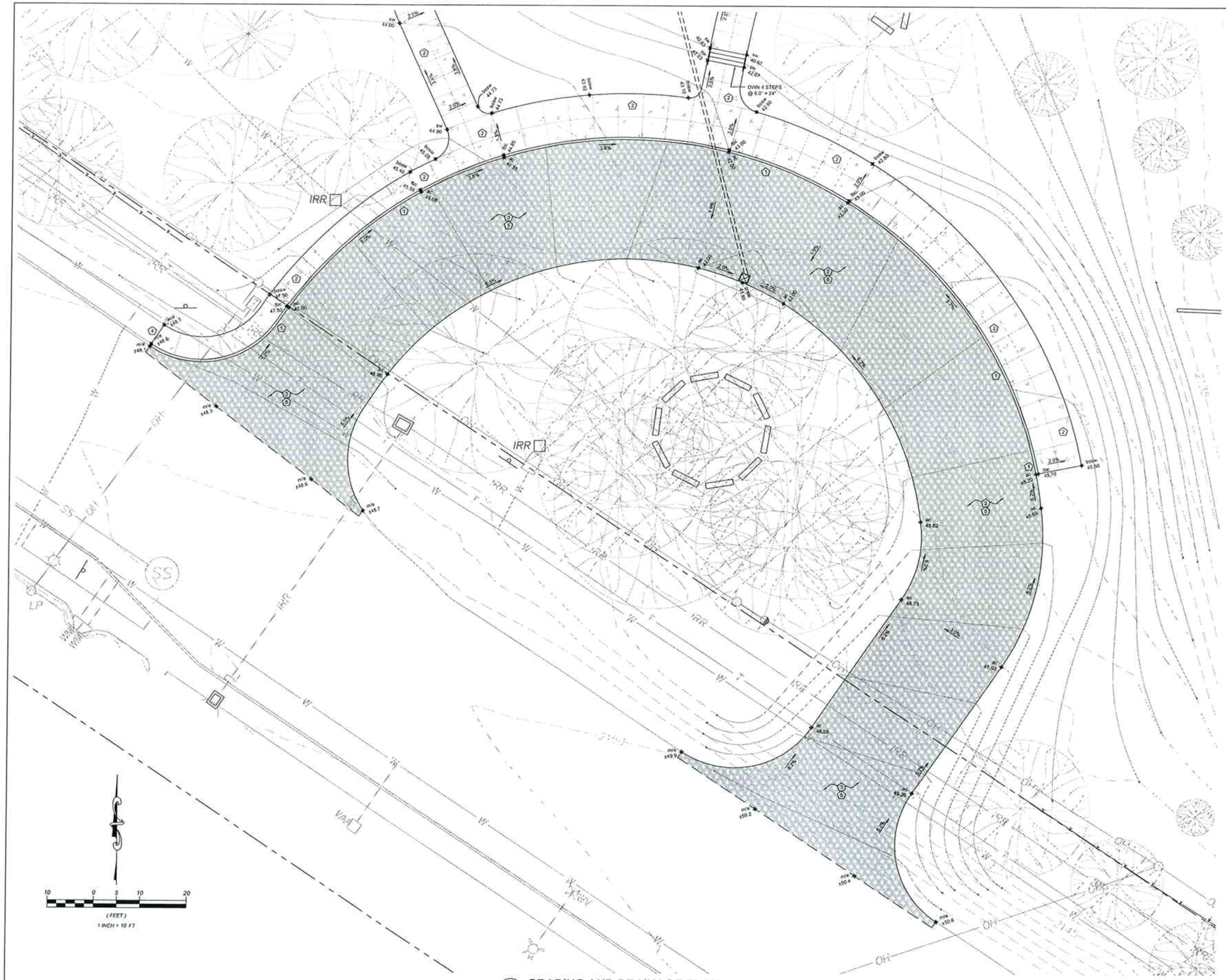

1 C3.7 **GRADING AND DRAINAGE PLAN**
1" = 10'

KEYED NOTES:

- ① TYPE 'B' CURB PER DETAIL 1 ON SHEET C3.8.
- ② NEW ON-SITE SIDEWALK PER DETAILS 3, 4, & 5 ON SHEET C3.8.
- ③ NEW HMAC PAVED PARKING AND MANUVERING AREA.
- ④ CONNECTION TO (E) SIDEWALK.
- ⑤ NEW BUS LOOP

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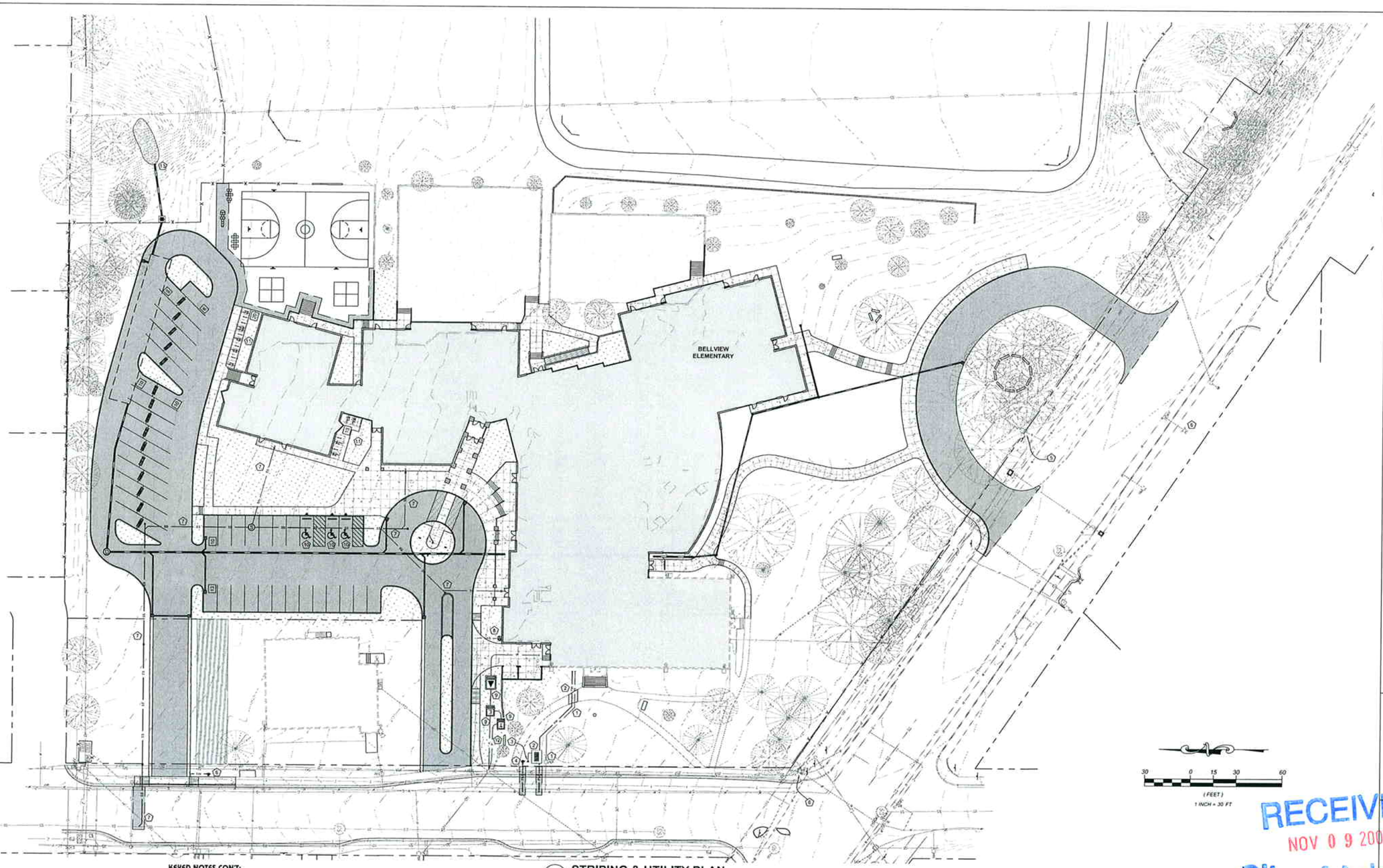

1 C4.1 **STRIPING & UTILITY PLAN**
1" = 30'

30 0 15 30 60
(FEET)
1 INCH = 30 FT

KEYED NOTES:

- THE UTILITY SERVICES DEPICTED ON THIS PLAN ARE BASED ON CONCEPTUAL LAYOUTS AND ARE SUBJECT TO CHANGE PRIOR TO FINAL PERMIT SUBMITTAL.
1. APPROXIMATE LOCATION OF EXISTING WATER SERVICE. (E) METER TO REMAIN AND BE RE-USED.
2. APPROXIMATE LOCATION OF NEW FIRE SERVICE TO BUILDING WITH DOUBLE CHECK DETECTOR ASSEMBLY PER DETAIL 1 ON SHEET C4.2.
3. APPROXIMATE LOCATION OF NEW FIRE DEPARTMENT CONNECTION (FDC) WITH FIRE MARSHAL APPROVED BELL ATTACHED TO STAND PIPE.
4. APPROXIMATE LOCATION OF NEW PUBLIC FIRE HYDRANT TO SERVE FDC.
5. APPROXIMATE LOCATION OF (E) IRRIGATION METER AND BACK FLOW PREVENTER. REFER TO LANDSCAPE PLANS FOR ALL REQUIREMENTS TYP.
6. APPROXIMATE LOCATION OF EXISTING FIRE HYDRANT.

KEYED NOTES CON'T:

7. APPROXIMATE ROUTE OF PROPOSED SANITARY SEWER SERVICE.
8. APPROXIMATE LOCATION OF NEW GAS METER.
9. APPROXIMATE LOCATION OF PAD MOUNT TRANSFORMER(S) & SECTIONALIZING CABINET PER CITY OF ASHLAND POWER AND ELECTRICAL ENGINEER.
10. ADA PARKING STALL WITH ASSOCIATED SIGNAGE PER CURRENT M.U.T.C.D. STDS.
11. APPROXIMATE LOCATION OF BICYCLE PARKING. REFER TO ARCHITECTURAL SUBMITTAL FOR BIKE PARKING REQUIREMENTS TYP.
12. APPROXIMATE LOCATION OF EXISTING MONUMENT SIGN. SIGN SHALL REMAIN AND BE PROTECTED THROUGHOUT ALL CONSTRUCTION PHASES.
13. APPROXIMATE LOCATION OF STORMWATER DISCHARGE. DISCHARGE ROUTE SHALL BE LINED WITH ENGINEERED RIP-RAP FROM STORM PIPE INVERT TO EXISTING CHANNEL BOTTOM AS REQUIRED.

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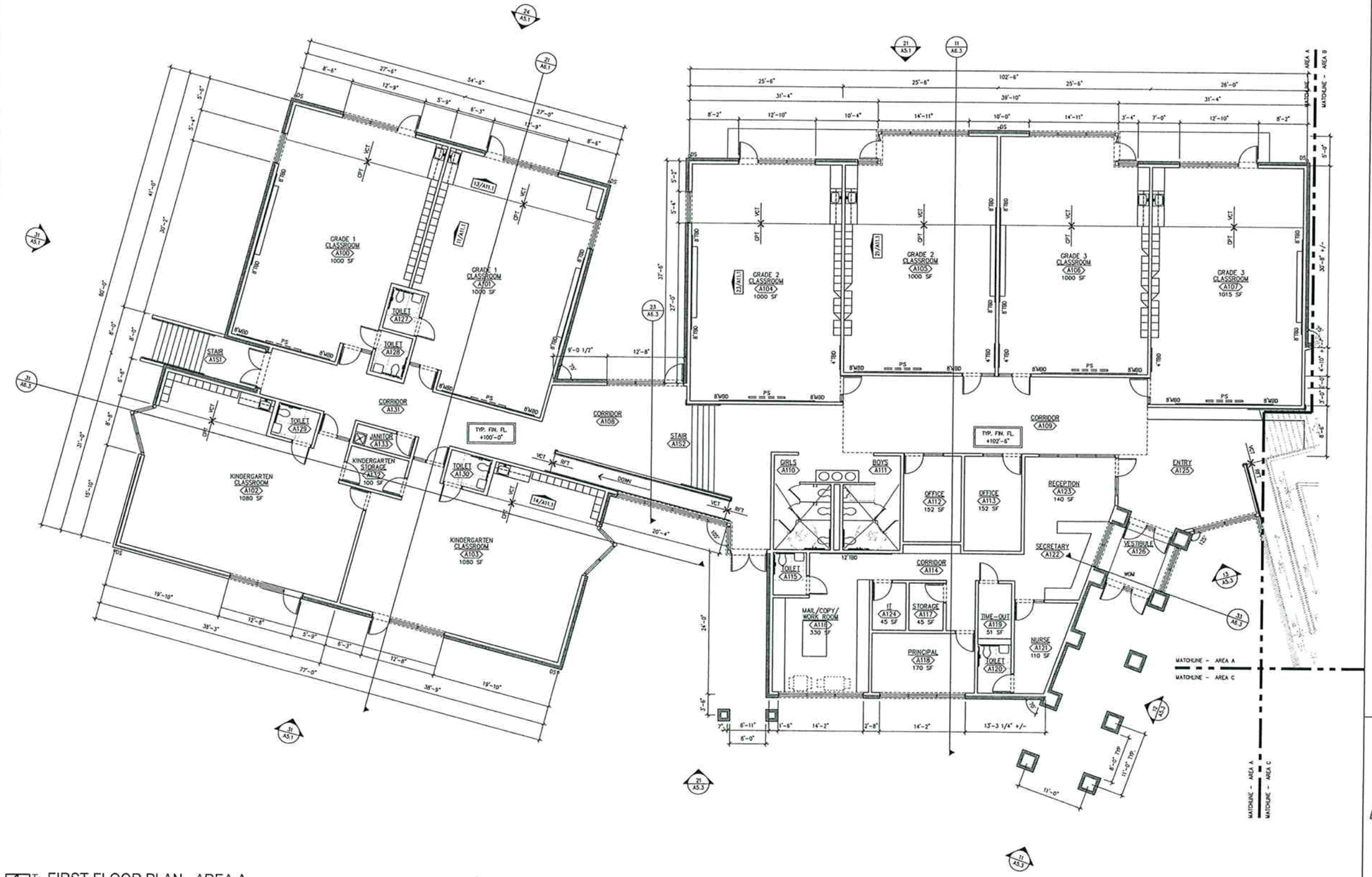
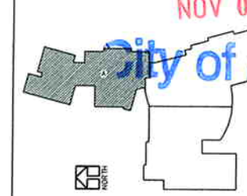


FIRST FLOOR PLAN - AREA A

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

LEGEND NOTES

KEY PLAN



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FIRST FLOOR PLAN - AREA A
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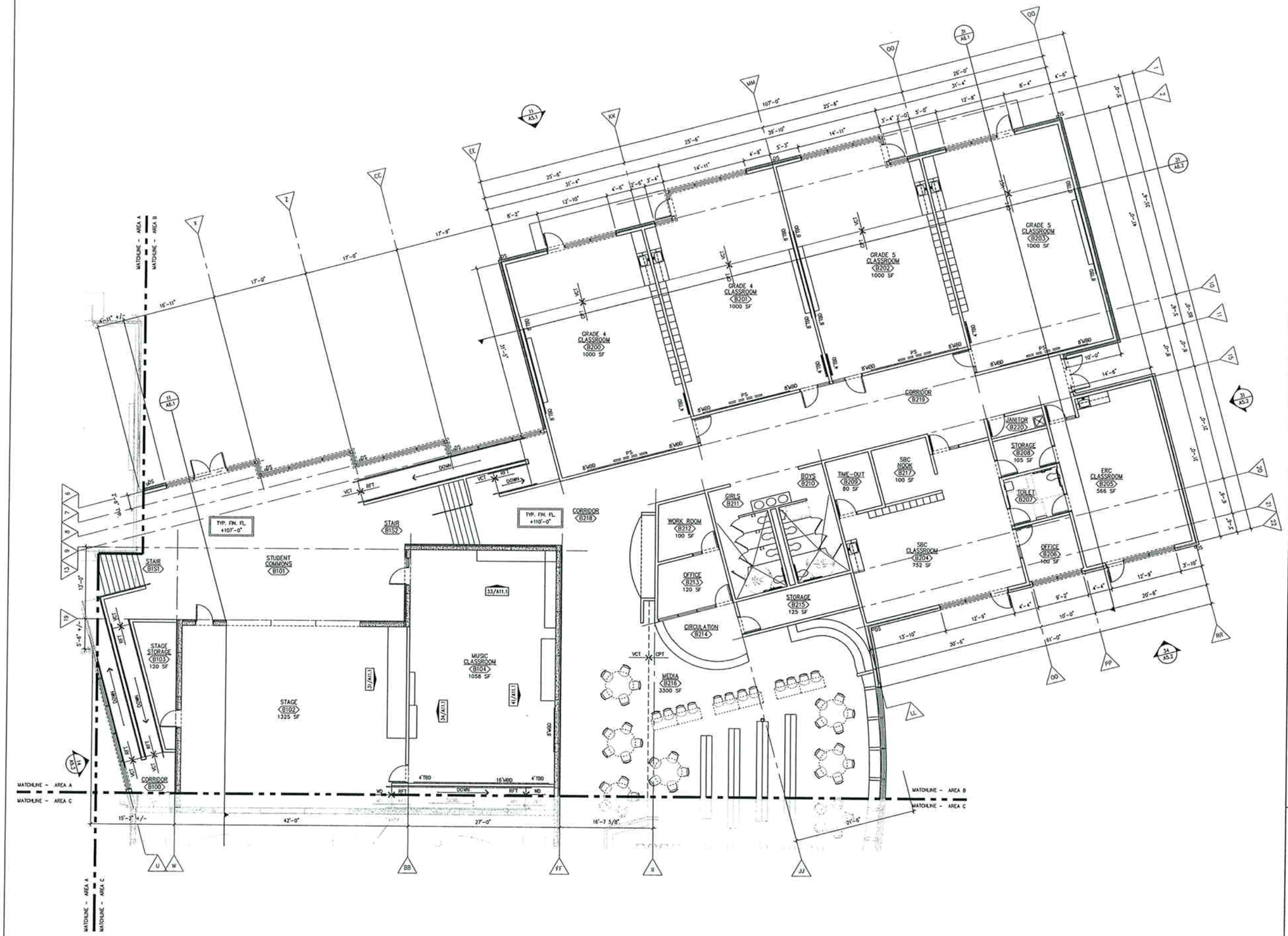

NORTH

FIRST FLOOR PLAN - AREA B

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

LEGEND NOTES

KEY PLAN

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FIRST FLOOR PLAN - AREA B
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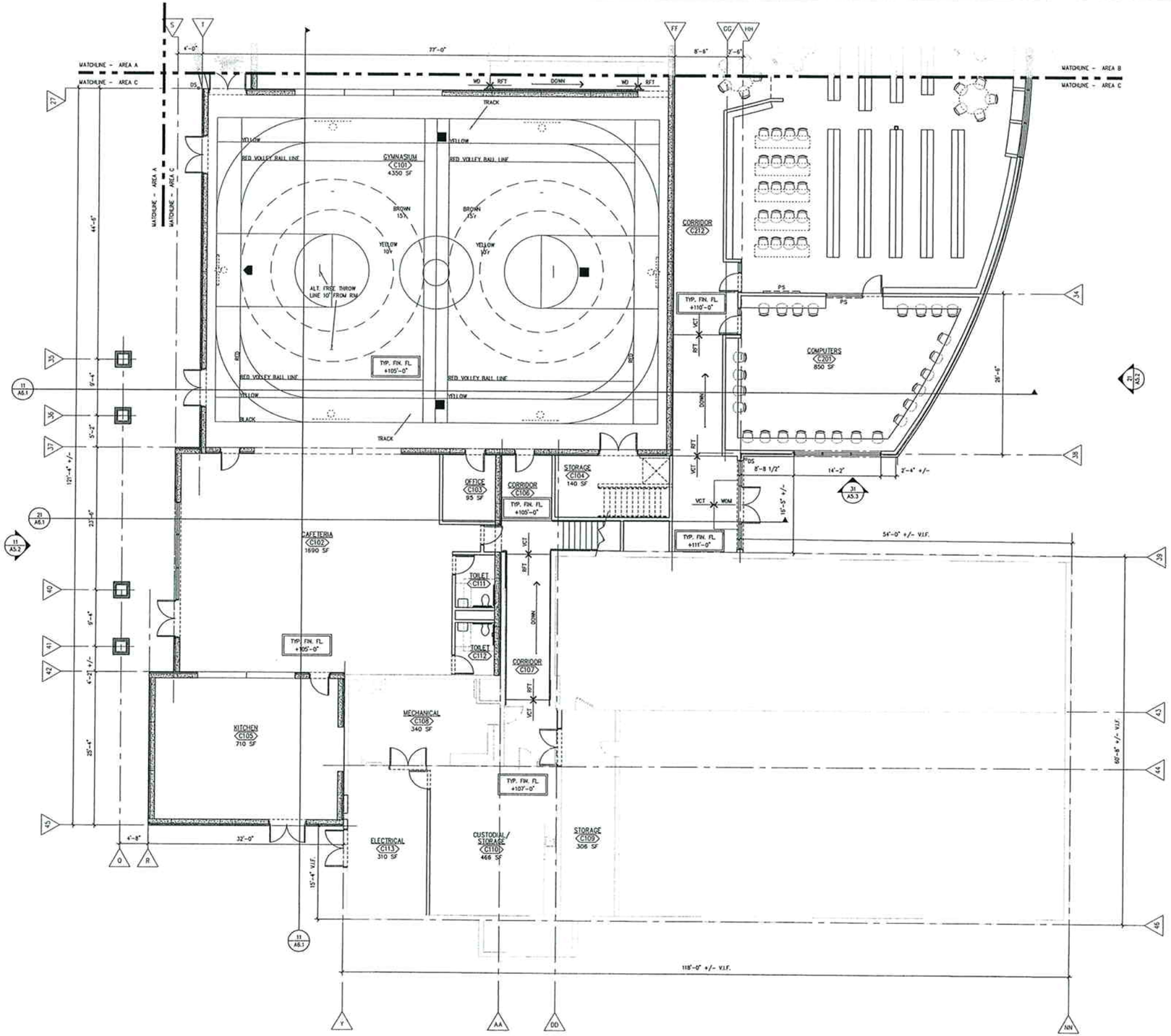
Nov 08, 2007 4:42pm - ebarnes



NORTH

FIRST FLOOR PLAN - AREA C

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

LEGEND NOTES

PRELIMINARY PRINT
11-08-07
NOT FOR CONSTRUCTION

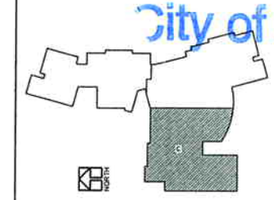
100% DESIGN DEVELOPMENT

FIRST FLOOR PLAN - AREA C
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

A1.3
74-07105-30
11-08-2007

RECEIVED
NOV 09 2007
City of Ashland

KEY PLAN



DLR Group
Architecture Planning Interiors

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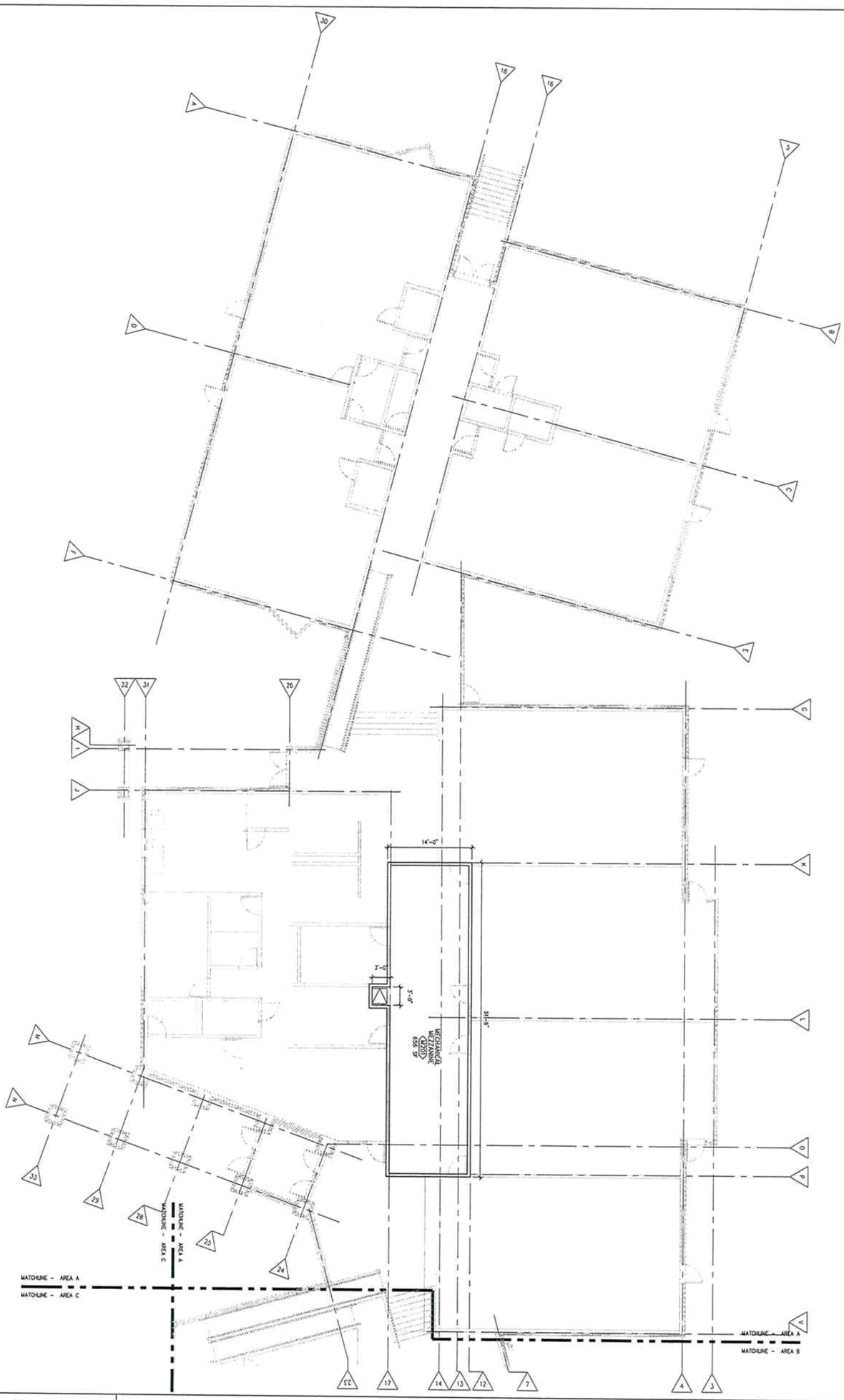

KEY PLAN

LEGEND NOTES

RECEIVED
NOV 0 9 2007
City of Ashland

DLR Group
Architecture Planning Interiors

A1.4
74-07105-30
11-09-2007

LOFT FLOOR PLAN - AREA A
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

100% DESIGN DEVELOPMENT

PRELIMINARY PRINT
11-08-07
NOT FOR CONSTRUCTION

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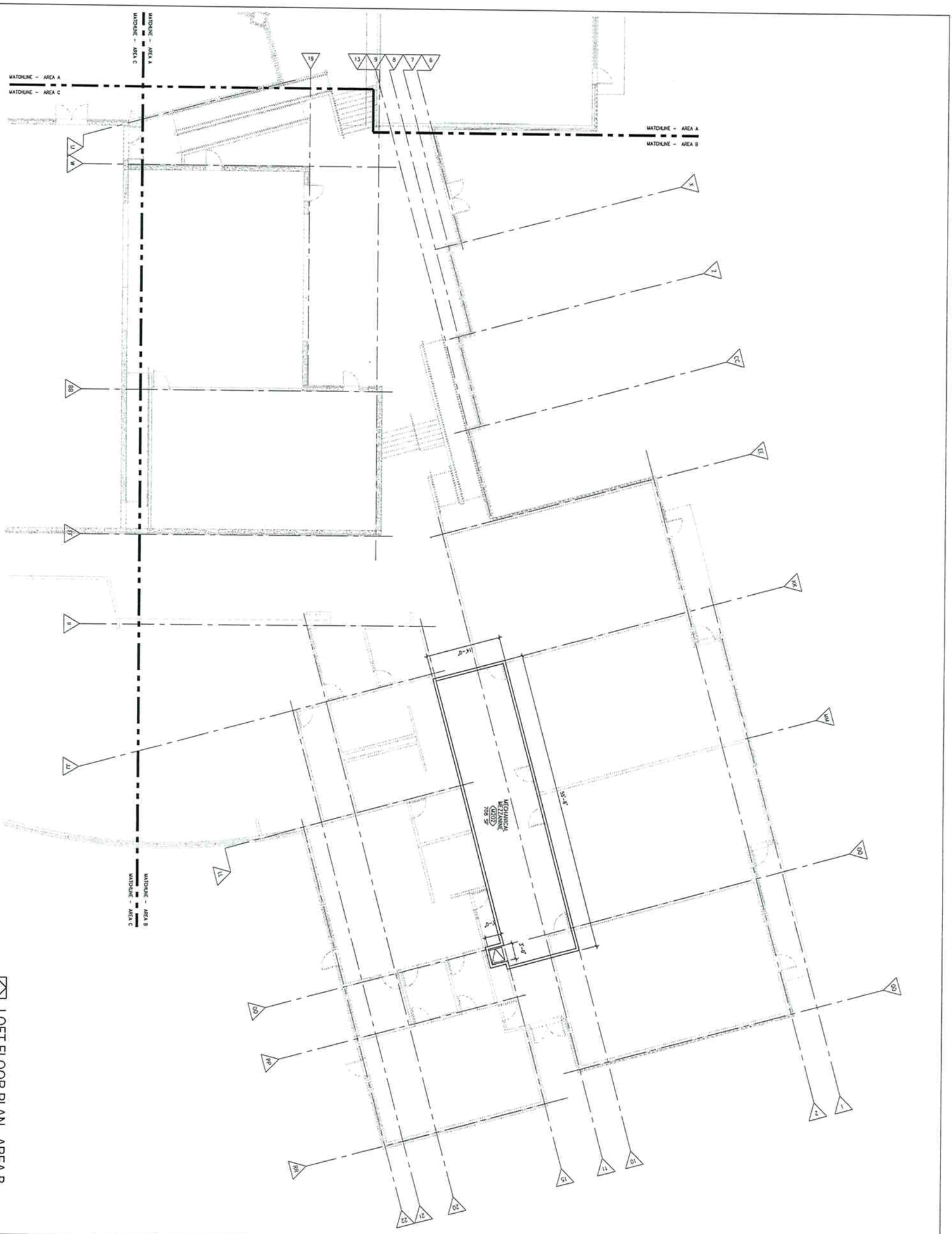
Nov 08, 2007 4:23pm - sthorson



LOFT FLOOR PLAN - AREA B

KEY PLAN

LEGEND NOTES

DLR Group
Architecture Planning Interiors

A1.5
74-07105-30
11-09-2007

LOFT FLOOR PLAN - AREA B
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

100% DESIGN DEVELOPMENT

PRELIMINARY PRINT
11-08-07
NOT FOR CONSTRUCTION

SECOND FLOOR PLAN - AREA C

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

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Nov 08, 2007 4:23pm - eldorson

LEGEND NOTES

KEY PLAN

PRELIMINARY PRINT
11-08-07
NOT FOR CONSTRUCTION

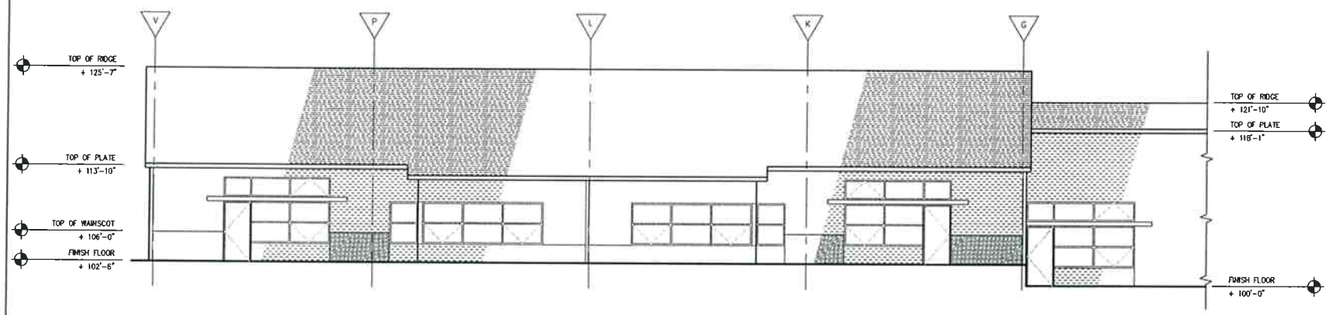
100% DESIGN DEVELOPMENT

SECOND FLOOR PLAN - AREA C
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

A1.6
74-07105-30
11-08-2007

DLR Group
Architecture Planning Interiors

11 / A5.1 EAST ELEVATION
SCALE: 1/8"=1'-0"



21 / A5.1 EAST ELEVATION
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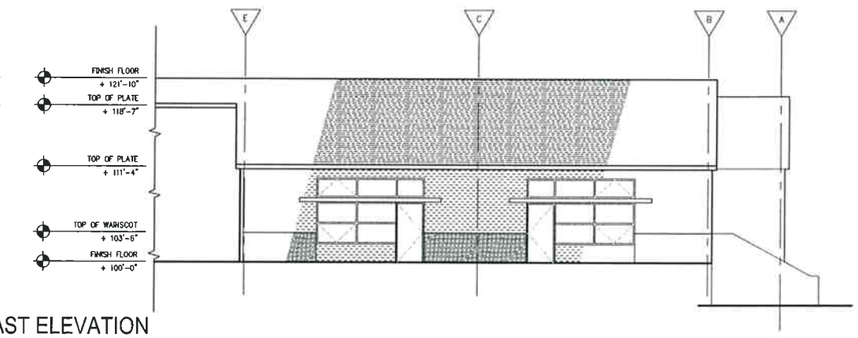

24 / A5.1 EAST ELEVATION
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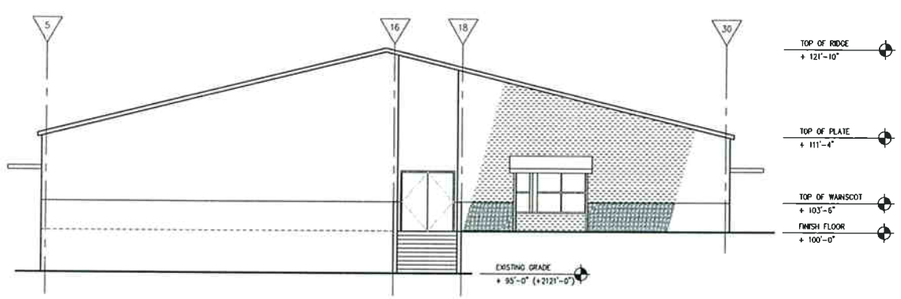

31 / A5.1 NORTH ELEVATION
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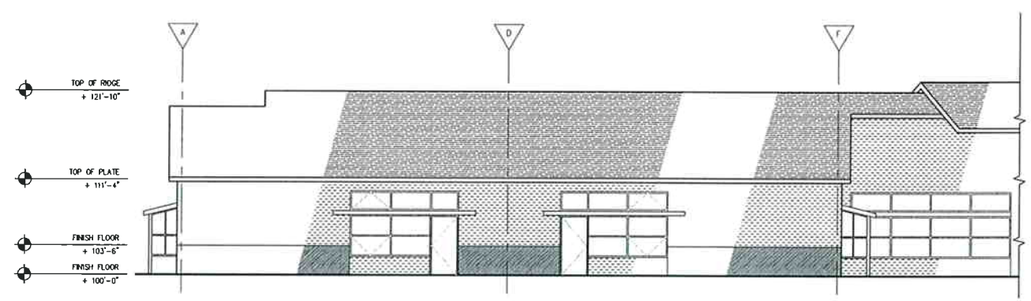
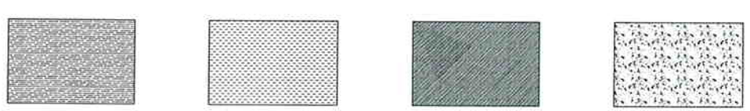


31 / A5.1 WEST ELEVATION
SCALE: 1/8"=1'-0"

LEGEND NOTES



PRELIMINARY PRINT
11-08-07
NOT FOR CONSTRUCTION

100% DESIGN DEVELOPMENT

EXTERIOR ELEVATIONS
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

A5.1
74-07105-30
11-09-2007

DLR Group
Architecture Planning Interiors

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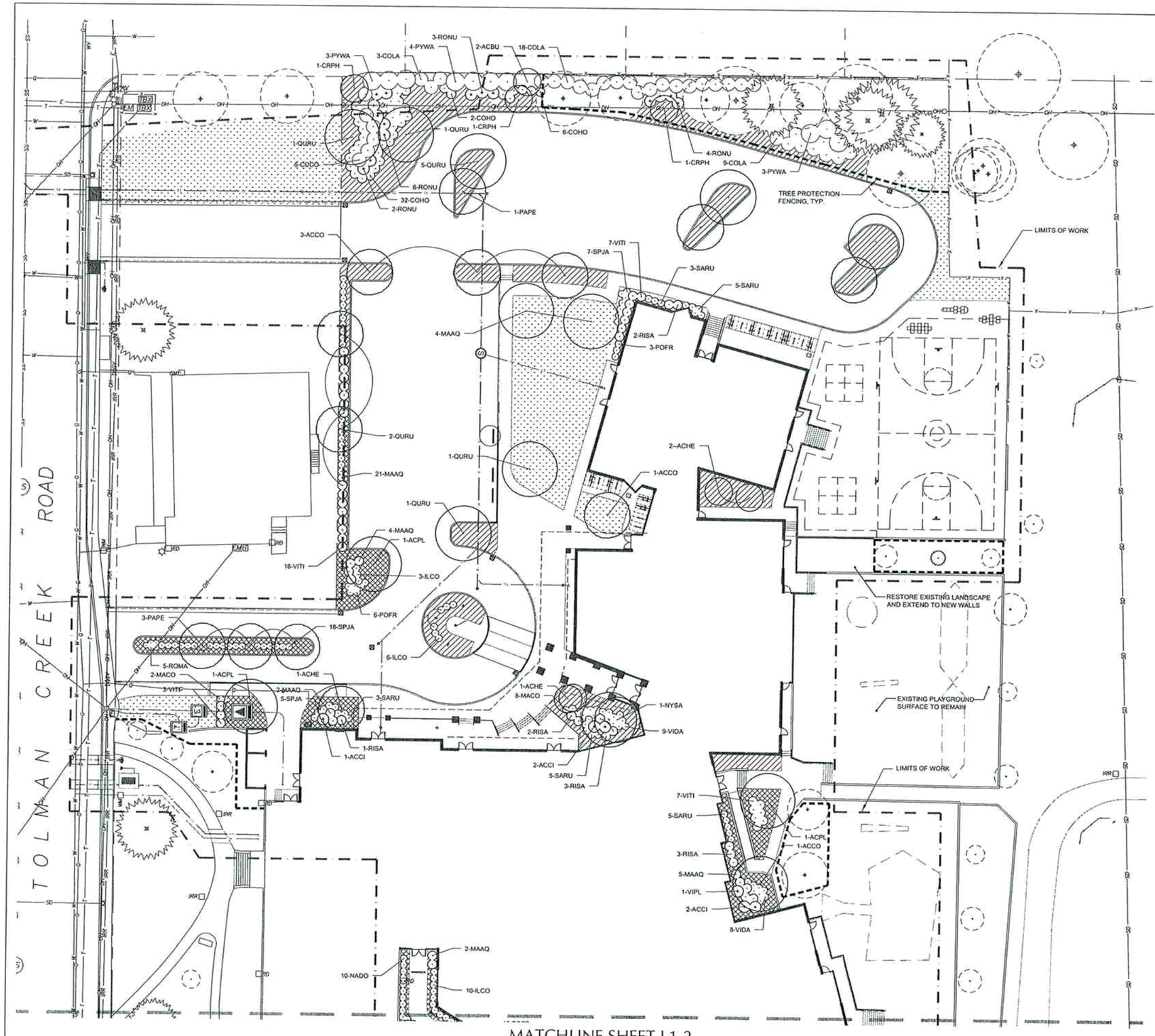


LEGEND

EXISTING TREES TO REMAIN PROTECT IN PLACE

PROPOSED TREES

PROPOSED TURF

GENERAL NOTES

A VERIFY LOCATIONS OF ALL BELOW GRADE UTILITIES PRIOR TO BEGINNING WORK. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL UTILITY LOCATES.

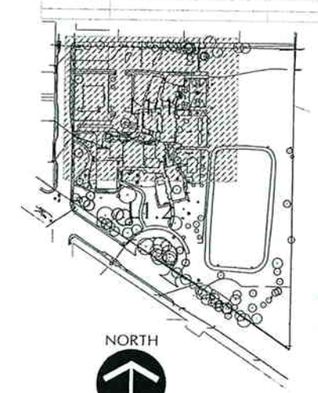
B TOPOGRAPHIC SURVEY OF EXISTING CONDITIONS PROVIDED BY TERRASURVEY, INC., TEL. 541-482-6474.

C CONTRACTOR SHALL PROTECT IN PLACE ALL LANDSCAPE IMPROVEMENTS TO REMAIN (IRRIGATION & PLANTING) AREAS IMPACTED BY CONSTRUCTION SHALL BE RESTORED TO THERE PRE-CONSTRUCTION CONDITION.

D GENERAL CONTRACTOR SHALL PROVIDE, INSTALL, AND MAINTAIN TREE PROTECTION FENCING ACCORDING TO CITY OF ASHLAND REQUIREMENTS.

E PLANS FOR DEMOLITION AND RESTORATION OF EXISTING IRRIGATION WILL BE PROVIDED AT THE TIME OF BUILDING PERMIT SUBMITTAL. AUTOMATIC IRRIGATION SYSTEM WILL BE PROVIDED FOR ALL EXISTING AND PROPOSED PLANTING AREAS.

Key	Botanical Name	Common Name	Size / Spacing
Trees			
ACBU	ACER BUERGERANUM	TRIDENT MAPLE	1.25" CAL, B&B
ACPL	ACER PLATANOIDES 'CLEVELAND'	CLEVELAND NORWAY MAPLE	2" CAL, B&B
ACCO	ACER P' COLUMNAR BROAD'	COLUMNAR BROAD MAPLE	1.5" CAL, B&B
ACHE	ACER HENRYI	HENRY MAPLE	1.25" CAL, B&B
CABE	CARPINUS BETULUS 'FASTIGIATA'	COLUMNAR EUROPEAN HORNBEAM	1.25" CAL, B&B
CRPH	CRATAEGUS PHAENOPYRUM	WASHINGTON THORN	1.25" CAL, B&B
CUBA	CUPRESSUS BAKERI	BAKERS CYPRESS	1.25" CAL, B&B
NYSY	NYSSA SYLVATICA	TUPELO	1.5" CAL, B&B
PAPE	PARROTIA PERSICA	PERSIAN PARROTIA	1.5" CAL, B&B
QUFR	QUERCUS FRANNETTO 'SCHMIDT'	FOREST GREEN OAK	1.5" CAL, B&B
QURU	QUERCUS RUBRA	RED OAK	2" CAL, B&B
Shrubs			
ACCI	ACER CIRCINATUM	VINE MAPLE	1" CAL
BETH	BERBERIS T 'CRIMSON PYGMY'	CRIMSON PYGMY BARBERRY	1 GAL
COHO	COTONEASTER HORIZONTALIS	ROCK COTONEASTER	1 GAL
COLA	COTONEASTER LACTEUS	PARNEY COTONEASTER	5 GAL
COCO	COTINUS COGGYGRIA 'ROYAL PURPLE'	ROYAL PURPLE SMOKE TREE	1 GAL
FOSU	FORSYTHIA INTERMEDIA	FORSYTHIA	5 GAL
ILCO	ILEX CORNUTA 'ROTUNDA'	DWARF CHINESE HOLLY	5 GAL
MACO	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	5 GAL
MAAQ	MAHONIA AQUIFOLIUM	OREGON GRAPE	5 GAL
NADO	NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GAL
POFR	POTENTILLA FRUTICOSA 'GOLDFINGER'	GOLD FINGER POTENTILLA	1 GAL
PRLU	PRUNUS LUSITANICA	PORTUGESE LAUREL	5 GAL
RHIN	RHAPHOLEPIS INDICA 'PINK LADY'	PINK LADY INDIA HAWTHORN	5 GAL
RISA	RIBES SANGUINEUM	GOLDEN CURRANT	1 GAL
ROMA	ROSA FLOWER CARPET YELLOW	YELLOW GROUNDCOVER ROSE	1 GAL
RONU	ROSA NUTKANA	NOOTKA ROSE	1 GAL
SARU	SARCOCOCCA RUSCIFOLIA	SWEET BOX	1 GAL
SPJA	SPIRAEA J. 'ANTHONY WATERER'	ANTHONY WATERER SPIRAEA	2 GAL
SAPU	SALIX PURPUREA	ALASKA BLUE WILLOW	5 GAL
VIDA	VIBURNUM DAVIDII	DAVID'S VIBURNUM	5 GAL
VIPL	VIBURNUM PLICATUM 'MARIESII'	DOUBLEFILE VIBURNUM	5 GAL
VITI	VIBURNUM TINUS 'COMPACTUM'	COMPACT LAURESTINUS VIBURNUM	5 GAL
Groundcovers			
	ARCTOSTAPHYLLOS UVA-URSI 'MASS'	MASSACHUSSETTS BEAR BERRY	1 GAL
	HYPERICUM C 'AARON'S BEARD'	ST JOHN'S WART	1 GAL



NORTH

0 10' 20' 40'

295 EAST MAIN, #8
P.O. BOX 599
ASHLAND, OR 97520

541 552 1019 ph
541 552 1024 fx
greg@coveypardee.com

COVEY PARDEE. LANDSCAPE ARCHITECTS

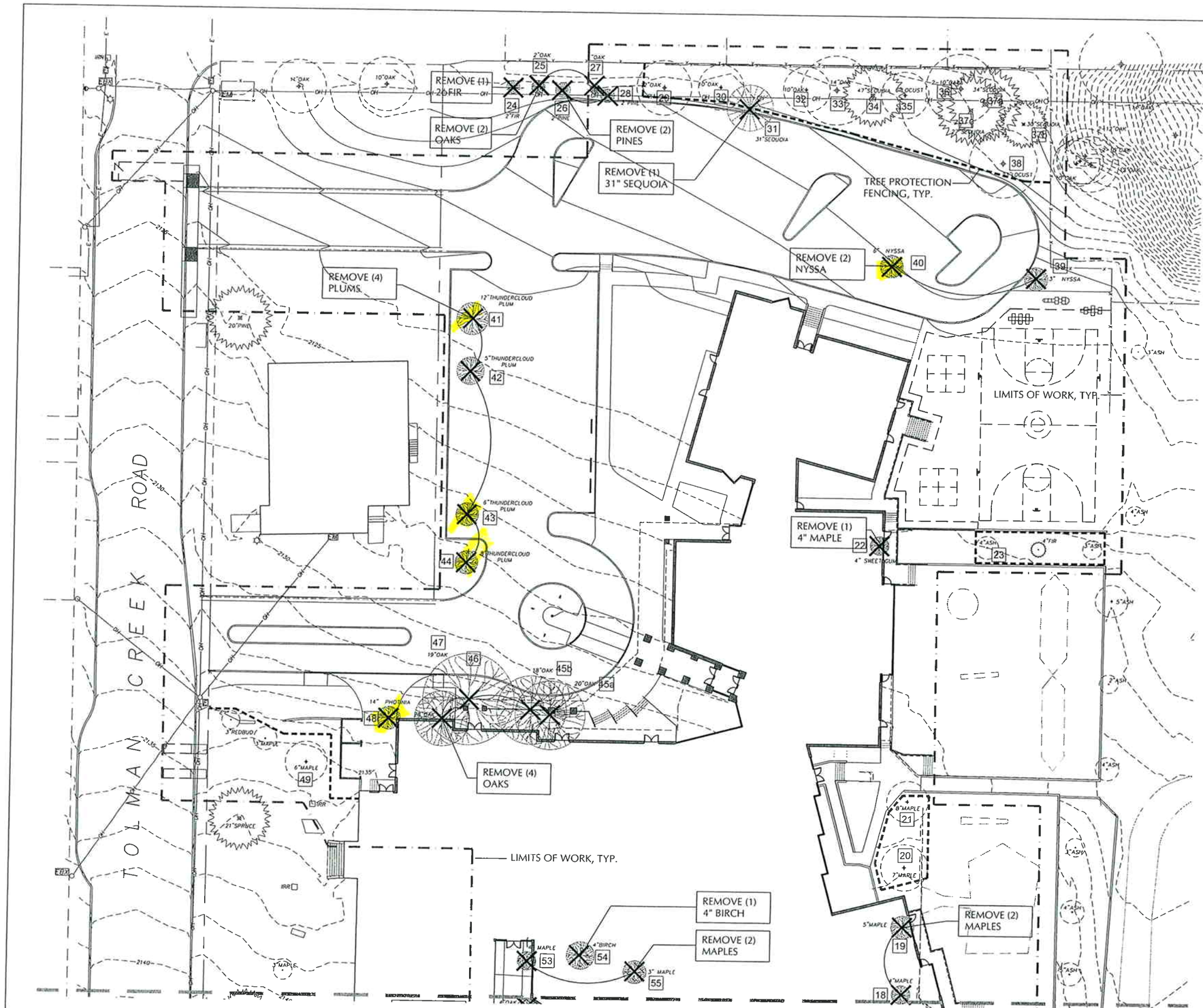
PRELIMINARY PRINT
11-08-07
NOT FOR CONSTRUCTION

100% DESIGN DEVELOPMENT

PRELIMINARY LANDSCAPE PLAN
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

L1.1
74-07105-30
11-08-2007

DLR Group
Architecture Planning Interiors



MATCHLINE SHEET L2.2

LEGEND

EXISTING TREES TO REMAIN WITH TREE PROTECTION FENCING

SIGNIFICANT TREES THAT WILL BE HEAVILY IMPACTED BY SITE DEVELOPMENT. DAMAGES MAY REQUIRE REMOVAL.

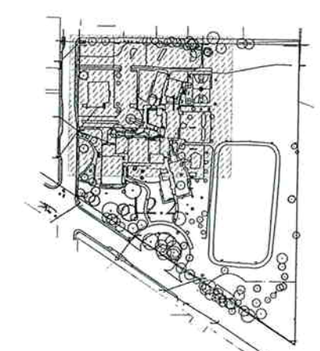
EXISTING TREES TO BE REMOVED

GENERAL NOTES

A. VERIFY LOCATIONS OF ALL BELOW GRADE UTILITIES PRIOR TO BEGINNING WORK. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL UTILITY LOCATES.

B. TOPOGRAPHIC SURVEY OF EXISTING CONDITIONS PROVIDED BY TERRASURVEY, INC., TEL. 541-482-6414.

C. GENERAL CONTRACTOR SHALL PROVIDE, INSTALL, AND MAINTAIN TREE PROTECTION FENCING ACCORDING TO CITY OF ASHLAND REQUIREMENTS.



REGISTERED PROFESSIONAL LANDSCAPE ARCHITECT
FOR PLANNING ONLY
NOT FOR CONSTRUCTION
295
Thomas Covey
29/92

NORTH

0 10' 20' 40'

295 EAST MAIN, #8
P.O. BOX 599
ASHLAND, OR 97520
541 552 1035 ph
541 552 1024 fx
grp@coveypardee.com
covey PARDEE LANDSCAPE ARCHITECTS

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11-09-07
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TREE PRESERVATION AND DEMOLITION PLAN
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

100% DESIGN DEVELOPMENT

L2.1
74-0705-30
11-09-2007

DLR Group
Architecture Planning Interiors

MATCHLINE SHEET L2.1

LEGEND

EXISTING TREES TO REMAIN WITH TREE PROTECTION FENCING

SIGNIFICANT TREES THAT WILL BE HEAVILY IMPACTED BY SITE DEVELOPMENT. DAMAGES MAY REQUIRE REMOVAL.

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GENERAL NOTES

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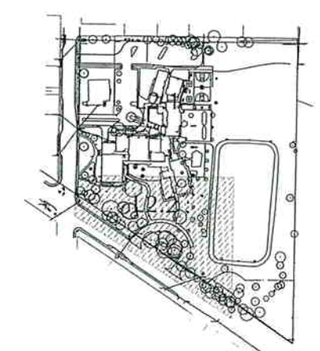
B. TOPOGRAPHIC SURVEY OF EXISTING CONDITIONS PROVIDED BY TERRASURVEY, INC., TEL. 541-482-6474.

C. GENERAL CONTRACTOR SHALL PROVIDE, INSTALL, AND MAINTAIN TREE PROTECTION FENCING ACCORDING TO CITY OF ASHLAND REQUIREMENTS.



NORTH

0 10' 20' 40'

REGISTERED LANDSCAPE ARCHITECT
FOR PLANNING ONLY
NOT FOR CONSTRUCTION
Gregory Covey
295
11/29/92

295 EAST MAIN, #8
P.O. BOX 599
ASHLAND, OR 97520

541 552 1015 ph
541 552 1024 fx
greg@coveypardee.com

COVEY PARDEE. LANDSCAPE ARCHITECTS

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11-09-07
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100% DESIGN DEVELOPMENT

TREE PRESERVATION AND DEMOLITION PLAN
ASHLAND SCHOOL DISTRICT
BELLVIEW ELEMENTARY

L2.2
74-07105-30
11-09-2007

DLR Group
Architecture Planning Interiors

BEFORE THE PLANNING COMMISSION
January 8, 2007

IN THE MATTER OF PLANNING ACTION #2007-01941, A REQUEST FOR SITE REVIEW APPROVAL TO CONSTRUCT AN APPROXIMATELY 52,163 SQUARE FOOT ELEMENTARY SCHOOL ON THE EXISTING BELLVIEW SCHOOL SITE LOCATED AT 1070 TOLMAN CREEK ROAD. THE APPLICATION PROPOSES PARTIAL DEMOLITION OF THE EXISTING SCHOOL BUILDINGS AND CONSTRUCTION OF 42,678 SQUARE FEET OF NEW ELEMENTARY SCHOOL FACILITIES. THE 9,485 SQUARE FOOT BELLVIEW SCHOOL BUILDING (*CIRCA* 1929) IS TO BE RETAINED AND RENOVATED AS PART OF THE PROPOSAL. A REQUEST FOR A VARIANCE TO THE REQUIRED NUMBER OF BICYCLE PARKING SPACES TO ALLOW 33 BICYCLE PARKING SPACES WHERE 68 ARE REQUIRED, AND TREE REMOVAL PERMITS TO REMOVE FOUR OAK TREES AND ONE SEQUOIA GREATER THAN 18-INCHES IN DIAMETER AT BREAST HEIGHT ARE ALSO INCLUDED.	**FINDINGS, CONCLUSIONS AND ORDERS**
APPLICANTS: OgdenRoemerWilkerson Architecture, AIA	

RECITALS:

1) Tax lot 4700 of Map 39 1E 14CA is located at 1070 Tolman Creek Road and is zoned R-1-5 (Single Family Residential).

2) The applicants are requesting Site Review approval to construct an approximately 52,163 square foot elementary school on the existing Bellview School site. The application proposes partial demolition of the existing school buildings and construction of 42,678 square feet of new elementary school facilities. The 9,485 square foot Bellview School building (circa 1929) is to be retained and renovated as part of the proposal. A request for a Variance to the required number of bicycle parking spaces to allow 33 bicycle parking spaces where 68 spaces are required, and Tree Removal Permits to remove four Oak trees and one Sequoia greater than 18-inches in diameter at breast height (d.b.h.) are also included. The site plan and building elevations are on file at the Department of Community Development.

3) The criteria for Site Review approval are as follows:

   A. All applicable City ordinances have been met or will be met by the proposed development.
   B. All requirements of the Site Review Chapter have been met or will be met.
   C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.

D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property.

4) The criteria for a Variance are as follows:

A. That there are unique or unusual circumstances which apply to this site which do not typically apply elsewhere.

B. That 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.

C. That the circumstances or conditions have not been willfully or purposely self-imposed.

5) The criteria for a Tree Removal Permit are as follows:

A. Hazard Tree: The Staff Advisor shall issue a tree removal permit for a hazard tree if the applicant demonstrates that a tree is a hazard and warrants removal.

1. A hazard tree is a tree that is physically damaged to the degree that it is clear that it is likely to fall and injure persons or property. A hazard tree may also include a tree that is located within public rights of way and is causing damage to existing public or private facilities or services and such facilities or services cannot be relocated or the damage alleviated. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard or a foreseeable danger of property damage to an existing structure and such hazard or danger cannot reasonably be alleviated by treatment or pruning.

2. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

B. Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:

1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards. (e.g. other applicable Site Design and Use Standards). The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and

2. 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; and

3. 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. Nothing in this section shall require that the residential density 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 or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.

4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

6) The Planning Commission, following proper public notice, held a public hearing on January 8, 2007 at which time testimony was received and exhibits were presented. The Planning Commission approved the requested Site Review and Tree Removal Permits subject to conditions pertaining to the appropriate development of the site, but denied the requested Variance to the required number of bicycle parking spaces.

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

SECTION 1. EXHIBITS

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

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

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

SECTION 2. CONCLUSORY FINDINGS

2.1 The Planning Commission finds that it has received all information necessary to make a decision based on the Staff Report, public hearing testimony and the exhibits received.

2.2 The Planning Commission finds that while the application also includes the removal of six smaller trees which are greater than six-inches in diameter at breast height (d.b.h.), because these six trees are less than 18-inches d.b.h. and are located on public school property their removal does not require Tree Removal Permits. Based on the Tree Preservation and Protection Chapter AMC

18.61.035.E the proposed removal of these smaller trees is considered to be exempt tree removal activity. The Planning Commission further finds that the application is not subject to the *Development Standards for Floodplain Corridor Lands* based on the survey data provided with the application which establishes that the proposed areas of disturbance are outside of the floodplain corridor boundary.

2.3 The Planning Commission finds that the public school use is in compliance with the permitted uses in the R-1 Single Family Residential District and is well-established in this location with continuous use dating to at least 1893. The Planning Commission finds that the proposed new school buildings are in compliance with the setback, height and lot coverage requirements of the R-1 Single Family Residential District in Chapter 18.20. Setback requirements dictate that front yards must be at least 20 feet deep along arterial streets, side yards must be at least six feet, side yards adjacent to public streets must be a minimum of ten feet, and rear yards must be ten feet plus ten feet for each story in excess of one story. As proposed, the buildings are setback approximately 80 feet from Siskiyou Boulevard and approximately 62 feet from Tolman Creek Road. The maximum building height in the R-1 zoning district is 35 feet or two and one-half stories in height, whichever is less. The tallest of the proposed building is the gymnasium at 28-feet 8- inches in height. The Planning Commission further finds that the project meets the automobile parking requirements of Chapter 18.92. A total of 54 parking spaces are required for the project based on 216 proposed seats in the new gymnasium and a requirement for one off-street parking space per four seats. 54 spaces are to be provided on site in the expanded surface parking lot.

2.4 The Planning Commission finds that the existing 1929 Bellview School building is historically significant as it represents the best surviving element of the once-independent rural Bellview community, and that it should be retained and restored in a manner consistent with its historical significance as proposed by the applicants.

2.5 The Planning Commission finds that the project is in compliance with the Basic Site Review Standards for Commercial Development. The Site Design and Use Standards require that buildings have their primary orientation to the street rather than to a parking area, and that entrances be oriented to the street and accessed from the sidewalk. The primary orientation of the buildings on the site was established by the 1929 Bellview School building, which sits near the intersection of Tolman Creek Road and Siskiyou Boulevard and has a primary entrance from the sidewalk along Tolman Creek Road. The 1929 building is proposed to be retained and its orientation preserved, with the new construction proposed to complement its placement and orientation. Street trees, landscaping and parking lot landscaping/screening standards will be provided, and parking is to continue in the existing parking lot location to the side of the historic building, off of Tolman Creek Road and behind the existing Bellview Grange building.

2.6 The Planning Commission finds that there is adequate capacity of City facilities available to serve the proposed new buildings. Existing facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation via existing streets are in place and serve the existing school facility, and the applicants' propose to provide an on-site

stormwater detention system with a controlled rate of discharge to ensure that post development peak flows are less than or equal to pre-development levels, and that untreated run-off will not be discharged directly into Hamilton Creek. Existing curbside sidewalks are in place along the full Tolman Creek Road frontage and along 170 feet of the Siskiyou Boulevard frontage. Conditions have been added to require that a pedestrian walkway be provided around the full-perimeter of the proposed bus loop and that the Siskiyou Boulevard sidewalks be extended an additional approximately 200 feet to connect with this walkway at the southeastern-most extent of the proposed bus loop to provide adequate pedestrian access; and to require that a revised circulation plan be provided which allows bicyclists and pedestrians to reach the bicycle parking spaces and northernmost entrance of the new building separately from queuing parent cars.

2.7 The Planning Commission finds that in order to insure the viability, safety and integrity of Siskiyou Boulevard as a through corridor it is necessary that the proposed Siskiyou Boulevard bus loop be restricted to buses only, that the loop not be used for automobile parking when not in use by buses, and that automobile access to the site be limited to Tolman Creek Road. Given the close proximity to the adjacent Bellview Grange's over-sized driveway and the traffic impacts experienced during peak drop-off and pick-up times, the Planning Commission further finds that it is necessary to limit the potential number of turning movements on Tolman Creek Road by limiting both Tolman Creek Road driveways to one-way traffic, with vehicles to enter from the southernmost driveway and exit via the northernmost driveway.

2.8 The Planning Commission finds that the application fails to satisfy the criteria for the approval of a Variance to the required number of bicycle parking spaces. The Commission finds that the population and geographic area served by the school are not site-specific circumstances which necessitate a Variance. The Commission further finds that providing 52 percent fewer than the required number of bicycle parking spaces is neither beneficial nor does it further the intention of the Comprehensive Plan, which recognizes a lack of adequate bicycle parking as a barrier to encouraging bicycling and which includes as a specific policy that the City "require secure, sheltered bicycle parking in… institutions" in order to eliminate such barriers.

2.9 The Planning Commission finds that the site is constrained by the Site Design and Use Standards, which dictate that parking be placed at the side or rear of the building; by the presence of the Hamilton Creek floodplain which significantly limits the portion of the site which can be disturbed by development; by the presence of numerous existing significant trees, and by the existing historically significant 1929 Bellview School building, which largely establishes the orientation and placement of the new buildings on the site. As such, the Commission finds that the five Tree Removal Permits requested are "*in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards*" while carrying out the project as part of the voter-approved 2006 bond package. Given the number of significant trees to be retained and protected on site, particularly the grove of Oaks, Pines and Spruces along Siskiyou Boulevard, and the planting of required mitigation trees, the Commission further finds that the proposed removals will not have "*significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks….[or] on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.*"

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the application for Site Review approval to construct an approximately 52,163 square foot elementary school on the existing Bellview School site and for Tree Removal Permits to remove four Oak trees and one Sequoia greater than 18-inches in diameter at breast height (d.b.h.) has satisfied all relative substantive standards and criteria and is supported by evidence in the record. However, the request for a Variance to the required number of bicycle parking spaces to allow 33 bicycle parking spaces where 68 spaces are required is not supported by evidence in the record.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve the requested Site Review and Tree Removal Permits for Planning Action # 2007-01941 while denying the requested Variance to the required number of bicycle parking spaces. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2007-01941 is denied. The following are the conditions and they are attached to the approval:

1) That all proposals of the applicants shall be conditions of approval unless otherwise modified herein.
2) That Conditional Use Permit approval shall be obtained prior to modification of the existing signage or installation of any new signage.
3) That the January 2, 2008 recommendations of the Historic Commission with regard to the preservation of the historically significant 1929 Bellview School building and the compatibility of the proposed new construction, where consistent with the Site Design and Use Standards and with final approval by the Staff Advisor, shall be conditions of approval.
4) That prior to the submittal of a building permit:
   - A) The proposed buildings shall comply with the Standard A Solar Setback in accordance with AMC 18.70.040.A. The building permit submittals shall include identification of the highest shadow producing point(s), identification of the height of the shadow producing point(s) from natural grade, the solar setback measurement(s) called out to the north property line, and calculations in the ordinance-required format to demonstrate compliance.
   - B) Lot coverage calculations shall be provided which differentiate new and existing coverage areas, including buildings, walkways, athletic courts, parking areas and all other proposed lot coverage. Calculations of the number and type of plumbing fixtures removed during the demolition of the existing building shall also be provided. These calculations are to be used to ensure that the applicants receive proper credit in calculating systems development charges (SDC's) for water, sewer, and stormwater at the time of building permit issuance.
   - C) All easements shall be identified on the building permit submittals.
   - D) The applicants shall submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Electric Department prior to the submittal of a building permit application. Transformers and cabinets shall be located in areas least visible from streets, while considering the access needs of the Electric Department.

E) Exterior building materials and paint colors shall be selected for compatibility with the existing buildings and surrounding neighborhood, and sample exterior building colors and materials shall be provided with the building permit submittals for review and approval of the Staff Advisor.

F) All exterior lighting shall be shown on the final building permit submittals. Fixtures should be selected and located so as not to illuminate neighboring properties.

G) The Siskiyou Boulevard bus loop shall be limited to bus traffic, and details of its closure to other traffic through signage, bollards, and any other necessary means shall be clearly identified on the building permit submittals.

H) A revised arborist's report shall be provided to specifically address any tree preservation measures which may be necessary to ensure the long-term viability of the significant trees in proximity to the proposed bus loop. Such measures may include hand excavation within root zones, surgical cutting of larger diameter roots, the use of structural soils and/or permeable paving materials within the identified tree protection zones, or other measures deemed necessary by the arborist.

I) Both Tolman Creek Road driveways shall be limited to one-way traffic, with vehicles to enter from the southernmost driveway and exit via the northern driveway. Necessary signage shall be included on the building permit submittals for the review and approval of Planning and Public Works/Engineering Staff.

J) A revised site plan providing a separate circulation route for bicyclists and pedestrians to reach the bicycle parking spaces and northernmost entry of the school without having to traverse queuing automobiles shall be provided for the review and approval of the Staff Advisor.

5) That prior to the issuance of a building permit:

A) That the plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify the Site Review approval shall be submitted and approved prior to issuance of a building permit.

B) That final utility and drainage plans for the project shall be reviewed and approved by the Engineering, Building and Planning Divisions. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins.

C) That the design of all on-site storm water detention systems (i.e. bio-swales) and off-site storm drain system improvements be reviewed and approved by the Public Works/Engineering, Building and Planning Departments. Post-development peak stormwater flows must not exceed pre-development levels and the storm drainage system must be designed to include storm water quality mitigation.

D) Revised landscape, irrigation and tree protection plans shall be provided for the review and approval of the Staff Advisor. The revised plan shall incorporate: 1) calculations demonstrating that the parking lot landscaping satisfies the seven percent landscaping requirement; 2) irrigation system details and maintenance watering schedule details to meet the Site Design and Use Standards Water Conserving Landscaping Guidelines and Policies irrigation requirements; and 3) Identification of the five trees which are required to be planted to mitigate the proposed significant tree removals as proposed mitigation trees. Removal of significant trees beyond the five approved for removal here shall require that the applicant modify this approval and obtain additional Tree Removal Permits.

E) Tree protection fencing shall be installed according to the approved Tree Protection Plan prior to any site work, storage of materials or permit issuance. The tree protection shall be chain link fencing six feet tall and installed in accordance with 18.61.200.B. A Tree Verification Permit shall be applied for and approved by the Ashland Planning Division prior to permit issuance, site work including demolition, and/or storage of materials. The Verification Permit is to confirm that the trees to be removed are properly identified and to verify the installation of tree protection fencing for the trees to be retained.

F) Evidence of Oregon Department of Transportation (ODOT) approval, including any necessary permits, for all improvements within the Siskiyou Boulevard right-of-way including the proposed bus loop shall be provided.

G) The 1929 Bellview School building shall be retained and restored in keeping with AMC 18.72.100.E and Comprehensive Plan Goal 1.30 as proposed by the applicants. The building permit submittals for the restoration of the 1929 building shall include details of door and window replacements; cornice, fascia and gutter renovations; and stucco repairs to match the existing. Details on the fenestration, eaves, cornices, shading, entrance canopies, exterior materials and colors, wainscoting and relief including necessary wall section drawings shall also be provided for the proposed new buildings. Building permit submittal detail drawings shall clearly identify the original building to be retained and the portions of the development which are new construction, and submittals shall be reviewed and approved by the Historic Commission prior to the issuance of the building permit.

H) The applicants shall receive approval of a Demolition/Relocation Review Permit through the Building Division for the portions of the building proposed for demolition.

I) That the applicants shall provide evidence of a signed and recorded mutual access easement for the proposed driveway and associated improvements over the adjacent Bellview Grange property.

J) The floodplain boundary shall be clearly marked on site, inspected and approved by the Staff Advisor prior to site work, storage of materials or permit issuance. Any sitework constituting development within the FEMA floodplain corridor shall be subject to a Physical and Environmental Constraints Review Permit for Development of Flood Plain Corridor Lands.

K) The requirements of the Ashland Fire Department, including the installation of any required fire hydrants and fire apparatus access and turnaround requirements shall be complied with prior to issuance of the building permit or combustible construction. Fire Department requirements shall be included on the engineered construction documents for public facilities, and if a fire protection vault is required, the vault shall not be located in the sidewalk.

6) That prior to the issuance of a certificate of occupancy for the newly constructed buildings:

A) Street trees, one per 30 feet of street frontage, shall be installed along the Tolman Creek Road frontage. All street trees shall be chosen from the adopted Street Tree List and shall be installed in accordance with the specifications noted in Section E of the Site Design and Use Standards. The street trees shall be irrigated.

B) All service and equipment installation shall be installed according to Ashland Electric Department specifications prior to certificate of occupancy.

C) Bicycle parking facilities to accommodate 68 covered spaces utilizing the approved inverted U racks shall be installed according to the requirements of AMC 18.92.040, inspected, and approved by the Staff Advisor.

D) All landscape and hardscape elements shall be installed in accordance with the approved plan.

E) That the screening for the trash and recycling enclosure shall be installed in accordance with the Site Design and Use Standards. An opportunity o recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure in accordance with 18.72.115.B.

F) That the pedestrian walkway adjacent to the bus loop shall be extended around the full perimeter of the bus loop to the southeast, out to Siskiyou Boulevard in order to provide a pedestrian connection for students who may be walking. The existing sidewalk improvements shall also be extended to the southeast to connect with the perimeter walkway at the southeastern limit of the bus loop.

G) That the closure of the existing northern driveway curb cut on Tolman Creek Road and its relocation approximately 24 feet to the north shall be completed under permit from the Public Works/Engineering Department.

_____ _____

Planning Commission Approval Date