

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
APRIL 10, 2012
AGENDA**

I. CALL TO ORDER

II. ANNOUNCEMENTS

III. CONSENT AGENDA

A. Approval of Minutes

1. March 13, 2012 Regular Meeting.

IV. PUBLIC FORUM

V. UNFINISHED BUSINESS

- A. Approval of Findings for PA-2011-01523, Revised Historic District Design Standards.**

VI. TYPE II PUBLIC HEARING

A. PLANNING ACTION: #2012-00018

SUBJECT PROPERTY: 2220 Ashland Street

APPLICANT: Summit Investments

DESCRIPTION: A request for Site Review approval to construct a new 4,125 square foot, single story, retail building and associated site improvements for the property located at 2220 Ashland Street. The former Pizza Hut building is currently located on the site.

COMPREHENSIVE PLAN DESIGNATION: Commercial; ZONING: C-1; ASSESSOR'S MAP: 39 1E 14BA; TAX LOT: 1700.

VII. ADJOURNMENT



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).

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
REGULAR MEETING
MINUTES
March 13, 2012

CALL TO ORDER

Chair Pam Marsh called the meeting to order at 7:00 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Commissioners Present:

Michael Dawkins
Eric Heesacker
Richard Kaplan
Pam Marsh
Debbie Miller
Melanie Mindlin

Staff Present:

Bill Molnar, Community Development Director
Derek Severson, Associate Planner
April Lucas, Administrative Supervisor

Absent Members:

None

Council Liaison:

Dennis Slattery

ANNOUNCEMENTS

Commissioner Marsh welcomed Dennis Slattery and announced he is the Commission's new council liaison.

City Administrator Dave Kanner introduced himself and stated he is always available if the Commission has questions or concerns regarding City business.

Commissioner Marsh announced the Planning Commission will hold its annual retreat on May 5; and asked the group to submit agenda topics and places to visit on the field trip.

Commissioner Dawkins commented on the Green Codes public hearing before the City Council last week, and noted the significant amount of public testimony regarding the keeping of chickens. He stated when the Commission held their hearing no one came to speak, and wished they had received this same level of input. Councilor Slattery stated it was an interesting meeting and the term "urban farming" was used quite a bit. He added the Council will likely be looking at this as a new Council goal. Commissioner Marsh questioned how to raise more awareness of the issues before the Planning Commission in order to improve public participation, and stated it would have been better if they could have been aware of the public's concerns before this item went before Council.

CONSENT AGENDA

A. Approval of Minutes.

1. February 14, 2012 Regular Meeting.
2. February 28, 2012 Special Meeting.

Commissioners Dawkins/Mindlin m/s to approve the Consent Agenda. Voice Vote: all AYES. Motion passed.

PUBLIC FORUM

No one came forward to speak.

UNFINISHED BUSINESS

A. Council Memo – Pedestrian Places Re-Review

Community Development Director Bill Molnar stated the Pedestrian Places Re-Review will be on the Council's April 3rd agenda. No objections were raised to forwarding this Memo to the City Council.

PUBLIC HEARINGS

A. PLANNING ACTION: #2011-01523

DESCRIPTION: A proposal to revise the Historic District Design Standards found in Section IV of Ashland's Site Design and Use Standards. These standards are approval criteria for Site Review applications for multi-family residential, commercial and industrial applications in the four National Register-listed historic districts, as well as for exterior modifications requiring building permits on single family residential properties that are individually listed on the National Register of Historic Places. The proposed revisions are intended to bring the standards more into line with the Secretary of the Interior's Standards for Rehabilitation, and to provide greater internal consistency within the standards themselves. In conjunction with the revisions, supporting educational materials have been created to further explain and illustrate the standards with regard to specific topics including living with historic buildings, windows, exterior materials, additions, garages and outbuildings.

Staff Report

Associate Planner Derek Severson provided a general overview of the Historic District Design Standards update. He explained the Standards have served the City well since the 1980s, however in preparing the Historic Preservation Plan it was found that there are occasions where the existing Historic District Design Standards contradict with the Secretary of the Interior's Standards for Rehabilitation. Mr. Severson stated this update is intended as a fine tuning of the standards to address those conflicts.

Mr. Severson explained the Historic District Design Standards apply in the City's four historic districts, and only apply to construction that requires site review or conditional use permit approval. He reviewed the locations of the Ashland historic districts and also provided the contributing and non-contributing property figures for each district.

Mr. Severson provided an explanation of the Secretary of Interior's Standards for Rehabilitation and reviewed the specific sections of the Ashland Historic District Design Standards that are proposed to be changed. He noted the Historic Commission met several times to review these changes and have recommended approval by the City Council. Mr. Severson also commented briefly on the Historic Briefs that were prepared, which provide additional information on: Living with Historic Buildings, Windows, Exterior Materials, Additions, and Garages/Outbuildings.

Deliberations and Decision

Commissioner Mindlin suggested two minor corrections to page one: 1) she stated the word "lavish" is used incorrectly in the first paragraph, and 2) she stated the following sentence in paragraph three seems dated, *"Wrought iron columns, asbestos shingles, and aluminum frame windows have only one thing in common – the local hardware store."* She also commented that some of the language makes it sound like these things are required and not advisory, and asked staff to clarify. Mr. Severson clarified for single family homes that do not require site review or a conditional use permit, the standards are advisory. He added the Historic Commission Review Board has the opportunity make recommendations to the applicant, and typically meets with homeowners or contractors and makes recommendations when the building permit is issued. Commissioner Mindlin asked what would happen if someone wants to tear down their home and build a brand new one. Mr. Severson stated the applicant would have to first obtain a demolition review permit, and the Historic Commission is notified and given opportunity to comment. He also clarified as part of the demolition review, the applicants must provide sufficient evidence that rehabilitation is financially unfeasible.

Commissioner Dawkins voiced concern that the standards don't have enough "teeth", and that ultimately it is all just a recommendation. Mr. Severson noted the Historic Preservation Plan outlines a request for the City to consider residential site review for homes in the historic districts, and review by the Historic Commission for things that do not require permits (replacement of siding, etc.). He added the Historic Commission has also voiced their desire to revise the demolition ordinance and give it more teeth. He clarified when the ordinance was first adopted, you could not prohibit demolition based on a structure's historic significance. He added as future grant cycles come up, this might be something the City wants to pursue.

Commissioner Dawkins asked if the City could require an additional fee if people decide to not follow the standards; and Commissioner Miller asked if it is legal to have more restricted standards for single family homes in the historic districts. Mr. Molnar commented that 95% of people who purchase properties in historic areas do so because they like the resource and want to maintain those features. He stated more often than not people choose to follow the guidance given by the Historic Review Board, even if it is not mandatory. Mr. Severson commented that in some cases, removing the old building is not bad. He cited the LEED certified mixed-use development on A Street and stated the old building was dilapidated, had no discernable historic features, and

was a non-contributing structure. He added there are some instances where demolition is appropriate and supported by the Historic Commission.

Commissioner Marsh commented that one of the best things they can do is to affirm as a community people's choices when we see them doing great projects; to give them easy to understand handouts; and to continue to applaud and promote the historical buildings in our community. She also suggested the City assemble a map of the national historic structures in Ashland and believes this would be a great promotional piece for the City.

Commissioner Marsh noted the planning application at 400 Allison and questioned if the Floor Area Ratio issue that came up with that action has been resolved. Mr. Molnar indicated staff will add this to the list of items that need to be addressed.

Commissioners Miller/Heesacker m/s to approve the Historic District Design Standards as revised and forward to the City Council. DISCUSSION: Commissioner Dawkins stated he is supportive of these standards, but would like to reopen this discussion as it relates to the Downtown Plan, particularly on Lithia Way. Suggestion was made for this to be an agenda topic at the Commission's annual retreat. **Voice Vote: all AYES. Motion passed 6-0.**

Commissioner Dawkins commented further on Lithia Way. He stated this is a transition zone and suggested they discuss rezoning the north side of the street. He commented on the Northlight property and suggested this area be rezoned as high density residential; and stated a viable downtown needs smaller housing units where people can live, work, and walk. He added he does not believe the downtown area needs to get any bigger. Comment was made questioning if the City has the ability to rezone a property and increase the density to allow for a much taller building. Staff clarified this is possible, however when you rezone a piece of property you do not own, it is best to have support from the property owner.

Commissioner Mindlin stated she has some of the same concerns as Dawkins and noted her desire to talk about pocket neighborhoods and denser neighborhood communities. Commissioner Marsh stated she would like to hear about the research Mindlin has done in these areas and asked her to bring this forward for discussion at the retreat.

ADJOURNMENT

Meeting adjourned at 8:45 p.m.

*Respectfully submitted,
April Lucas, Administrative Supervisor*

BEFORE THE PLANNING COMMISSION
City of Ashland, Jackson County, Oregon
April 10, 2012

IN THE MATTER OF PLANNING ACTION #2011-01523, A REQUEST)
TO AMEND THE DEFINITIONS CHAPTER OF THE ASHLAND LAND)
USE ORDINANCE BY ADDING NEW SECTIONS 18.08.622 AND)
18.08.636 AND TO AMEND THE HISTORIC DISTRICT DESIGN) **RECOMMENDATION**
STANDARDS AND DOWNTOWN DESIGN STANDARDS OF THE SITE)
DESIGN AND USE STANDARDS FOR GREATER CLARITY AND)
CONSISTENCY WITH THE SECRETARY OF THE INTERIOR'S)
STANDARDS FOR REHABILITATION.)
)
APPLICANT: City of Ashland)

RECITALS:

1) The application is to amend the Definitions Chapter (AMC 18.08) of the Ashland Land Use Ordinance by adding new sections 18.08.622 "Rehabilitation" and 18.08.636 "Restoration" and to amend the Historic District Design Standards and Downtown Design Standards of the Site Design and Use Standards. The Historic District Design Standards serve as approval criteria for Site Review and Conditional Use Permit applications for multi-family residential, commercial and industrial applications in Ashland's four National Register-listed historic districts, as well as for exterior modifications requiring building permits on single family residential properties that are individually listed on the National Register of Historic Places. The proposed revisions are intended to bring the standards more into line with the Secretary of the Interior's Standards for Rehabilitation, and to provide greater clarity and internal consistency within the standards themselves. In conjunction with the revisions, supporting educational materials have been created to explain and illustrate the standards with regard to specific topics including living with historic buildings, windows, exterior materials, additions, garages and outbuildings.

2) A Legislative Amendment is defined in AMC 18.08.345 and is subject to the requirements for a Legislative Amendment described in AMC 18.108.170 as follows:

SECTION 18.08.345 Legislative amendment.

An amendment to the text of the land use ordinance or the comprehensive plan or an amendment of the zoning map, comprehensive plan maps or other official maps including the street dedication map described in section 18.82.050, for land involving numerous parcels under diverse ownerships.

SECTION 18.108.170 Legislative Amendments.

A. *It may be necessary from time to time to amend the text of the Land Use Ordinance or make other legislative amendments in order to conform with the comprehensive plan or to meet other changes in circumstances*

PA #2011-01523_Historic Design Standards

April 10, 2012

Page 1

- and conditions. A legislative amendment is a legislative act solely within the authority of the Council.*
- B. A legislative amendment may be initiated by the Council, by the Commission, or by application of a property owner or resident of the City. The Commission shall conduct a public hearing on the proposed amendment at its earliest practicable meeting after it is submitted, and within thirty days after the hearing, recommend to the Council, approval, disapproval, or modification of the proposed amendment.*
 - C. An application for amendment by a property owner or resident shall be filed with the Planning Department thirty days prior to the Commission meeting at which the proposal is to be first considered. The application shall be accompanied by the required fee.*
 - D. Before taking final action on a proposed amendment, the Commission shall hold a public hearing. After receipt of the report on the amendment from the Commission, the Council shall hold a public hearing on the amendment. Notice of time and place of the public hearings and a brief description of the proposed amendment shall be given notice in a newspaper of general circulation in the City not less than ten days prior to the date of hearing.*
 - E. No application of a property owner or resident for a legislative amendment shall be considered by the Commission within the twelve month period immediately following a previous denial of such request, except the Commission may permit a new application if, in the opinion of the Commission, new evidence or a change of circumstances warrant it.*

3) The Planning Commission, following proper public notice as required in AMC 18.108.170.D., held a public hearing on March 13, 2012 at which time testimony was received and exhibits were presented. Following the closing of the public hearing, the Planning Commission held their deliberations and recommended that the City Council approve the proposed amendments to the Definitions Chapter (AMC 18.08) and to the Site Design and Use Standards' Historic District Design Standards and Downtown Design Standards.

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

SECTION 1. EXHIBITS

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

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

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

SECTION 2. CONCLUSORY FINDINGS

2.1 The Planning Commission finds that it has received all information necessary to make a recommendation based on the Staff Report, public hearing testimony and the exhibits received.

2.2 The Planning Commission finds that the proposal for a Legislative Amendment to amend the Definitions Chapter (AMC 18.08) of the Ashland Land Use Ordinance by adding new sections 18.08.622 and 18.08.636 and to amend the Historic District Design Standards and Downtown Design Standards of the Site Design and Use Standards for greater clarity and consistency with the Secretary of the Interior's Standards for Rehabilitation meets all applicable criteria for the approval of Legislative Amendment as described in Chapter 18.108.170. The Planning Commission recommends approval of the ordinance amendments as proposed.

2.3 The Planning Commission finds that the Comprehensive Plan includes Policy I-7 which directs that, "The City shall develop and implement through law design guidelines for new development as well as for alteration of existing structures within the historic interest areas for structures and areas that are historically significant." The Commission further finds that the City's Site Design and Use Standards have included Historic District Design Standards to guide development in Ashland's four historic districts since their adoption in 1985.

The Planning Commission finds that Ashland's four existing historic districts are the Ashland Downtown District, the Siskiyou-Hargadine District, the Skidmore Academy District, and the Railroad Addition District. These districts were established by the city in 1982 with the adoption of the Comprehensive Plan, and each district was subsequently individually considered and ultimately listed on the National Register of Historic Places between 1998 and 2002. A map of these districts is provided as staff's "Exhibit D – Historic Districts Map." The Commission finds that the Site Design and Use Standards and the Historic District Design Standards found in Section IV thereof already apply within these districts for projects subject to Site Review or Conditional Use Permit, and further finds that the proposed revisions do not expand the applicability of the standards beyond those areas where they already apply but are instead intended to provide greater consistency both with accepted national standards and with other sections of the Site Design and Use Standards and Land Use Ordinance.

2.4 The Planning Commission finds that the Secretary of the Interior is responsible for establishing standards for all programs under the jurisdiction of the Department of the Interior and for advising agencies on the preservation of historic properties listed in or eligible for listing in the National Register of Historic Places. The Secretary of the Interior's Standards for Rehabilitation were originally developed to determine the appropriateness of proposed project work on registered properties supported by federal grants. These standards address rehabilitation, the most typical treatment to historic buildings, which is defined therein as "*the act or process of making possible a compatible use for a property through repair, alterations and additions while preserving those portions or features which convey its historical, cultural or architectural values.*" As stated in the definition, the treatment of rehabilitation assumes that at least some repair or alteration of the historic building will be needed to provide for efficient

contemporary use; however, the standards seek to ensure that these repairs and alterations not damage or destroy materials, features or finishes that are important in defining a building's historic character.

The Commission finds that The Secretary of the Interior's Standards for Rehabilitation are intended to assist in the long-term preservation of historic materials and features, and as such pertain to historic buildings of all materials, construction types, sizes and occupancy and consider both the building site and the surrounding environment which provides its context. To be certified for federal tax purposes, a rehabilitation project must be found by the Secretary of the Interior to be consistent with the historic character of the structure(s) and, where applicable, the district in which it is located. The Commission further finds that over the years since their creation, the Secretary's Standards have been used to determine if a rehabilitation project qualifies for federal tax incentives as well as to guide federal agencies in carrying out their responsibilities for properties in federal ownership or control. In addition, they have come to be used by state and local officials across the nation to review rehabilitation proposals and have been adopted by historic and planning commissions across the country.

The Planning Commission finds that the Oregon State Historic Preservation Office (SHPO) administers the Certified Local Government (CLG) program, which is a federal program to promote historic preservation at the local level. SHPO also assists property owners, local governments, and interested citizens in listing Oregon's most historically important resources on the federal National Register of Historic Places. As a Certified Local Government with four National Register-listed historic districts, there is an expectation that the city will support historic preservation programs with adequate funding, staff, and access, and ensure that ordinances and other legislation designed to protect historic cultural resources are enforced.

2.5 The Planning Commission finds that, as noted in the "Ashland Preservation Plan 2009-2018", some of the existing Historic District Design Standards from Section IV of the Site Design and Use Standards conflict with or contradict the Secretary of the Interior's Standards for Rehabilitation, and that this could be a potential problem for properties in the Oregon Special Assessment program as SHPO utilizes the Secretary of the Interior's Standards for Rehabilitation when evaluating projects. Any work that does not comply with the Secretary of the Interior's Standards for Rehabilitation could cause a property to be removed from the program. Here, the Commission notes as an example that existing standards IV-B-1, 3, 4 and 5 encourage new additions to match existing features as much as possible, which contradicts the Secretary of the Interior's Standard #9 which requires, "*The new work shall be differentiated from the old.*" Another example of a conflict is found in IV-B-3 requiring that roof ridge lines be extended where possible, which poses potential conflicts with the Secretary of the Interior's Standard #10 which requires, "*New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*"

The Commission accordingly finds it necessary and appropriate that the existing standards be

amended to provide greater consistency with the Secretary of the Interior's Standards for Rehabilitation as a way to further protect the character and integrity of Ashland's four National Register-listed historic districts. To this end, the Commission finds that the addition of a new, twelfth standard to Section IV-B which states that, "*The latest version of the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings shall be used in clarifying and determining whether the above standards are met,*" will allow the use the federal standards as a supporting reference for clarification when questions arise in the application of the Historic District Design Standards.

The Planning Commission finds that the addition of a new standard and illustration as IV-C-11 "Additions" which encourage additions that are visually unobtrusive and do not obscure or eliminate character defining features and discourage additions on the primary façade or any elevation that is visually prominent or which obscure or destroy character defining features is in keeping with the Secretary of the Interior's Standards for Rehabilitation which calls for addition to protect the historic integrity of both the historic property and its environment.

The Planning Commission finds that the addition of a new standard and illustration as IV-C-12 "Garage Placement" is appropriate and necessary. Development patterns in Ashland's historic districts in many cases pre-dated the automobile's current dominant role in modern life, and the placement of new garages behind primary historic buildings with access from a side street or alley rather than in front of the primary historic building is a key element in ensuring historically compatible development and preserving district character.

2.6 In addition to addressing consistency with the Secretary of the Interior's Standards for Rehabilitation, the Planning Commission finds that the proposed revisions include changes intended to provide greater clarity and internal consistency between the Historic District Design Standards and other city standards.

The Planning Commission finds that for the purposes of clarity in explaining the standards, the addition of shading in the illustrations is a simple and effective way to add emphasis to the points being made in each of the illustrated standards in Section IV-C.

The Planning Commission finds that within the Site Design and Use Standards, Section IV-C-1 of the Historic District Design Standards calls for buildings to be constructed to the height of existing historic buildings on and across the street while Section VI-A-1 of the Downtown Design Standards seeks buildings which vary in height to maintain the downtown's traditional staggered streetscape appearance. The Planning Commission finds that for the sake of internal consistency, the revisions proposed to Section IV-B have made clear that the rehabilitation and remodel standards are to apply primarily to the residential historic districts and to residential buildings in the downtown, and that the Downtown Design Standards are to take precedence for commercial development within the downtown overlay. In addition, the revisions include clarification in Section VI-A-1 making clear that the restoration of a historic façade line which was not historically staggered would provide a basis for an exception to the standard calling for

varying heights to maintain a generally staggered streetscape appearance.

The Planning Commission further finds that the addition of definitions for “rehabilitation” and “restoration” to the Definitions Chapter (AMC 18.08) is necessary as the standards refer directly to rehabilitation and restoration and as such, their meanings should be clearly defined.

The Planning Commission finds that in past applications, it has at times been questioned how to address the area of transitions between zones as the current standards often seek compatibility with buildings in the vicinity when on occasion that vicinity may include other zoning districts, which are subject to different regulations and different development standards. For instance, it was questioned during the “Northlight” application at the corner of Lithia Way and First Street how to best address the transition between the subject property’s C-1 Commercial zoning which was to be developed under Basic Commercial and Detail Site Review subject to both the Historic and Downtown Design Standards when the immediately adjacent property was residentially zoned R-2 property in the Railroad Addition along B Street. The Planning Commission finds that the proposed revisions to both Section IV-C and Section VI are intended to make clear that at the edges of zoning districts or overlays with differing regulations and standards, adjustments to building form, massing, height, scale, placement or architectural and material treatment may be considered as a means to address compatibility within the area of transition while not losing sight of the underlying zoning or applicable standards for the subject property.

2.7 The Planning Commission finds that the five proposed “Historic Building Briefs” which address “Living with Historic Buildings”, “Windows”, “Exterior Materials”, “Additions” and “Garages and Outbuildings” provide issue-specific educational materials and guidance in support of the revised standards, and while these “Historic Building Briefs” are not to be codified they provide an appropriate mechanism to help explain the revised standards to homeowners, their designer professionals and contractors.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission recommends approval of Planning Action #2011-01523.

Planning Commission Approval

April 10, 2012
Date

**TYPE II
PUBLIC HEARING**



PLANNING ACTION: 2012-00018

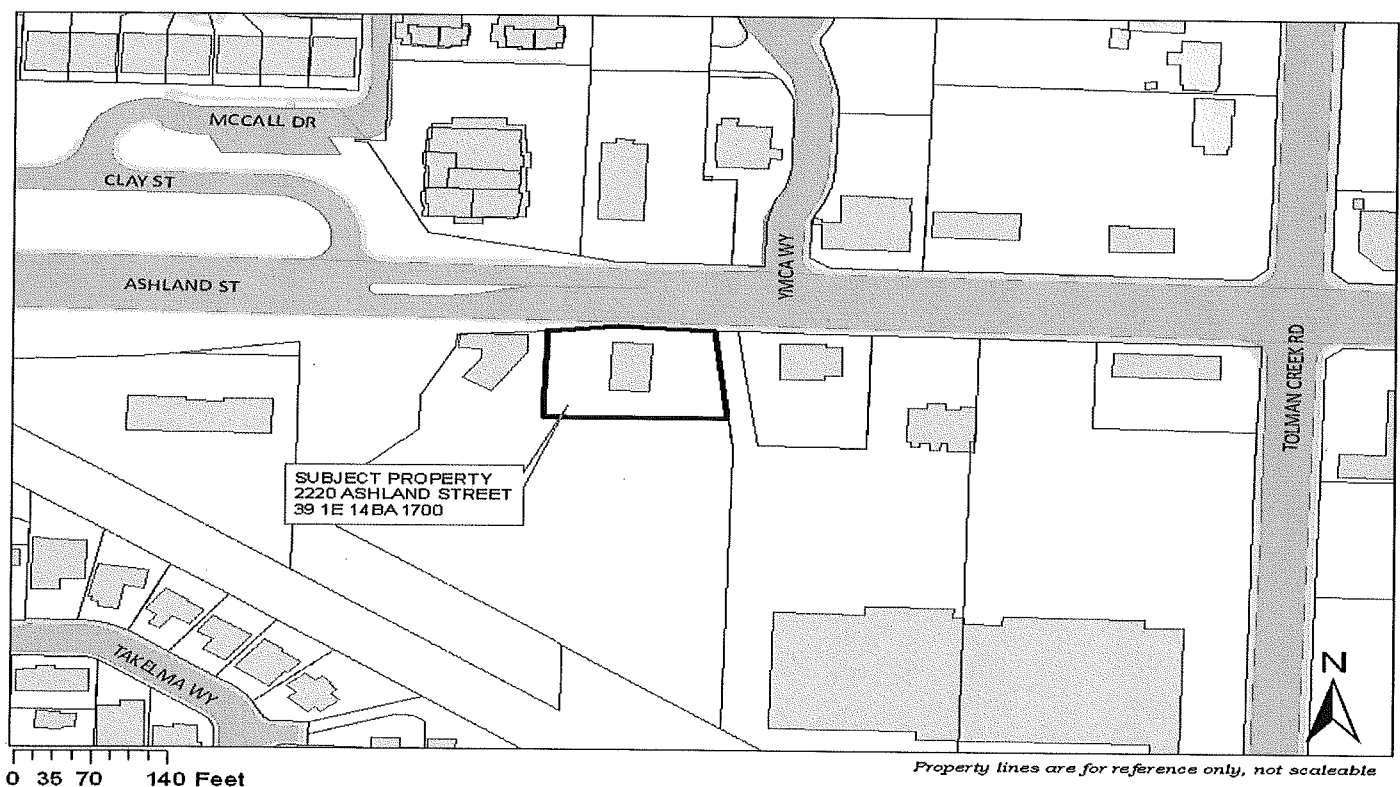
SUBJECT PROPERTY: 2220 Ashland Street

OWNER/APPLICANT: Summit Investments

DESCRIPTION: A request for Site Review approval to construct a new 4,125 square foot, single story, retail building and associated site improvements for the property located at 2220 Ashland Street. The former Pizza Hut building is currently located on the site. **COMPREHENSIVE PLAN DESIGNATION: Commercial; ZONING: C-1; ASSESSOR'S MAP: 39 1E 14BA; TAX LOT: 1700**

NOTE: The Ashland Tree Commission will also review this Planning Action on **April 5, 2012 at 6:00 p.m.** in the Community Development and Engineering Services building (Siskiyou Room) located at 51 Winburn Way.

ASHLAND PLANNING COMMISSION MEETING: April 10, 2012 at 7:00 PM, Ashland Civic Center



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

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 Division, 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.

**CITY OF
ASHLAND**

RECORD FOR PLANNING ACTION #2012-00018

PLANNING ACTION: #2012-00018

SUBJECT PROPERTY: 2220 Ashland Street

APPLICANT: Summit Investments

DESCRIPTION: A request for Site Review approval to construct a new 4,125 square foot, single-story, retail building and associated site improvements for the property located at 2220 Ashland Street. The former Pizza Hut building is currently located on the site.

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ASHLAND PLANNING DIVISION
STAFF REPORT
April 10, 2012

PLANNING ACTION: PA-2012-00018

APPLICANT: Summit Investments LLC

LOCATION: 2220 Ashland Street

COMPREHENSIVE PLAN DESIGNATION: Commercial

APPLICATION DEEMED COMPLETE: March 21, 2012

120-DAY TIME LIMIT: July 25, 2012

ORDINANCE REFERENCE:	18.32	C-1 Commercial District
	18.61	Tree Preservation and Protection
	18.72	Site Design and Use Standards
	18.92	Off-Street Parking

REQUEST: A request for Site Review approval to construct a new 4,125 square foot, single story, retail building and associated site improvements for the property located at 2220 Ashland Street. The former Pizza Hut building is currently located on the site. The property is subject to the Detail Site Review requirements and the Pedestrian Places requirements.

I. Relevant Facts

A. Background - History of Application

In 1982 the subject property was developed as a Pizza Hut which was closed in 2005.

From approximately 2006 until 2008 the Heartsong Tea Company operated a “Chai Hut” out the business. The site has been vacant since approximately 2008.

There are no other land use application on record for the property.

B. Detailed Description of the Site and Proposal

The subject property is 18,295 square feet and is located at 2220 Ashland Street in southeast Ashland. The property has a vacant 2,135 square foot building, formerly Pizza Hut which closed in 2005 and will be demolished. There is also landscaping, parking lot and other site improvements which will be modified as part of this proposal. Ashland Street is paved with curb, gutter, and a five foot wide curbside sidewalk along the entire frontage of the subject property. The property is zoned Commercial (C-1). To the east of the subject property is a vacant commercial building space. To the south is a dirt parking lot which is part of the larger parcel bound by the railroad tracks, Tolman Creek Road

and Ashland Street, under the same ownership as the subject property. The large property is the location of Bi-Mart, Shop N Kart, two restaurants, and the Oil Stop. Across Ashland Street is a bank, two mixed use residential/commercial spaces and two vacant commercial buildings. All immediately adjacent property is zoned Commercial, the properties to the south across the railroad tracks are zoned residential.

The subject properties have an approximately three percent slope to the northwest, toward Ashland Street with a small, steeper slope from the front of the building to the sidewalk. The site has a five small trees less than six-inches in diameter at breast height and one Red Maple which is 13-inches in diameter at breast height, various other shrubbery and minimal parking lot landscaping.

1. Site Review

The proposal includes the construction of a new 4,125 square foot single story retail structure. The building is oriented toward Ashland Street. The building is setback 12-feet from the sidewalk. The average height of the building is proposed to be 19-feet to the top of the cornice and 22-feet to the top of the pilaster. The applicant has also proposed to construct hardscape plaza areas on the front and east side of the building. Double, aluminum, store-front doors are proposed for the front and rear of the building with spandrel glass on either side of the door. Nine automobile parking spaces are proposed to be provided at the rear of the building and a shared parking agreement is proposed for an additional three parking spaces in the three northern most spaces of the parking lot for the Shop N Kart which is to the southeast. Four covered bicycle parking are proposed on the east side of the building.

The exterior building materials includes, standing seam metal siding and awnings, split face CMU base, cement plaster, cultured stone pilasters, sheet metal wall cap and aluminum doors and windows. The colors of the exterior building materials are greens, beige and brown.

2. Tree Removal and Landscaping

The applicant has proposed to remove six trees in total, one of which requires a tree removal permit because it is larger than six-inches in diameter at breast height. The proposal includes a detailed landscape plan. Eight percent of the parking lot area is to be landscaped, including a bio-swale landscape planter on the west end of the parking spaces. An additional 16 percent of the site is to be landscaped with low ground cover, shrubbery and a mixture of drought tolerant plant materials. The applicant has also proposed three street trees in five by five tree wells along the Ashland Street frontage, one shade tree in the hardscape plaza near the intersection of the site and the driveway and three trees in five by five tree wells along the driveway.

3. Site Circulation Modifications

The applicant is proposing to create a streetscape presence into the larger complex property from the driveway directly adjacent the subject property. The existing parking lot landscape buffer between the subject property's existing parking area

and the driveway will remain and is proposed to be extended. The applicant has proposed this median to become a center median of a reconfigured driveway. The applicant has proposed to plant trees along a sidewalk on the east side of the new structure to frame the south traffic lane of the driveway. The proposed driveway is 45-feet wide at the intersection of Ashland Street, utilizing the existing curb cut and widens to 63-feet at the driveways intersection with the existing east to west driveway through the property.

4. Street Improvements

Ashland Street which is classified as a Boulevard (arterial) street under the Transportation System Plan (TSP) and a state highway is fully improved with paving, curbs, gutters, and a five-foot wide curbside sidewalk. The curbside sidewalk and lack of parkrow does not comply with current street standards. The applicant has proposed to install thirteen feet of street improvements. These are comprised of five-foot wide tree wells and eight feet of sidewalk. The applicant has also proposed to install a Sternberg pedestrian scaled street light at the intersection of the driveway and Ashland Street.

II. Project Impact

The project requires Site Review approval since it involves the construction of a new building in the C-1 zoning district. The property is subject to the Basic Site Review and Detail Site Review requirements. The property is also in the Pedestrian Place Overlay and is subject to the requirements thereof.

A. Site Review

Site Design and Use Standards

The building is proposed as retail / commercial which is a permitted use in the C-1 zone. The subject property is located within the Basic and Detail Site Review Zones, and the Pedestrian Place Overlay. The proposed building is designed with its primary orientation toward Ashland Street. The Detail Site Review standards require a building to be setback no more than five feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas. The applicant has proposed a hardscape plaza area which varies in width but averages approximately eight-feet and is 832 square feet of hardscape between the building and the sidewalk. There is an additional five-foot of raised planter area between the building and the plaza area for a total setback of approximately 13-feet.

The Basic Site Review Standards require the building to be primarily oriented to the street rather than the parking area, and require building entrances to be accessed from the public sidewalk. The building has entrances from the Ashland St. side of the building, and from the parking lot side of the building. Though the building has a more prominent entrance on the parking lot side of the building, the building could be found to be orientated towards Ashland Street given the architectural details, and double, storefront style aluminum doors. Aluminum storefront windows frame the Ashland St. doors. As

proposed there is an additional column of windows on the left side which gives the front entrance a lopsided appearance. The floor plan of the space has restroom facilities at the front of the building and an office at the rear. These restrooms appear to be the controlling factor for the window placement. The floor plan and the locations of the office space and the restrooms could be modified to allow for increased window area.

Staff Concern / Recommendation: The primary building orientation is directed to the parking area rather than Ashland St., and the street entrance is less prominent. Second column of windows adjacent to Ashland St. entrance create an off-center or lop-sided appearance. The building floor plan, through an adjustment of restroom location, could be modified in order to increase the window area facing Ashland Street consistent with the City's design expectation for the primary frontage.

The front entrance is approximately three feet above the sidewalk level and will have three to five steps up to a landing at the entrance. There are low landscape planters adjacent to the plaza space and surrounding the power pole, transformer, telephone cabinet and gas meter. The applicant has proposed to protect these utilities instead of removing or relocating by building low walls and low growing ground cover plantings. Between the building and the pedestrian plaza area there is a five foot wide planter on either side of the entrance stairs, approximately two feet above the plaza area.

There is a four foot wide awning proposed for the front of the building over the walkway from the sidewalk and plaza area over the landing for the entrance stairs. The awning extends for approximately twenty feet on either side of the entrance stairs. The awning covers just the landing of the entrance stairs and the planters between the building and the sidewalk grade plaza area. This awning does not provide protection for pedestrians from the rain and sun as required in the Detail Site Review.

Staff Concern / Recommendation: The current proposal does not adequately provide protection from rain and sun for the pedestrian plaza area. The awning shown on the building plans does not extend over the pedestrian plaza area. The application should address this either by extending the awning and creating covered outdoor spaces adjacent to the building and incorporating free standing trellis structures over outdoor spaces as noted in the City's Design Standards.

height of 40-feet in the zoning district. Buildings within the Pedestrian Places Overlay are exempt from the Solar Setback Ordinance.

Floor Area Ratio

The Floor Area Ratio (FAR) of the proposed development is .29. This area is comprised of the proposed 4,125 square foot building and the approximately 1,200 square pedestrian plaza and landscape area between the building and the sidewalk. The applicant has also provided a wide hardscape sidewalk area of approximately 585 square feet along the east side of the building which also will function as part of pedestrian plaza area. The addition of this area brings the total proposed FAR to 5,910 square feet or .32. As proposed the site is .18 below the current standard of .50 as required in Section II-C-2a of the Detail Site Review Standards and the Development Standards. The applicant has proposed an

Exception to the Site Review Standards for an Exception to the required Floor Area Ratio.

Staff Concern: Floor Area Ratio (FAR) is required to be .50 of the lot area and is proposed to be .32 of building and pedestrian plaza area.

Exception to the Floor Area Ratio

The applicant has requested an Exception to the Site Design Standards to allow a Floor Area Ratio below the required minimum of .50. The criteria for an Exception to the Site Design and Use Standards are that there is demonstrable difficulty in meeting the specific requirement due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties and approval of the exception is consistent with the stated purpose of the Site Design and Use Standards, and the exception requested is the minimum which would alleviate the difficulty; or that there is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Design and Use Standards.

According to the applicant's findings, a variety of factors such as lot size, tenant needs, parking demands and shared access easements serving adjacent properties creates a difficult burden for the applicant. The applicant's findings also contend that the requested exception is the minimum necessary to alleviate the difficulty in order to mitigate the exception requested.

The applicant had entertained the possibility of a lot line adjustment to reduce the lot size to be low enough to meet the code requirement. This would have placed all of the required parking on the adjacent tax lot and would have necessitated cross easements. The applicants didn't feel this was the intent of the recently adopted code. The applicants had also entertained the idea of enlarging the parcel to the minimum lot half-acre lot size that would have permitted the utilization of a shadow plan to achieve the FAR. This posed another set of cross easements for access to adjacent properties and didn't feel that this also met the intent of the code provision. Also with the existing building being demolished the shadow plan is not an outright permitted option.

The applicant has provided an approximately 2,000 square foot area of possible second story addition. There is not a design or elevation of the second story provided and the applicant has not provided a time-line for the future construction. If this addition was added the FAR would increase.⁴³ The future addition does have some aspects which will be required to be addressed in the initial design and structural engineering for the proposed structure. According to the City of Ashland Building Inspector this entails at time of construction a more substantial foundation and other structural elements such as roof beams that can withstand the structural load that a second story requires. A condition requiring the necessary engineering and construction to allow for the future addition has been added.

The findings also state that the project Architect has deliberately designed the building so that the greatest mass parallels Ashland Street and the plaza areas provide articulation fronting the street instead of parking and landscaping.

There is an additional approximately 440 square feet of landscaping on the east side of the building that could be converted to additional pedestrian plaza area. This would increase the FAR to .45. The pedestrian places code modifications discussed provision of outdoor seating areas and the creation of gathering places to encourage more walking, bicycling and transit use. The ground floor of the building could also be enlarged which would allow for additional FAR.

The subject site is at the entrance of one of Ashland main shopping centers, and is served by an existing transit stop. The proposed development provides an opportunity to set the stage for future development, and will provide a connection to the large anchor stores and the public street. The proposal is using pedestrian plaza area to justify the requested exception and staff is concerned that the lack of definition of the pedestrian areas and provision of amenities will not result in a functional plaza area. Additionally without a timeline for the future addition of a second story, the proposed shadow plan is lacking merit. The building design and orientation has a stronger presence towards the parking lot and with the modifications listed above the Ashland Street presence could be strengthened.

Staff Concern / Recommendation: The additional plaza space lacks the necessary amenities to create an inviting space for employees and the general public, such as seating, overhead covering to protect from rain or sun, seating walls to define the space, etc. The plaza space needs additional amenities to qualify for Pedestrian Plaza area and not be just a sidewalk adjacent to the driveway. The building orientation and window placement could be modified to strengthen the street orientation as well.

Parking

The materials submitted note that based on a 4,125 square foot retail space, 12 parking spaces are required. The site plan shows 9 parking spaces behind the building and three parking spaces on the adjacent tax lot under the same ownership. These spaces are approximately 160 feet away. The applicant has proposed two parking lot shade trees and the parking lot landscaping complies with the requirements of the code. There is space available on the subject site which would allow for additional parking if the building is enlarged.

Site Circulation

Property Circulation

The applicants own the subject parcel as well as most of the surrounding eight and one-half acres to the east, west and south. There is a circulation issue on the site and the proposal seeks to remedy some of the issues. The applicant has shown a very conceptual master site circulation plan for the property.

A driveway with a landscaped center median dividing the two travel lanes is proposed. The median is comprised of the existing eastern parking lot buffer and the existing north / south driveway, to divide the driveway into a distinct south entrance to property and north exiting. It is Staff's understanding that the median is being expanded and extended in part to protect the existing fire hydrant and irrigation boxes. The proposal will prevent north bound traffic from making left turns into the subject site and Oil Stop adjacent once past the east / west connection. The proposed median extension of 20-feet will offset the existing east / west connection and a vehicle will have to make a slight diagonal driving movement to cross the 63-foot wide driveway to enter the subject site or patronize the Oil Stop. Exiting the subject site drivers will have to cross an opposing lane of traffic at an angle which does not seem like a natural turning movement.

The proposed median extension may cause additional circulation issues and Staff suggests that the median not be extended to the south until the circulation through the larger site is addressed, including formal intersections and turning movements. If the applicant wish to protect the existing fire hydrant and irrigation boxes staff is suggesting the installation of bollards.

Staff Concern / Recommendation: The extension of the median creates an awkward intersection with the primary east / west driveway through the larger parcel. Staff suggests that the median not be extended until a larger site circulation plan is developed and that bollards be used to protect the hydrant from vehicle traffic.

As evidenced in the attached staff exhibit, aerial photo, there is a large amount of run-off and siltation from the dirt lot to the south of the subject site crossing the east / west driveway to the Oil Stop which creates a track-out problem. Curbing along the edge of the new and existing pavement would prevent the dirt from washing across the east / west roadway. A condition to this effect has been added.

C. Landscaping and Tree Removal

One tree, greater than six inches in diameter at breast height is proposed to be removed. This tree is located behind the existing sidewalk within the footprint of the proposed building. The remaining five trees are less than six inches in diameter at breast height and are exempt for the land use requirements.

The proposal will result in 16 percent of the site being landscaped with the additional pedestrian plaza areas the proposal exceeds the 15 percent minimum landscaping requirement of the C-1 zoning district. Eight percent of the parking lot area is to be landscaped, including a bio-swale landscape planter on the west end of the parking spaces, this also exceeds the minimum requirement of seven percent landscaping. The applicant has proposed six foot wide planters for the parking lot which will provide for an adequate area for growth and establishment of the parking lot landscaping and shade trees. The proposed landscape plan shows two parking lot shade trees, low ground covers, shrubbery and a mixture of drought tolerant plant materials. The applicant has also proposed three street trees in five by five tree wells along the Ashland Street frontage, one shade tree in the hardscape plaza near the intersection of the site and the driveway and three trees in five by five tree wells along the driveway. The project Landscape Architect has provided specifications for addressing the soils under the existing pavement

which will be planted. The applicant may wish to utilize structural soil and/or the application of mycorrhizae fungi to aid the establishment and growth of the new plantings including the street trees since the site has been barren for a number of years.

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 Exception to the Site Design and Use Standards are described in 18.72.090 as follows:

- A. There is a demonstrable difficulty in meeting the specific requirements of the Site Design and Use Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Design and Use Standards; and the exception requested is the minimum which would alleviate the difficulty; or
- B. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Design and Use Standards.
(Ord 3054, amended 12/16/2011)

IV. Conclusions and Recommendations

Staff has raised a few issues concerning the Basic and Detail Site Review Standards in the body of this report that the Planning Commission will have to address in their decision and findings. Though the proposed site development will enhance a currently under-developed, blighted site and the addition of more building frontage along Ashland Street will be a positive addition to the streetscape it is not clear that the proposal meets the approval criteria for an Exception to the Site Design and Use Standards to be below the required Floor Area Ratio minimum.

Staff recommends continuing the application so the applicant can be revised to address the issues of building orientation and resulting Ashland Street presence, pedestrian plaza functionality, the Floor Area Ratio, Exception to the Site Design and Use Standards and site circulation.

Staff believes that through floor plan modifications (relocating the office and restrooms) the Ashland Street orientation could be strengthened by having additional flexibility in window placement. The plaza areas could be enhanced by removing the landscape planter between the building and the pedestrian plaza area and installing additional hard surface and the width of the awning could also be increased as well. Free standing awning structures and trees could be used to make the plazas more functional. The Planning Commission may also chose to require that the applicant provide outdoor food service connections such as a hose bib and electric outlets adjacent to the pedestrian plaza area. The circulation through the site and how it relates to the existing businesses to the southeast and west will also have to be addressed. The landscape median could be reduced or removed until a larger master plan and site circulation plan is developed in order to reduce the potential vehicular conflicts at a slightly modified intersection of the reconfigured driveway and the east to west corridor.

Staff suggest the following conditions of approval should the Planning Commission choose to approve the application.

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise modified here.
- 2) 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.
- 3) That the areas previously paved and now proposed for planting shall have all base material and sterile soil removed to a minim of 24-inches and disposed of off-site in accordance with the proposed landscape plan. Additionally, structural soil and / or mycorrhizae fungi shall be added to the tree well areas to aid and encourage the long term growth and survivability of the trees.
- 4) That all recommendations of the Ashland Tree Commission from their April 5th, 2012 meeting, where consistent with the applicable ordinances and standards and with final approval of the Staff Advisor, shall be conditions of approval unless otherwise modified herein.
- 4) That a sign permit shall be obtained prior to installation of any new signage. Signage shall meet the requirements of Chapter 18.96.
- 5) That prior to the submittal of a building permit:

- a) That a stormwater drainage plan, including details of on-site bioswale for storm water and necessary water quality mitigation, shall be submitted for the review and approval of the Planning, Building, and Engineering Divisions. Post development peak flows shall be demonstrated to be less than or equal to pre-development levels.
 - c) A final utility plan for the project shall be submitted for the review and approval 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. Utility installations, including any necessary fire protection vault, shall be placed outside of the pedestrian corridor, and necessary public utility easements on the property shall be shown on the building permit submittals.
 - d) The applicant shall submit an electric distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan shall be reviewed and approved by the Planning, Engineering and Electric Departments prior to building permit submittal. Transformers and cabinets shall be located outside of the pedestrian corridor, in those areas least visible from the right-of-way while considering the access needs of the Electric Department.
 - e) The building permit plan submittals shall include lot coverage calculations including all building footprints, driveways, parking, and circulation areas. These plans shall demonstrate that at least 15 percent of the site is surfaced in landscaping, and that at least seven percent of the parking lot area is provided in required parking lot landscaping, as required in the Site Design & Use Standards.
 - f) The approval of a Demolition/Relocation Review and associated permits and inspections shall be obtained from the Building Division prior to demolition of existing structures.
- 6) That prior to the issuance of a building permit:
- a) That the proposed structure shall be engineered and constructed to withstand the structural load, wind loading, snow load, etc. as adopted per State of Oregon Building Codes for a two story structure.
 - b) That prior to the issuance of a building permit, the applicants shall submit civil design drawings for the implementation of public right-of-way improvements provided for the review and approval of the Public Works, Engineering and Planning Departments and Oregon Department of Transportation. These civil plans are to be reviewed and approved prior to the issuance of building permits, and required improvements are to be completed according to the approved plan, inspected and approved prior to

the issuance of a final occupancy permit. That a Public Pedestrian Access Easement or Right-of-Way Dedication shall be provided for the sidewalk improvements that are on the subject property.

- c) The applicant shall provide the approved Landscape/Irrigation Plan which addresses the Water Conserving Landscaping Guidelines and Policies of the Site Design and Use Standards, including irrigation controller requirements to allow multiple/flexible calendar programming with the building permit submittals.
 - d) All exterior lighting shall be appropriately shrouded so as not to permit direct illumination of any adjacent land. Lighting details, including a scaled plan and specifications detailing shrouding, shall be submitted to the Staff Advisor for review and approval with the building permit submittals.
 - e) That the bike rack and shelter details shall be submitted for review and approval by the Staff Advisor. The building permit submittals shall verify that the bicycle parking design, spacing, and coverage requirements are met in accordance with 18.92.040.I.
 - f) Mechanical equipment shall be screened from view from Ashland Street. The locations of mechanical equipment and any associated screening shall be shown on the site plan and elevations in the building permit submittals
 - g) The requirements of the Ashland Fire Department shall be satisfied, including that all addressing shall be approved prior to being installed; that fire apparatus access be provided and necessary fire apparatus easements identified and recorded; that adequate fire flow be provided and maintained. 7) That prior to the issuance of a certificate of occupancy:
- 7) That prior to the issuance of a Certificate of Occupancy:
- a) That the screening for the trash and recycling enclosure shall be installed in accordance with the Site Design and Use Standards.
 - b) All required parking areas shall be paved and striped.
 - c) All landscaping and the irrigation systems shall be installed in accordance with the approved plan, inspected and approved by the Staff Advisor prior to the issuance of a certificate of occupancy. That at the time of planting and prior to the issuance of a final certificate of occupancy, not less than two inches of mulch shall be added in all non-turf landscaped areas in the developed area after the installation of living plant materials.
 - d) All public and private street improvements including but not limited to the installation of sidewalks, parkrows with street trees and standard street lighting on Ashland Street shall be installed to City of Ashland standards under permit from the Public Works Department in accordance with the approved plan, inspected and approved by the Staff Advisor.

- e) That a minimum six-inch curb be provided along the southern most edge of the asphalt east / west driveway access to the subject site and the Oil Stop site to prevent siltation across driveway and trackout.
- e) That a bench or benches similar in style to the existing bench at Taco Bell along Ashland Street shall be provided as a pedestrian amenity.
- f) That required bicycle parking spaces according to the approved plan and in accordance with design and rack standards in 18.92.040.I and J, inspected, and approved by the Staff Advisor prior to issuance of a certificate of occupancy. Inverted u-racks shall be used for the bicycle parking.

STAFF EXHIBIT - SILT & TRACK OUT



0 20 40 80 Feet

Property lines are for reference only, not scaleable

ODOT Letter



Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Rogue Valley Office
100 Antelope Rd
White City, OR 97503-1674
(541) 774-6299
FAX (541) 774-6349

December 22, 2011

City of Ashland Planning Department
Attn: Amy Gunter
20 East Main St.
Ashland, OR 97520

RECEIVED

DEC 27 2011

City of Ashland

Re: Commercial Site Review for 2220 Ashland Street (PL-2011-01625)

Dear Ms. Gunter,

Thank you for the opportunity to comment on the consideration of a request for a pre-application for a commercial site review for 2220 Ashland Street.

ODOT has reviewed the land use application and determined this proposal will not adversely impact the state's transportation facility; therefore, these proposed land use actions do not trigger ODOT's review under the Transportation Planning Rule (OAR 660-012-0000), however, the Access Management Rule under (OAR 734-051-0000) requires the applicant to update their current approach to the state facility (Highway 66).

1. *Please have the applicant coordinate with ODOT Permit Technician, Roger Allemand at (541) 774-6360 to update their current access permit;*
2. *Any work done in the State Highway Right-of-Way shall need a miscellaneous utility permit. Please contact Roger Allemand to coordinate and allow any work in the ROW.*

Please enter this letter into the public record for the proposed project and send me a copy of the City's final decision. Please feel free to contact me at (541) 774-6399 if you have any additional comments or concerns.

Respectfully,

Ian K. Horlacher
Development Review Planner

Cc: RVDRT



Applicants

Amended Submittal

FINDINGS OF FACT ADDENDUM AND CLARIFICATION

March 12th, 2012

In response to the Planning Department's letter of January 26th, 2012 regarding the Site Review Permit application for Summit Investment, property owners of 2220 Ashland Street (old Pizza Hut site), please find below the applicants' responses as well as clarification on any amendments proposed by the applicants in hopes that the proposal will meet the applicable criteria, address staff's concerns and clarify any outstanding issues. Further, attached are the project's various plans that have been modified to address the comments and questions raised in the letter. Unless otherwise expressed herein, the materials submitted are intended to be an addendum to the original application's materials, including the Findings of Fact and Traffic Analysis.

Orientation and Scale:

As of November 15th, 2011, the new Pedestrian Places ordinance was adopted which required commercial applications to meet a minimum floor area ratio (FAR) of .5 (previously the minimum was .35 and the .5 provision only applied to historic districts (Downtown, 4th Street, etc.). The applicants are proposing 4,125 square feet of commercial building and 1,215 of plaza space which equals a .29 FAR on the 18,295 square foot parcel. As such, the applicants are requesting an exception to the Site Design & Use Standards, Section II-C-2a (Orientation and Scale) as permissible under Section 18.72.090 of the Ashland Municipal Code with the following criteria:

A. There is a demonstrable difficulty in meeting the specific requirements of the Site Design and Use Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Design and Use Standards; and the exception requested is the minimum which would alleviate the difficulty; or

B. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Design and Use Standards.

The applicants have sincerely attempted to meet the newly adopted FAR, but due to a variety of factors, there is a demonstrable difficulty in meeting the specific requirements of the Site Design and Use Standards as it relates to Section II-C-2a as it is not possible at this time and not on this particular parcel as the use of the site, in relationship to its lot size, tenant needs, parking demands and shared access easements serving adjoining properties creates a difficult and burdening responsibility.

In the applicants' opinion, the upgrading of this particular property, as well as the efforts expressed below and evidenced within the newly revised plan submittals demonstrates the proposal will not negatively impact adjacent properties and the approval of the exception is consistent with the stated purpose of the Site Design and Use Standards which is as follows:

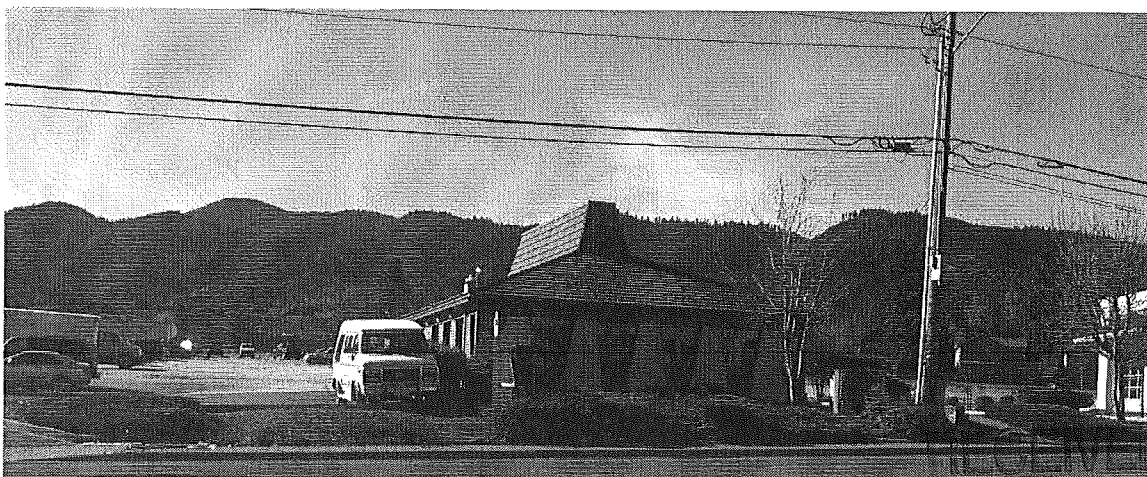
MAR 12 2012

City of Ashland

Purpose and Intent, AMC 18.72.010. The purpose and intent of this Chapter is to regulate the manner in which land in the City is used and developed, to reduce adverse effects on surrounding property owners and the general public, to create a business environment that is safe and comfortable, to further energy conservation efforts within the City, to enhance the environment for walking, cycling, and mass transit use, and ensure that high quality development is maintained throughout the City.

Further, the applicants' contend the exception requested is the minimum which would alleviate the difficulty and in order to mitigate the exception requested, the applicants have gone to significant expense and effort to increase the FAR which include:

- 1) Adding additional plaza area where possible. The project's landscape plans have been amended to capture as much "hardscape and softscape" areas that would legitimately be considered as plaza space for a total of 1,215 square feet. Not included in this number is an approximate 1,876 square feet of sidewalk and planting area directly adjacent to the site's primary driveway entrance (east side of building). The intent of this area is to create a "streetscape" presence with a sidewalk, pedestrian scaled lights and street trees planted every 30' on center.
- 2) Engineering the proposed building to accommodate a future 2,000 sq. ft. second floor for possible future office or residential use (i.e., shadow plan). The applicants are willing to accept this proposal as a condition of approval and will include such information with future building plan submittals. The combination of the 2,000 sq. ft. future second floor and the 1,876 square feet of plaza area adjacent to the driveway (unclear as to how this space is to be defined by staff and thus not included in plaza calculations), would increase the project's FAR to .503 and thus meet the new standard. Unfortunately, because the standard is somewhat subjective, the applicants would prefer to move forward and simply request the exception up-front in order to avoid costly litigation, increased consulting fees and lost time.
- 3) The project's Architects have deliberately designed the building so that its greatest mass parallels Ashland Street which in turn attempts to accomplish a number of the goals of the City's Site Design & Use Standards, including the FAR. In doing so, the proposed building and plaza spaces will have more articulation fronting the street instead of surface parking and meaningless landscaping (see photo below).



Subject Site: Photo best illustrates a worst-case building orientation along Ashland Street where the existing building's street frontage is 35' and the replacement building's frontage will be 80'

MAR 12 2012

City of Ashland

Note: It should also be understood that additional efforts to increase the FAR were considered, but after additional analysis some were *not* deemed feasible. These included:

- a) Reducing the lot area in order to increase the FAR. Besides the fact this option would add significantly to the surveying and application costs, it's irrational and would not achieve the FAR's intended purpose. In this particular case, the required FAR would at least be realistic if it could exclude common driveway areas such as the entry drive off Ashland Street. As codified, it doesn't recognize such circumstances which was likely not the intent when adopted, but should justify why an exception is necessary.
- b) Increasing the building's square footage "now" with current proposal. The applicant and property owners are attempting to redevelop the subject property within not only their financial means, but also the tenant's known business needs. By adding additional floor area on a second floor, such as second floor residential units, would impose additional project costs the project is not financially capable of supporting. Further, by adding additional floor area to the ground floor, it would not only increase project expenses, but also put additional demand on parking which in turn would increase the size of the parcel which in turn increases the necessary FAR. In fact, the applicants are already requesting to "lease" available parking spaces from the adjacent parcel in order to keep the subject lots lot size to a minimum. Overall, the applicant's contend the application meets the intent of the minimum FAR standard.

Building Elevation facing Ashland Street:

The attached plans, specifically Sheet A-201, have been revised in an attempt to emphasize the building's front elevation facing Ashland Street. The building elevations, as well as the plaza space improvements, should clearly "read" as the front of the building. The applicants desire to better engage Ashland Street in order to provide an attractive and inviting street façade and at the same time meet the tenant's needs for crucial display area. Overall, the applicants contend this standard is being met and remain excited about replacing the existing building and further enhancing Ashland Street.



Subject Site: The above photo illustrates the existing building's dilapidated condition, limited streetscape presence and auto-centric site planning. The proposed building, as illustrated on Sheet A-201, will be a significant improvement for the property and drastically enhance the Ashland Street streetscape.

II-C-2b 2. Streetscape:

A building shall be setback no more than 5 feet from a public sidewalk unless the area is used for pedestrian activities such as plaza or outside eating areas....

A new sidewalk is to be installed along the frontage of the parcel. The sidewalk will be 13'-7" in width and accommodate "new" street trees in tree wells covered by specified grates. The proposed building will be approximately 12' from the new sidewalk's edge, but the majority of this space is designed as plaza space. It should be noted the current building sits more than 25' from the back of sidewalk, which is also substandard in width and that the site is burdened by not only a main power line, but also a pedestal and transformer that sits directly in front of the building. The applicants and design team have made a significant effort to reduce the impact of those facilities by designing and landscaping around them. A short "retaining curb" wall, identified on plans, is approximately 6" higher than sidewalk grade which is intended to retain the ground cover and landscaping around the utilities so as not to erode onto the public sidewalk. Discussions with the Ashland Electric Department have occurred regarding the height and spacing of the wall/utilities with no concern as access and safety will remain paramount. The applicants contend the application meets this standard.

18.92.080 B.5.b Parking, Access and Circulation:

i. Design parking lots and other hard surface areas in a way that captures and treats runoff with landscape medians and swales.

The parking lot has been designed to accommodate a mechanical storm water filtration unit as well as via the landscape median located adjacent to Parking Space #1. The current property offers no on-site filtering system and storm water drains into the main storm lines without filtering or any mitigation reducing storm water volumes which is a secondary benefit to the purpose and intent of this criterion. Overall, the parking area has been designed to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection and the applicants contend the application meets this standard.

ii. Landscape Medians – Landscape medians should be at least six to seven feet in width to accommodate large stature shade trees with a tree bole at least two feet from any curb or paved area in order to provide for tree growth.

The resubmitted plans show the site's landscape medians (parking lot medians) to be at least six feet in width in order to meet this standard. Trees within the medians have been chosen by a local Landscape Architect and Arborist familiar with Southern Oregon climatology and urban planting environments and have chosen specific trees and groundcover that will meet this standard. Further, it should be understood that the center driveway median as identified on the plan exceeds the minimum standards noted herein further attempting to meet the City's Parking Area Design requirements noted under the Ashland Land Use Ordinance, Section 18.92.080 B.5 as well as Parking Lot Landscaping and Screening Standards under the Site Design and Use Standards, Section II-D. However, if for any reason the parking lot's design, as it relates to the for mentioned land use code and standard, the applicants suggest the decision makers add a condition to the application in order to address the specific regulation (Just v. Linn County, 1997).

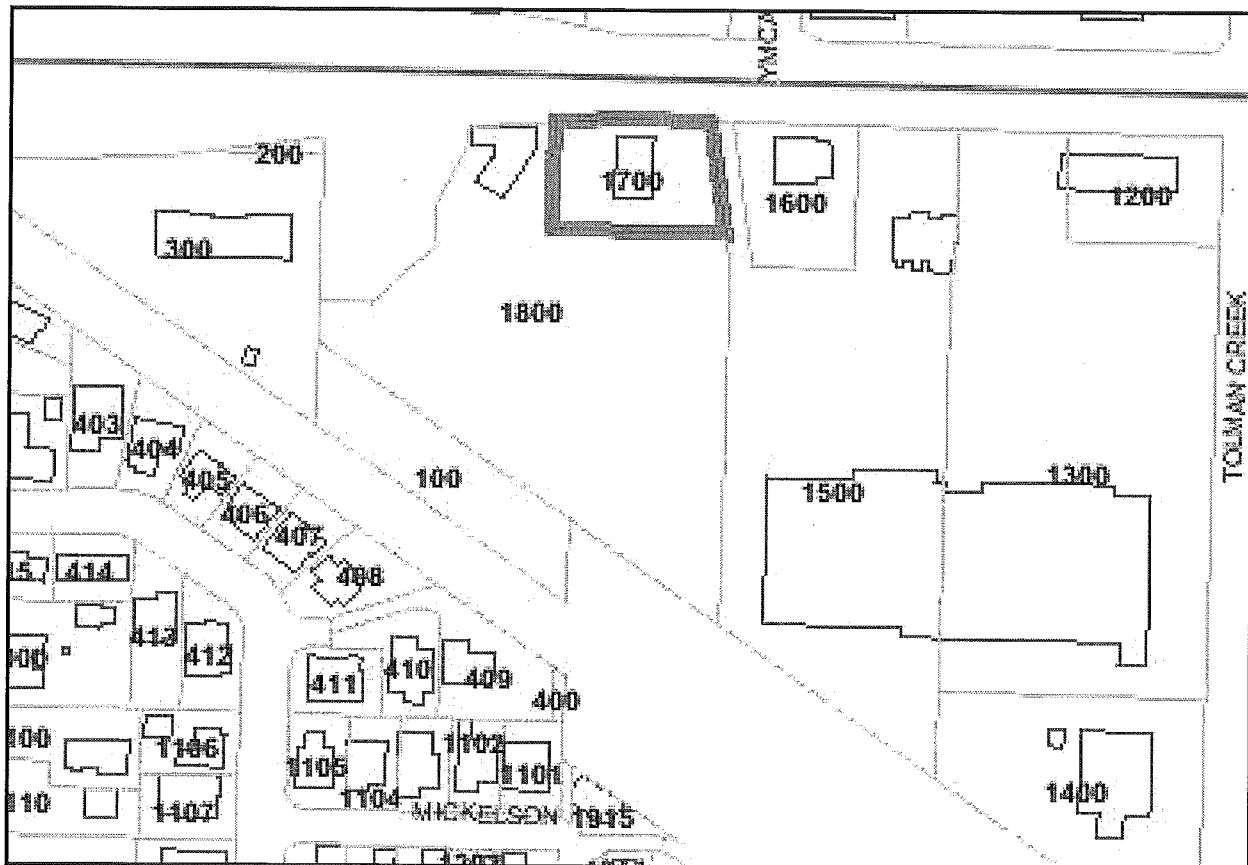
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City of Ashland

18.92.080.C.2 and 18.92.090 Access and Circulation:

At the time of the initial application submittal, the applicants' intended to address the City's various Site Design and Use Standards by adding a second future building at the rear of the property labeled Building "B". Building "B" was specifically added onto the plans in order to address the minimum .5 floor area ratio standard even though the applicant's had no user for the building nor could they feasibly finance construction of it at the same time the subject building was constructed. Instead, Building "B"'s inclusion was intended as a "shadow plan" illustrating that at some point in the future, a possible building could be accommodated and thus address the FAR. In addition, the building was placed in a location that rightfully raised circulation concerns with staff as it interrupted an existing driveway isle serving the Oil Stop business to the west. Nevertheless, Building "B" has since been removed from the plan submittals and the shadow plan (idea of) is now shown as a second floor addition to the proposed building.

Also included in the addendum (attached) is an overall circulation plan for the entire shopping center (Tax Lots 1300, 1500, 1800), as well as the parcels that are not owned by the applicants, but have access easements to and through the property (Tax Lots 1200, 1600 and 1700). The circulation plan is intended to illustrate the areas general circulation pattern.



Site's Surrounding Tax Lots

Finally, the applicants are aware of the City's and ODOT's access management standards and desire for on-site circulation between parcels where possible in order to increase capacity on rights-of-way and reduce conflict points. However, it should be understood the applicants are willing to grant in the future to the adjacent parcel, Tax Lot 300 - old Handyman site, an access easement to and through the subject tax lots (1300, 1500, 1700 and 1800), but that this provision is a private matter and will likely include an agreement with provisions for mutual reciprocal

access, maintenance provisions and financial reimbursement for not only the intended use, but any conditions that may be imposed on the subject property owners due to any added impacts caused by their development proposal. The timing of the agreement is yet to be known as the property owners involved have yet to discuss the needs of Tax Lot 300 relating to their vehicular counts, access locations or the basic design concepts.

Nevertheless, the applicants contend the subject application meets AMC 18.92.080 C.2 as the expected traffic on the site (Tax Lot 1700) can be easily accommodated and also includes street-like features within the development as described in AMC 18.92.090 A.3.b, including medians with trees, sidewalks with trees, pedestrian connections on the subject site and sidewalk connections leading to the adjacent properties where practical. The Ashland Fire Department has evaluated the proposal, including the extended median within the driveway in order to protect the proposed median's existing fire hydrant and to safely direct vehicular access.

Pedestrian scaled street lights on Ashland Street:

A Sternberg light pole and fixture will be installed along Ashland Street, near the driveway's entrance, in compliance with AMC 18.92.090.B.5. Additional pedestrian scaled lights, although a different model, will be added to the lights along the driveway.

Seating wall surrounding electric vault and pole:

As previously mentioned, there is not a seating wall surrounding the electric vault and pole, but instead a short curb, approximately 6" in height, that surrounds the vault and pole so that its landscaping and groundcover does not erode onto the sidewalk. The curb does not interfere with the operation of the vault or pole as confirmed by the Ashland Electric Department.

Other items to be noted since original application:

Parking: The previous submittals proposed a total of 19 parking spaces which no longer applies since Building "B" has since been removed. As such, the proposed retail store requires a total of 12 parking spaces. A total of nine parking spaces, including handicap space, are identified on site and an additional three parking spaces are to be provided on the adjacent lot, Tax Lot 1500, via a lease agreement. This provision would be in concert with AMC 18.92.080 A.1. which allows for required parking to be provided from another parcel. It's expected the use of the spaces will be temporary until Tax Lot 1800 develops and the three parking spaces will be relocated on site, via a Lot Line Adjustment, or in a slightly different location. Evidence of such lease will be provided at time of building plan review.

Shopping Center Master Plan: At the present time, the shopping center's many property owners do not have any master or conceptual plans that have been agreed upon. The representatives of the ownership group clearly understand the importance of master planning and have various "general" ideas of what additional uses the property can accommodate and where future additions would likely occur. But, without truly understanding the needs of the tenants and future market conditions, the owners have yet to agree to a master plan, let alone a conceptual plan. Nevertheless, the property owners believe the proposed building site and use, based on its previous use as a high-turnover restaurant and findings from the project's Traffic Engineer as well as discussions with the Oregon Department of Transportation, will not have an impact to the vehicular circulation patterns within the public rights-of-way nor on-site within the shopping center.

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Lot Line Adjustment: As noted, the original application (Page 16) included Findings for a Lot Line Adjustment, but the current proposal is to retain the existing lot configuration and obtain easements where necessary.

Tax Lot 1800: Throughout the original application, the neighboring property (Tax Lot 1800) was referenced throughout primarily due to the inclusion of Building "B" which has since been dropped from consideration. As such, no property lines or driveway modifications will be needed.

Traffic Analysis Letter: Exhibit 14 of the original application considered transportation related impacts associated with two proposed buildings consisting of 4,000 square feet of retail space and 2,200 square feet of professional office space. The current application proposes 4,125 square feet of retail space and a potential of an additional 2,000 square foot second floor of which the use is yet to be determined. Because the square footages are generally the same as analyzed and the uses likely to be similar or even less trip generating, the applicants contend the analysis' summary remains the same.

Environmental and Microclimatic Impacts: In accordance with AMC 18.92.080 5.a.i, the applicants propose to use light colored paving materials with a high solar reflectance (Solar Reflective Index (SRI) of at least .29 in order to reduce heat absorption for a minimum of 50% of the parking area surface (see Civil Plans). Further, the applicants have attempted to minimize the amount of additional surface paving, including leasing three existing off-site spaces, in order to address this standard.

Conclusion:

The submitted application and its various revisions are a result of many hours of work by numerous consultants. The property owners believe the final outcome will be a positive development for Ashland Street as well as the rest of the shopping center. As with the Taco Bell redevelopment, the new building will be a significant upgrade to what exists today and be completed in a manner that is methodical and financially prudent for not only the sites various property owners, but also tenants.

Attached Resubmitted Exhibits:

A-001	Demolition Plan and Vicinity Map
TS-001	Topographic Site Survey
A-101	Site Plan
A-101.1	Leased Parking Space Plan
A-201	Exterior Building Elevations
C-101	Drainage and Utility Plan
L-101	Tree Protection and Removal Plan
L-102	Conceptual Planting Plan
	Shopping Center Circulation Plan (existing)

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City of Ashland



[illegible]

ZONING CODE:
CITY OF ASHLAND LAND USE CODE (2010) (REFERENCED AS "ALUC")

ZONING DISTRICT:
C-1 ZONE: COMMERCIAL & PP ZONE OVERLAY: PEDESTRIAN PLACES

MAP/TAX LOT:
39 1E SECTION 14BA/TL 1700

PROJECT SITE AREA:
18,295 GSF (42 ACRES)

LOT COVERAGE:

PLAZA AREA =	1,741 SF
FIRST FLOOR BUILDING AREA =	4,125 SF
PROPOSED FUTURE SECOND FLOOR =	2,009 SF
TOTAL FLOOR AREA APPLIED TO F.A.R. =	7,875 SF

FLOOR AREA RATIO (FAR) = 7,875 SF / 18,295 SF = .43 F.A.R

REQUIRED LANDSCAPING (ALUC SITE DESIGN AND USE STANDARDS):

SITE AREA = 18,295 SF
LANDSCAPING REQUIRED = 2,744 SF / 18,295 SF = 15%
ACTUAL PROVIDED = 2,783 SF = 2,783 SF / 18,295 = 15.2%

PARKING LOT AREA = 3,320 SF
PARKING LOT LANDSCAPING REQUIRED = 232 SF / 3,320 SF = 7%
ACTUAL PROVIDED = 270 SF = 270 / 3,320 = 8.1%

PEDESTRIAN PLACES OVERLAY DESIGN STANDARDS: (ALUC: SECTION 18.56.040)

PUBLIC SIDEWALK DESIGN:
5'-0" TREE ZONE FROM BACK OF CURB
8'-0" SIDEWALK INSIDE OF TREE ZONE

YARD SETBACKS:
MAXIMUM FRONT YARD SETBACK (MAX) = 5'-0"
(MAY EXCEED MAXIMUM SETBACK ALLOWED WHEN PROVIDING SPACES
FOR PUBLIC ACTIVITIES OR FOR PUBLIC UTILITY EASEMENTS)

BUFFER YARD REQUIREMENTS:
NONE

BUFFER YARD REQUIREMENTS:
NONE

PROPOSED OCCUPANCY:
RETAIL

MAXIMUM BUILDING HEIGHT: (ALUC: SECTION 18.32.040)
40 FEET

PARKING REQUIREMENTS: (ALUC: SECTIONS 18.92.050, 18.92.070 & 18.92.010B)

GENERAL REQUIREMENTS:
MINIMUM STANDARD PARKING SPACE DIMENSIONS = 9 FT X 18 FT
MINIMUM COMPACT PARKING SPACE DIMENSIONS = 8 FT X 18 FT
MINIMUM BACK-UP MANEUVERING SPACE = 22 FT

MISCELLANEOUS OPTIONS:

- 60% OF SPACES MAY BE COMPACT SPACES
- 2 FT OVERHANG OF SIDEWALK ALLOWED IF PROVIDING MINIMUM OF 5 FT CLEAR SIDEWALK IN ADDITION TO OVERHANG

PARKING COUNT: (SEE A-101 SITE PLAN FOR PARKING CALCULATIONS)

MINIMUM NUMBER OF PARKING SPACES REQUIRED:
RETAIL = 350 SF / SPACE
DISABLED PERSON PARKING = 1 SPACE PER 25 SPACES (MIN OF 1 VAN ACCESSIBLE SPACE)
MINIMUM NUMBER OF PARKING SPACES REQUIRED:
MAY ADD 10% TO MINIMUM REQUIREMENT

SYMBOL LEGEND

BUILDING CODE: STATE OF OREGON 2010 EDITION STRUCTURAL SPECIALTY CODE (REFERENCED AS OSSC) (BASED ON THE 2009 INTERNATIONAL BUILDING CODE)	
CONSTRUCTION TYPE & HEIGHT: BUILDING = TYPE V-B SINGLE STORY (PLUS PROPOSED FUTURE ADDITION OF 2ND STORY)	
OCCUPANCY (OSSC CHAPTER 3): PRIMARY OCCUPANCY = 'M' SECONDARY OCCUPANCY = 'S-1'	
REQUIRED OCCUPANCY SEPARATIONS (OSSC TABLE 508.4): NONE	
AREA OF PROPOSED BUILDING: BUILDING = 4,125 SF PROPOSED FUTURE SECOND FLOOR = 2,009 SF TOTAL PROPOSED BUILDING AREA = 6,134 SF	

DRAWING INDEX

ARCHITECTURAL		LANDSCAPE	
A-001	BUILDING CODE SUMMARY	L-101	TREE PROTECTION & REMOVAL PLAN
	DRAWING INDEX	L-102	CONCEPTUAL PLANTING PLAN
	PROJECT TEAM		
	VICINITY MAP		
	ZONING INFORMATION		
	SYMBOLS LEGEND		
	ABBREVIATIONS		
TS-001	DEMOLITION SITE PLAN		
A-101	TOPOGRAPHIC SITE SURVEY		
A-101.1	SITE PLAN		
A-101.1	SITE PLAN: LEASED PARKING SPACES		
A-201	EXTERIOR BUILDING ELEVATIONS		

CIVIL

C-101	DRAINAGE & UTILITY PLAN
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PROJECT TEAM

PROJECT OWNER / REPRESENTATIVE		ARCHITECT		CIVIL ENGINEER	
SUMMIT INVESTMENTS, ET AL.		DAVID THRUSTON, AIA, NCARB		HARDEY ENGINEERING & ASSOCIATES, INC.	
1117 EAST JACKSON STREET		S&B JAMES CONSTRUCTION MGMT		P.O. BOX 1625	
MEDFORD, OREGON 97504		8425 AGATE ROAD		MEDFORD, OREGON 97501	
PH: (541) 779-6520		WHITE CITY, OREGON 97503		PH: (541) 772-6880	
FAX: (541) 779-2268		PH: (541) 826-5668		FAX: (541) 772-9573	
<u>CONTACT: JOHN ZUPAN</u>		FAX: (541) 826-5538		<u>CONTACT: JIM HIGDAY</u>	
		<u>CONTACT: DAVID M. THRUSTON</u>			
DESIGN-BUILD CONTRACTOR		LANDSCAPE ARCHITECT		SURVEYOR	
S&B JAMES CONSTRUCTION MGMT		LAURIE SAGER & ASSOCIATES		POLARIS STATE SURVEYING, LL	
8425 AGATE ROAD		700 MISTLETOE ROAD, SUITE 201		151 CLEAR CREEK DRIVE, SUITE	
WHITE CITY, OREGON 97503		ASHLAND, OREGON, 97520		101 ASHLAND, OREGON 97520	
PH: (541) 826-5668		PH: (541) 488-1446		PH: (541) 482-5009	
FAX: (541) 826-5538		FAX: (541) 488-0638		FAX: (541) 488-0797	
<u>CONTACT: TOM HALL</u>		<u>CONTACT: LAURIE SAGER</u>		<u>CONTACT: SHAWN KAMPMAN</u>	

PLANNERS

MARK KNOX	PLANNING & DEVELOPMENT
465 W. Nevada Street	
Ashland, OR 97520	
PH: (541) 482-3334	

DESIGN-BUILDER:	
<div><div><div><div><div><div></div><div>S&B</div></div></div><div><div><div></div><div>JAMES</div></div><div><div></div><div>CONSTRUCTION MANAGEMENT</div></div></div></div><div><div><div>8425 Agate Road Vista, CA, CR 92083</div><div>CCB #167845 (641) 828-5668</div></div></div></div></div>	
ARCHITECT:	
DAVID M. THRUSTON, AIA, NCARB S & B James Construction Management Tel: 641-828-5668 Fax: 641-826-5536 E-mail: davidthruston@sbljames.com	
CONSULTANT:	
STAMP.	
OWNER:	
SUMMIT INVESTMENTS, ET. AL. 1117 EAST JACKSON STREET MEDFORD, OREGON 97504 CONTACT: JOHN ZUPAN PH: (641) 778-6520 FAX: (641) 778-2268	
PROJECT ADDRESS:	
ASHLAND STREET ASHLAND, OREGON 97520	

DEMOLITION SITE PLAN

TAXLOT 1700

MAP: 391E SECTION 14-B

EXISTING CONCRETE SIDEWALK CURB & GUTTER TO REMAIN

REMOVE EXISTING CONCRETE SIDEWALK, CURB & GUTTER

EXISTING TELEPHONE PANELS TO REMAIN

EXISTING POWER POLE TO REMAIN

REMOVE EXISTING MONUMENT SIGN & RELATED ELECTRICAL

EXISTING DRIVEWAY CURB CUT TO REMAIN

EXISTING FIRE VAULT & WATER METERS TO REMAIN

EXISTING CONCRETE SIDEWALK CURB & GUTTER TO REMAIN

EXISTING ELECT TRANS TO REMAIN

REMOVE EXISTING CURB WHERE SHOWN

SEE LANDSCAPE DRAWING FOR TREE PROTECTION/REMOVAL PLAN (TYPICAL ALL TREES)

REMOVE EXISTING CURB & SIDEWALK

REMOVE EXISTING CURB & RELATED PLANTING

REMOVE EXISTING CURB

REMOVE EXISTING CURB & SIDEWALK

DEMOLISH EXISTING SINGLE STORY BUILDING

EXISTING CURB TO REMAIN

REMOVE EXISTING CHAIN LINK FENCE

REMOVE (E) AC PAVING AS REQUIRED FOR NEW WORK

EXISTING CURB TO REMAIN

EXISTING PROPERTY LINE

TAXLOT: 1800

TAXLOT: 1600

EXISTING OIL STOP BUILDING & SITE

ASHLAND STREET

0 20 40 80

SCALE: 1" = 20'-0"

NORTH

AI

CLAY STREET

MCCALL DRIVE

YMCA WAY

ASHLAND STREET

LOT# 1500

LOT# 1200

LOT# 1300

LOT# 1400

LOT# 1500

PROJECT LOCATION

CENTRAL OREGON PACIFIC RAILROAD

TOLMAN CREEK ROAD

WASHINGTON STREET

RECEIVED

NORTH

AI VICINITY MAP

NOT TO SCALE

MAR 12 2012

30

[illegible]

ACTUAL PARKING PROVIDED ON SITE
9 SPACES = 8 STANDARD + 1 VAN ACCESSIBLE

CONSULTANT:

OWNER:

PROJECT ADDRESS:

ASHLAND STREET
ASHLAND, OREGON 97520

REVISIONS		
MARKER	DATE	DESCRIPTION
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03/05/12		RESUBMITTAL
01/06/12		PLANNING REVIEW SUBMITTAL

SBJ PROJECT NO.:	M11-2592
DRAWN BY:	DMT, TDC
CHECKED BY:	DMT
PROJECT DATE:	01/06/12
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S & B JAMES CONSTRUCTION MANAGEMENT	

**ASHLAND STREET
RETAIL & PROFESSIONAL
OFFICE DEVELOPMENT**

SHEET TITLE:
SITE PLAN

SHEET NO.:

A-101

City of Ashland

RESUBMITTAL

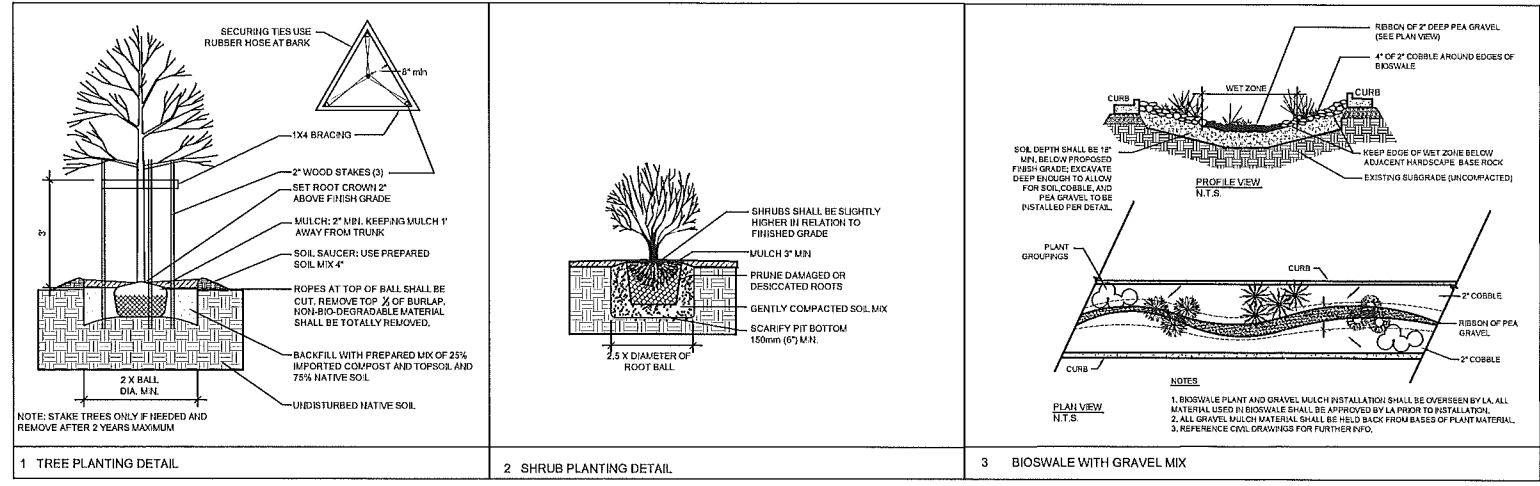
A-101

NOTE: IF THIS SHEET IS LESS THAN 30" x 42" IT HAS BEEN REDUCED AND IS NOT TO SCALE.

[illegible]

PRELIMINARY TREE LEGEND			
SYMBOL	CATEGORY	SCIENTIFIC NAME	COMMON NAME
	EXISTING TREE	VARIES	VARIES
	PROPOSED STREET TREE	OR ACER R. ARMSTRONG ACER R. SCARSEN	ARMSTRONG RED MAPLE SCARLET SENTINEL RED MAPLE
	PROPOSED SHADE TREE	FRAXINUS P. 'CUMMAM'	CUMMAMON ASH
PRELIMINARY PLANT LEGEND			
SYMBOL	CATEGORY	SCIENTIFIC NAME	COMMON NAME
	SHADE GROUNDCOVER	AJUGA R. 'BRONZE BEAUTY' LIRIOPE M. 'BIG BLUE' LIRIOPE M. 'SILVER SUIPROOF' VINCA M. 'RALPH SHUGERT'	BRONZE BEAUTY CARPET BUGLE BIG BLUE LILYTURF SILVER SUIPROOF LILYTURF RALPH SHUGERT VINCA
	SHADE SHRUBS	DAHPHNE ODORA 'AUREO-MARGINATA' HAMAMELIS X INTERMEDIA 'DIANE' HYDRANGEA MACROPHYLLA 'MID PENNY' HYDRANGEA QUERCIFOLIA 'TIE WEE' RHODODENDRON X 'CUNNINGHAM'S WHITE' AZALEA GLACIER RHODODENDRON X 'PURPLE GEM'	VARIEGATED WINTER DAPHNE DIANE WITCH HAZEL MID PENNY HYDRANGEA TIE WEE OAK LEAF HYDRANGEA CUNNINGHAM'S WHITE RHODODENDRON GLACIER AZALEA PURPLE GEM RHODODENDRON
	SUN GROUNDCOVER	ARCTOSTAPHYLOS 'EMERALD CARPET' FESTUCA 'ELIJAH BLUE' HELIANTHEMUM 'WISLEY PARK'	EMERALD CARPET MANZANITA ELIJAH BLUE FESCUE WISLEY PARK SUNROSE
	SUN SHRUBS	ARGENTUS UNICOD 'COMPACTA' BUXUS 'GREEN BEAUTY' CISTIS ADAMUFR HAMAMELIS X INTERMEDIA 'DIANE' SPIRAEA 'ANTHONY WATERER'	COMPACT STRAWBERRY BUSH GREEN BEAUTY BOXWOOD CRIMSON SPOT ROCKROSE DIANE WITCH HAZEL ANTHONY WATERER SPIRAEA
	LOW MEDIAN PLANTING	BERBERIS THUNBERGII 'CRIMSON PYGMY' BUXUS S. 'SUFFRUTICOSA' HELIANTHEMUM 'HEIFIELD BRILLIANT' HEMEROCALLIS RUBY STELLA SISYRACHIA AUTUMNALIS	CRIMSON PYGMY BARBERRY DWARF BOXWOOD HEIFIELD BRILLIANT SUNROSE DWARF RED DAYLILY AUTUMN MOOR GRASS
	BIOSWALE PLANTING	IN WET ZONES: JUNCUS PATENS CAREX NUDATA IRIS SYRIACA OUTSIDE WET ZONES: JUNCUS EFFUSUS MAHONIA REPENS SPIRAEA 'ANTHONY WATERER'	PATENS RUSH NAKED SEDGE JAPANESE IRIS EFFUSUS RUSH CREEPING MAHONIA ANTHONY WATERER SPIRAEA

NOTES
1. IN AREAS PREVIOUSLY PAVED AND PROPOSED FOR PLANTING, REMOVE ALL BASE MATERIAL AND STERILE SOIL TO A MINIMUM DEPTH OF 24" AND DISPOSE OF OFF-SITE.
2. PLACE A MINIMUM 12" MAXIMUM 24" TOPSOIL BLEND IN ALL TREE AND SHRUB PLANTING AREAS. TOPSOIL PLUS BLEND AVAILABLE FROM HILTON LANDSCAPE SUPPLY. INSTALL SOIL BLEND IN 6" LIFTS AND TILL THOROUGHLY TO BLEND WITH EXISTING SOIL. SEE BIOSWALE DETAIL FOR SOIL IN BIOSWALE SOIL.
3. PLANT ALL TREES AND SHRUBS PER DETAIL 1 & 2. LA SHALL APPROVE ALL PLANT LAYOUT PRIOR TO INSTALLATION.
4. MULCH PLANTING AREAS AFTER INSTALLATION OF PLANT MATERIAL WITH 3" OF MULCH, OR EQUAL.
5. APPLY DEER SPRAY TO ALL NEW PLANTS PRIOR TO AND FOLLOWING INSTALLATION. SEE BIOSWALE DETAIL FOR BIOSWALE MULCH.
6. INSTALL AUTOMATED IRRIGATION TO ALL PLANTING AREAS INCLUDING BIOSWALE TO PROVIDE HEAD TO HEAD COVERAGE.



ARCHITECT:

DAVID M. THRUSTON, AIA, NCARB
S & B James Construction Management

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Fax: 541-826-5536
E-mail: davidthruston@sajames.com

ARCHITECT:

LAURIE SAGER
AND ASSOCIATES LANDSCAPE ARCHITECTS INC
700 MISTLETOE ROAD, SUITE 201
ASHLAND, OREGON 97520



STAMP:

OWNER:

SUMMIT INVESTMENTS, ET. AL.
1117 EAST JACKSON STREET
MEDFORD, OREGON 97504
CONTACT: JOHN ZUPAN
PH: (541) 779-8520
FAX: (541) 779-2268

PROJECT ADDRESS:

ASHLAND STREET
ASHLAND, OREGON 97520

REVISIONS		
MARKER	DATE	DESCRIPTION
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△	03/03/12	RESUBMITTAL
△	01/06/12	PLANNING REVIEW SUBMITTAL

SBJ PROJECT NO.: 1311-2502

DRAWN BY: KAG

CHECKED BY: LCS

PROJECT DATE: January 6, 2012

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S & B JAMES CONSTRUCTION MANAGEMENT

PROJECT:

ASHLAND STREET
RETAIL & PROFESSIONAL
OFFICE DEVELOPMENT

SHEET TITLE:

TREE PROTECTION
AND REMOVAL PLAN

SHEET NO.:

L-101

GENERAL NOTE

A. See Architectural Site Demolition Plan for all landscape removal.

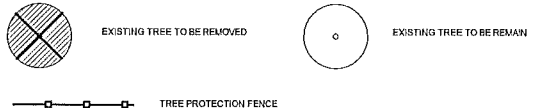
TREE PROTECTION NOTES

A. Landscape adjacent to the project area shall be protected from damage. No storage of equipment or materials shall occur within drip lines of trees to be preserved, as identified on this plan. All damage caused by construction to existing trees shall be compensated for before the project will be considered completed.
B. Trees that are shown to remain shall be protected with fencing as shown in Detail. Fencing shall be 6' tall temporary chain link panels installed with metal connections so that all panels are integrated, these fences shall be installed so that they do not allow passage of pedestrians and/or vehicles through it.
C. Exceptions to the tree protection specifications may only be granted with written approval from owner's representative.
D. A certified arborist shall be consulted if any pruning is necessary during construction, on trees to remain.
E. Work within drip line of trees to remain may require disturbance of tree protection fences. Contractor shall obtain authorization from owner's representative prior to moving fence. Contractor shall remove the fence temporarily to complete work, and replace at the end of each work day. No storage of equipment or materials shall occur within drip line of trees. After the proposed work within drip line is completed, fencing shall be reinstalled. Note: Where protection fencing overlaps proposed construction, the following measures shall be followed:
1) Hand dig to required depth of root work.
2) Roots under 2" in diameter may be hand cut at a 60° angle.
3) Where roots greater than 2" in diameter are encountered, contractor shall notify Landscape Architect or arborist for direction.
F. Contractor shall not disturb roots of trees when removing soil or plant material.
G. Contractor shall not raise the soil level within the drip lines of existing trees to achieve positive drainage, except to match grades with sidewalks and curbs, and in those areas, feather the added topsoil back to existing grade at an approximately 3:1 slope.
H. Inspection Schedule:
1) Tree protection fencing placement shall be approved by owner's representative before demolition begins.
2) Routine inspections of fencing and site conditions will occur during the course of construction, work shall cease if fencing is damaged or moved without prior approval or as outlined above.
3) Final inspection at completion of project to determine condition of trees.
I. Irrigation of trees to remain:
1) All existing trees to remain that have been irrigated prior to construction shall be deep watered once a month for 8 hours throughout the dry season.
2) Do not irrigate trees that have not received irrigation prior to construction unless directed by arborist or Landscape Architect.
3) Use soaker hose per diagram.

TREE INVENTORY

TREE #	SPECIES	DBH IN INCHES	CROWN RADII IN FEET	CONDITION	NOTES	STREET TREE
1	ACER RUBRUM	5	7	FAIR	TO BE REMOVED	YES
2	ACER RUBRUM	13	10	FAIR	TO BE REMOVED	YES
3	ACER RUBRUM	5	8	FAIR	TO BE REMOVED	YES
4	QUERCUS RUBRA	2	3	FAIR	TO BE REMOVED	NO
5	FRAXINUS SP.	2	3	FAIR	TO BE REMOVED	NO
6	QUERCUS RUBRA	3	3	FAIR	TO BE REMOVED	NO

LEGEND



TOTAL # OF TREES TO BE REMOVED FOR PROJECT 6

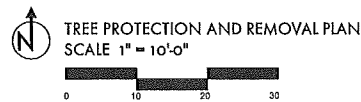
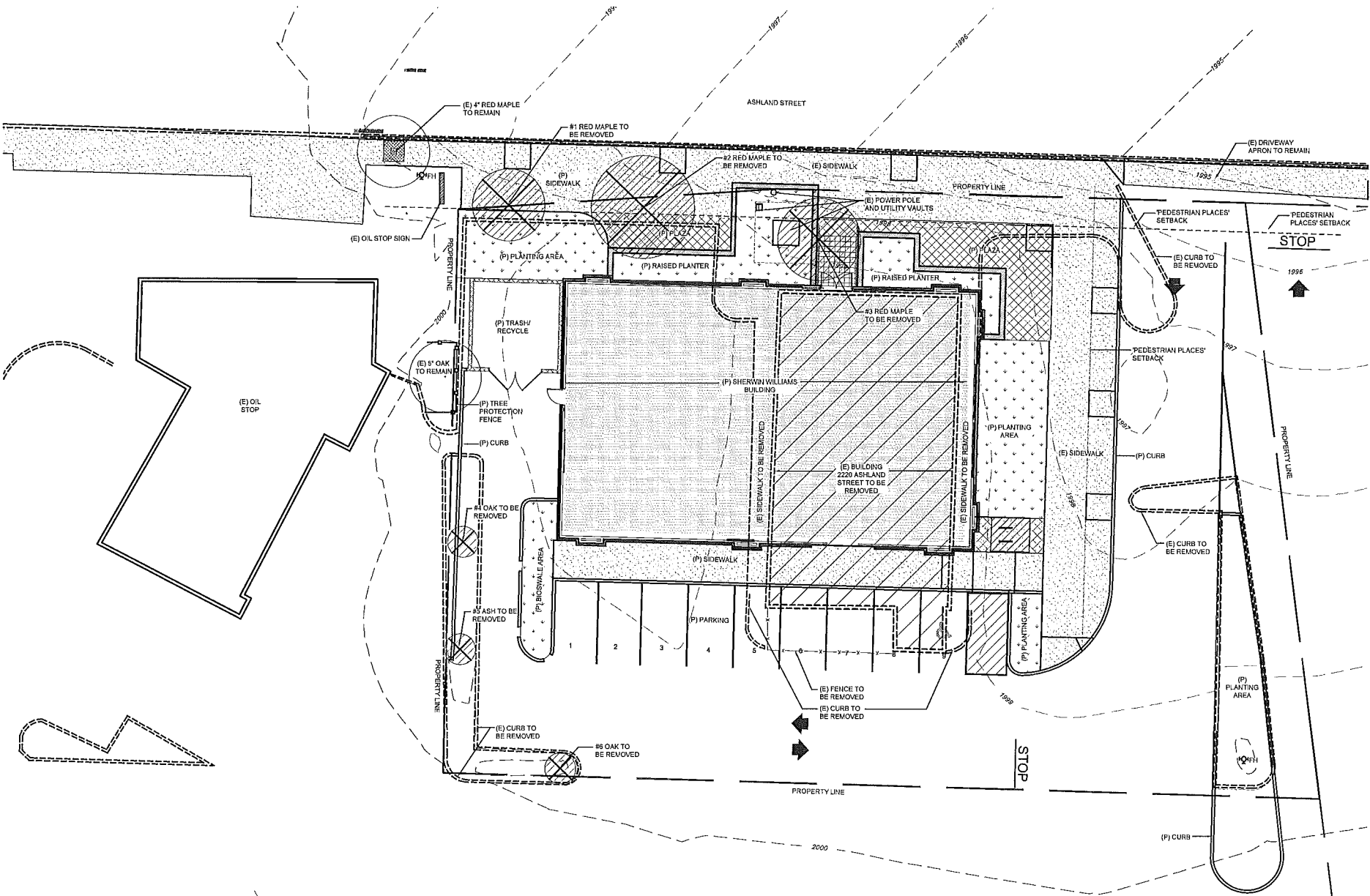
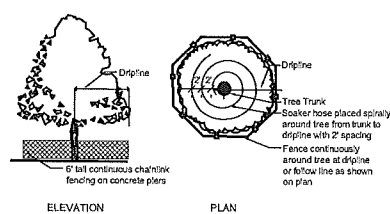
TOTAL # OF TREES TO BE REMOVED OVER 6" DBH 1

TOTAL # OF TREES TO BE REMOVED UNDER 6" DBH 5

TOTAL # OF STREET TREES TO BE REMOVED 3

TOTAL # OF TREES REQUIRING A REMOVAL PERMIT 3

TREE PROTECTION DETAILS



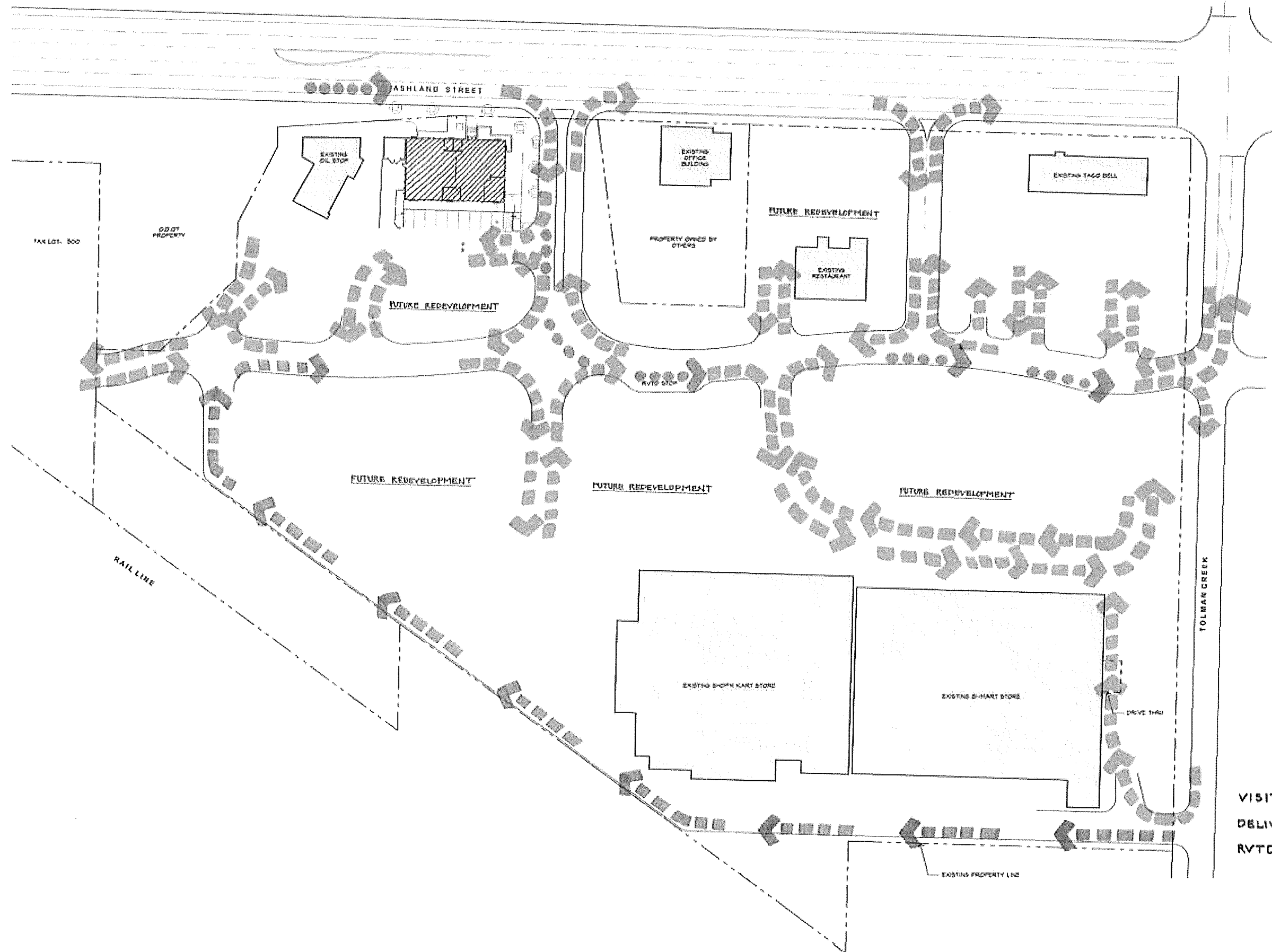
NOTE: IF THIS SHEET IS LESS THAN 30" x 42" IT HAS BEEN REDUCED AND IS NOT TO SCALE.

RECEIVED

MAR 12

City of Ashland

RESUBMITTAL



RECEIVED
MAR 12 2012
City of Ashland

VISITOR ■■■■
DELIVERY ■■■■
RVTD ●●●●

CONCEPTUAL MASTER PLAN: CIRCULATION
DAVID THRUSTON, AIA, NCARB
S4B JAMES CONSTRUCTION MANAGEMENT
SCALE: 1" = 30'-0"
DATE: 03-05-12

Applicants

Original Submittal

BEFORE THE PLANNING DIRECTOR

FOR

ASHLAND, OREGON

IN THE MATTER OF AN APPLICATION)
FOR SITE PLAN REVIEW FOR THE)
REDEVELOPMENT OF TAX LOT 1700)
WITH TWO COMMERCIAL BUILDINGS,)
AND TO ADJUST THE COMMON)
BOUNDARY LINE BETWEEN TWO)
ABUTTING PROPERTIES. SUBJECT)
PARCELS ARE IDENTIFIED AS TAX)
LOT 1700 and 1800 IN TOWNSHIP 39)
SOUTH, RANGE 1 EAST (WILLAMETTE)
MERIDIAN), SECTION 14BA WITHIN)
INCORPORATED BOUNDARIES OF)
THE CITY OF ASHLAND, OREGON)
)
Applicant /Owner: Summit Investment, et al)
Agent: CSA Planning, Ltd.)

**PROPOSED FINDINGS OF FACT
AND CONCLUSIONS OF LAW**

Applicant's Exhibit 2

I

NATURE, SCOPE AND INTENT OF APPLICATION

Applicant proposes a redevelopment project that will result in construction of two commercial buildings with a total of 6,200 square feet to replace an existing 2,135 square foot restaurant building on Tax Lot 1700. Tax lot 1700 fronts on Ashland Street (Oregon Highway 66). The property is in the C-1 Retail Commercial zone and is subject to two overlays – the Detailed Site Review and Pedestrian Places. A property line adjustment is proposed to relocate the property lines to include only the buildings and the central parking lot. The adjusted acreage will be .44 acres.



II

EVIDENCE SUBMITTED WITH THE APPLICATION

Applicant has submitted the following evidence in support of the land use application:

- Exhibit 1.** Completed Property Line Adjustment Application with limited Power of Attorney for CSA Planning, Ltd
- Exhibit 2.** The proposed Findings of Fact and Conclusions of Law (this document) which demonstrates how the application complies with the applicable substantive approval criteria as set forth in the Ashland Land Use Ordinance (ALUO)
- Exhibit 3.** Demonstration of Compliance with Applicable Standards
- Exhibit 4a.** Zoning Map on Aerial
- Exhibit 4b.** Zoning Overlays Map
- Exhibit 5.** Comprehensive Plan Map
- Exhibit 6.** Current Assessor's Plat Map
- Exhibit 7.** Site Photos and Key Map
- Exhibit 8.** Preliminary Map for Lot Line Adjustment, *prepared by Polaris Land Surveying, LL., January 4, 2012*
- Exhibit 9.** Proposed Design Plans:
 - A-001 Project Information, General Notes & Site Demolition Plan
 - A-101 Site Plan
 - A-201 Building A Elevations
 - A-202 Building B Elevations
 - C-101 Site Utility Plan & Drainage Plan
 - L-1.0 Tree Protection and Removal Plan
 - L-2.0 Conceptual Planting Plan
 - Project Color Boards
- Exhibit 10.** Proposed Site Plan Overlaid on Aerial Photo
- Exhibit 11.** Initial Development Memo with Plan, *January 6, 2012*
- Exhibit 12.** Memo regarding Water Conserving Landscaping, *prepared by Laurie Sager, registered Landscape Architect, January 6, 2012*
- Exhibit 13.** Sherwin Williams Hazardous Waste Disposal practices
- Exhibit 14.** Transportation Evaluation Letter, *prepared by Kimberly Parducci, PTOE*
- Exhibit 15.** Deed Information for 39S 1E 14BA, Tax Lots 1700 and 1800



III

RELEVANT SUBSTANTIVE APPROVAL CRITERIA

The criteria, under which a property line adjustment and private way must be considered, are set forth in the Ashland Land Use Ordinance (ALUO). The relevant criteria are recited verbatim below and in relation to conclusions of law included at Section V which follows:

ASHLAND LAND USE ORDINANCE (ALUO)

18.32 Retail Commercial District

18.32.010 Purpose

This district is designed to stabilize, improve and protect the characteristics of those areas providing commercial commodities and services.

18.32.020 Permitted Uses

The following uses and their accessory uses are permitted outright:

- A. Professional, financial, business and medical offices, and personal service establishments such as beauty and barber shops, launderette, and clothes and laundry pick-up stations.
 - B. Stores, shops and offices supplying commodities or performing services, such as a department store, antique shop, artists supply store, and including a regional shopping center or element of such center, such as a major department store.
 - C. Restaurants. (Ord 2812, S2 1998)
 - D. Theaters, but not including a drive-in.
 - E. Manufacture or assembly of items sold in a permitted use, provided such manufacturing or assembly occupies six hundred (600) square feet or less, and is contiguous to the permitted retail outlet.
 - F. Mortuaries and crematoriums.
 - G. Printing, publishing, lithography, xerography, copy centers.
 - H. Temporary tree sales, from November 1 to January 1.
 - I. Public and quasi-public utility and service buildings, and public parking lots, but excluding electrical substations.
 - J. Kennels and veterinary clinics, with all animals housed within structures.
- Nightclubs and Bars. Except as provided in 18.32.030, however, no nightclub or bar is permitted within the Historic Interest Area unless it is located in the "D" Downtown Overlay District. (Ord 2812, S2 1998)

18.32.040 General Regulations

- 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. (Ord 2859 S1, 2000)
- B. Maximum Building Height. No structure shall be greater than 40 feet in height.

18.68.030 Access

Each lot shall abut a minimum width of forty (40) feet upon a public street (other than an alley). This requirement may be decreased to twenty-five (25) feet on a cul-de-sac vehicle turn-around area. Except with an approved flag partition, no lot shall abut upon a street for a width of less than twenty-five (25) feet.

18.76 Partitions



Findings of Fact and Conclusions of Law

Site Plan Review and Property Line Adjustment

Applicant: Summit Investment LLC, et al.

18.76.140 Lot Line Adjustments

The adjustment of a lot line by the relocation of a common boundary, where the number of parcels is not changed and all zoning requirements are met, shall be accepted by the City, provided the requirements of Sections 18.76.090 through 18.76.130 are satisfied, in addition to Section 18.76.170, where the lot adjustment causes access to be changed to an exterior unimproved street.

18.72.050 Detail Site Review Zone

- A. The Detail Site Review Zone is that area defined in the Site Design Standards adopted pursuant to Section 18.72.080.
- B. Any development in the Detail Site Review Zone as defined in the Site Review Standards adopted pursuant to this chapter, which exceeds 10,000 square feet or is longer than 100 feet in length or width, shall be reviewed according to the Type 2 procedure.
- C. Outside the Downtown Design Standards Zone, new buildings or expansions of existing buildings in the Detail Site Review Zone shall conform to the following standards:
 - 1. Buildings sharing a common wall or having walls touching at or above grade shall be considered as one building.
 - 2. Buildings shall not exceed a building footprint area of 45,000 square feet as measured outside the exterior walls and including all interior courtyards. For the purpose of this section an interior courtyard means a space bounded on three or more sides by walls but not a roof.
 - 3. Buildings shall not exceed a gross floor area of 45,000 square feet, including all interior floor space, roof top parking, and outdoor retail and storage areas, with the following exception:

Automobile parking areas located within the building footprint and in the basement shall not count toward the total gross floor area.
 - 4. Buildings shall not exceed a combined contiguous building length of 300 feet.

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)

18.108 Procedures

18.108.020 Types of Procedures

There are three general types of procedures: 1) ministerial actions; 2) planning actions, and 3) legislative amendments. When a project proposal involves more than one application and more than one type of procedure, the applications shall be reviewed together by the same decision body and follow the highest level procedure applying to any one of the applications.

- A. Ministerial Actions. The Staff Advisor shall have the authority to review and approve or deny the following matters which shall be ministerial actions:
 - 5. Boundary line adjustments. (18.76.140)

18.108.025 Consolidation Review Procedures



Findings of Fact and Conclusions of Law

Site Plan Review and Property Line Adjustment

Applicant: Summit Investment LLC, et al.

An applicant may apply at one time for all permits or zone changes needed for a development project. The consolidated procedure shall be subject to the time limitations set out in ORS 227.178. The consolidated procedure shall follow the most restrictive procedure in the development project.

18.108.040 Type I Procedure

A. Actions Included. The following planning actions shall be subject to the Type I Procedure:

1. Site Design Review. The following developments that are subject to the Site Design Review Standards outlined in 18.72 shall follow the Type I permit procedures.
 - a. Downtown Design Standards Zone. Any development which is less than 2,500 square feet or ten percent of the building's square footage, whichever is less.
 - b. Detail Site Review. Any development in the Detail Site Review Zone, as defined in the Site Review Standards adopted pursuant Chapter 18.72, which is less than 10,000 square feet in gross floor area.
 - c. Commercial, Industrial and Non-residential Uses
 - i. All new structures, additions or expansions in C-1, E-1, HC and M zones, not within the Downtown Design Standards zone, that do not require new building area in excess of 20% of an existing building's square footage or 10,000 square feet of gross floor area, whichever is less.
5. Partitions and Land Divisions.
 - a. Partitions which require no variances or only variances subject to Type I procedures.

IV

FINDINGS OF FACT

The City of Ashland finds the following facts to be true with respect to this matter. The below Conclusions of Law are supported by the facts provided herein.

1. Property Location:

The subject property is located on the South Side of Ashland Street (Oregon Highway 66) between the railroad overpass and Tolman Creek Road within the corporate boundaries of the City of Ashland.

2. Subject Property Description, Ownership:

The subject property is identified on the Jackson County Assessor's Plat 39S 1E 14BA as Tax Lot 1700. The property line adjustment is to occur between the subject property and the adjacent Tax Lot 1800. Tax Lots 1700 and 1800 are owned as with undivided interests by Kenneth Jones, Louise Jones, Charles and Jean Rice Thompson, Peak's Ranches Ltd, and Summit Investment, LLC.

3. Zoning: Tax Lots 1700 and 1800 are currently zoned C-1, Retail Commercial. The properties are also located in a Detail Site Review Zone and the Pedestrian Places Overlay¹.

4. Comprehensive Plan Map: Tax Lots 1700 and 1800 are designated Commercial on the City of Ashland Comprehensive Plan Map.

5. Property History and Lot Legality: Tax Lots 1700 and 1800 were partitioned from the parent parcel. Tax Lots 1700 and 1800 were created in their current configuration through a minor land partition, Plat No. 9382

6. Lot Line Adjustment Facts:

The following table provides details on the changes to each tax lot following the property line adjustment:

¹ The Pedestrian Places Overlay are not addressed further in these findings because the actual development standards that apply within that zoning overlay are delimited to residential zoning districts; the standards developed through the Pedestrian Places Overlay legislative project were incorporated directly into the Detail Site Design Review requirements which are addressed in detail in Exhibit 3.

Findings of Fact and Conclusions of Law

Site Plan Review and Property Line Adjustment

Applicant: Summit Investment LLC, et al.

	Tax Lot	Acres	Width (average)	Depth (average)	Frontage ²	Access
1700	Existing	.42	152.92'	114.92'	152.33'	Contains access driveway on Ashland St.
	Change	+.02	-44.09'	+56.91'	-37.41	Property is adjusted so that the driveway becomes part of TL 1800.
	Resulting	.44	108.83'	171.83'	114.92	Access easement to driveway on Ashland St.
	Zoning Compliance	Per section 18.32.040, there is no minimum lot area, width, coverage, front yard, side yard, or rear yard required in the C-1 zone.			Complies	Complies
1800	Existing	2.47	200.08'	279.80'	266.64' frontage is on ODOT right-of-way on west side	Only access is from ODOT right-of-way on west side
	Change	-.02	0.0'	+17.84	Adds +37.41' frontage on Ashland St.	Add access driveway on Ashland St.
	Resulting	2.45	200.08'	262.16'	37.41' frontage on Ashland St, plus 266.64' frontage on ODOT right-of-way	Two access points
	Zoning Compliance	Per section 18.32.040, there is no minimum lot area, width, coverage, front yard, side yard, or rear yard required in the C-1 zone			Complies	Complies

7. Existing Site Development and Use:

There is a vacant building that is approximately 2,135 square feet on the site. This building was originally constructed to serve a *Pizza Hut* restaurant use. The building was later home to the *Chai Hut* which was a tea-house restaurant that discontinued business operations approximately three years ago.

8. Existing and Surrounding Land Use: Land uses in the surrounding area consist of the following:

² 18.68.030 Access- Each lot shall abut a minimum width of forty (40) feet upon a public street (other than an alley). This requirement may be decreased to twenty-five (25) feet on a cul-de-sac vehicle turn-around area. Except with an approved flag partition, no lot shall abut upon a street for a width of less than twenty-five (25) feet.

Findings of Fact and Conclusions of Law

Site Plan Review and Property Line Adjustment

Applicant: Summit Investment LLC, et al.

West: Immediately to the west is an *Oil Stop* that provides oil changes and similar quick-service automobile maintenance; the Oil Stop use is located on Tax Lot 1800. Further to the west is Tax Lot 300 which is a 1.2 acre triangular parcel owned by John Schweiger that is also in the C-1 zone. Further to the west is the Central Oregon and Pacific (CORP) rail line which is used by the company.

North: Uses across Ashland Street to the North include a bank, offices, and a vacant building that most recently housed a bakery/restaurant. Beyond these is the Ashland Family YMCA. To the northwest is a mixed use building that includes retail and multi-family housing. To the northeast is a vacant commercial property and across Tolman Creek Road is the Albertson's Shopping Center.

East: To the east of Tax Lot 1700 is a small vacant office building that most recently housed a dentist office. Beyond that are commercial properties with uses including a Chinese restaurant and a Taco Bell.

South: The property due south of Tax Lot 1700, Tax Lot 1800 wraps both the south and west sides of Tax Lot 1700 and is mostly vacant, except for the *Oil Stop* to the west and the CORP railroad right-of-way beyond. Across the rail lines are single family housing units that are zoned R-1-5; houses in this area were generally constructed from 2000 to 2005. To the southeast are the Bi-Mart and Shop'n Kart buildings.

This property is owned by the same consortium that owns Tax Lots 1800, 1500, 1300 and 1200 including the Oil Stop, Chinese restaurant, Taco Bell, Bi-Mart and the Shop'n Kart properties.

9. **Topography:** The property slope varies from 2% to 3% from the Ashland Street right-of-way line up to the southern property line. See Exhibit 8.
10. **Natural Hazards:** This property has no identified natural hazards.
11. **Fire District:** The property is located within the jurisdiction of the City of Ashland Fire Department.
12. **Public Facilities:**
 - a. **Sanitary Sewer:** Page 7 of the Pre-Application report for the project states the property is currently served by an 8-inch sanitary sewer main in Ashland Street.
 - b. **Water:** Page 7 of the Application report for the project states that an 8-in water main exists in Ashland Street to serve the project.
 - c. **Storm Drainage:** Page 7 of the Pre-Application report for the project states that the property is currently served by a 15-inch storm water main in Ashland Street and that no additional improvements/requirements to the City Infrastructure are necessary to serve the project provided the post-development peak flow is less than or equal to the peak flow for the site as a whole as it currently exists.



Findings of Fact and Conclusions of Law

Site Plan Review and Property Line Adjustment

Applicant: Summit Investment LLC, et al.

13. Transportation:

- a. **Functional Classification:** The project fronts on Ashland Street which is also known as Oregon Highway 66. Highway 66 is controlled and maintained by the Oregon Department of Transportation. The Ashland Transportation System Plan (TSP) classifies Highway 66 as a Boulevard which is Ashland's highest order street. Boulevards are planned to carry 8,000-plus trips per day. Highway 66 is classified under the 1999 Oregon Highway Plan as a District Level Highway, ODOT's lowest level of functional classification which allows for the lowest speeds and highest levels of property access.
- b. **Trip Generation:** Kimberly Parducci, PTOE, Principal of Southern Oregon Transportation Engineering, prepared a transportation evaluation letter for the project. *See*, Exhibit 15. That letter demonstrates that the trip generation from the proposed development will be no greater than the prior restaurant use.
- c. **Access:** Tax lot 1700 fronts on Ashland Street. Tax Lot 1800 currently only has frontage on the ODOT right-of-way to the west. However, Oil Stop customers typically access the shop by driving across Tax Lot 1700.

This application proposes to deed the driveway portion of Tax Lot 1700 to Tax Lot 1800 and provide an access easement allowing Tax Lot 1700 to continue to use that approach. This solution is practical for the entire site because it is anticipated that Tax Lot 1800 will be redeveloped in the future as a larger shopping center and it is more appropriate for the main access to be located on one of the main shopping center parcels.

14. **Project Description and Summary:** The project includes two commercial buildings on the reconfigured Tax Lot 1700. Building A will be a retail building to house a paint store and Building B will be built as a professional office building (typical tenants for this sort of space would include insurance and real estate agents). The Ashland Land Use Ordinance (ALUO) has several design requirements and standards that apply to the redevelopment project.

ALUO Site Design and Use Standards in Section II-C-1 applies to all development in commercial and employment zones; those provisions in Section II-C-1g lay forth a *proportional compliance* to which expansions of existing sites and buildings must satisfy to meet the Site Design and Use Standards requirements. This standard requires compliance with the current detail site review requirements to vary in direct proportion to the extent of the **building** expansion. For the subject property the existing building is 2,135 square feet. The resulting buildings will be 6,200 square feet. Therefore, the resulting "site" must be at least 66% compliant with the current Site Design and Use Standards.

The application of this standard is relatively straightforward when it is applied to standards associated with the buildings themselves.



Findings of Fact and Conclusions of Law

Site Plan Review and Property Line Adjustment
Applicant: Summit Investment LLC, et al.

For the standards that apply to site layout, the proportional compliance standard becomes more complicated for this particular project. If “the site” were interpreted to be all of Tax Lot 1700 and Tax Lot 1800 combined then the analysis would include a significant undeveloped area for which only a small amount of new development is planned as part of this project. Moreover, all the building square footage that currently exists is located on Tax Lot 1700 and all of the resulting building square footage will be located on the reconfigured Tax Lot 1700. This would be an absurd application of the ALUO II-C-1g³ standard to require 66% compliance with all the Detail Site Review Standards on Tax Lot 1800 where no new building development is proposed and considering it is actually the larger of the two parcels. Instead, the Applicant proposes that a reasonable, but conservative application of the standard to this particular situation is to evaluate compliance with the Detail Design Review Standards that apply to “the site” in the following two ways:

- First, demonstrate at least 66% compliance for Tax Lot 1700 as “the site” consistent with an application of ALUO Site Design and Use Standard II-C-1g.
- Second, provide substantial evidence that no part of the proposed non-structural development on Tax Lot 1800 would reasonably be expected to prevent future structural development in compliance with the city’s standards on that lot.

Consistent with the above analysis and interpretation, the below table provides a summary of the key standards for “the site” (the reconfigured Tax Lot 1700):

Standard	Existing Condition	Project	Compliance Summary
Maximum 5' Front Yard Building Setback	16' to 20'-0" from the ROW line	15' to 19'-0" with plaza filling between the building and the ROW line	Complies
Plaza Area	None	1,205 sf	NA
Parking Count	20	19	Complies
Parking Surface Design	Asphalt	Asphalt and Pervious Asphalt	
FAR	.05	39%	Complies
Landscaping	16%	21%	Complies
Ashland Street Improvements	5' Sidewalk/gutter	Add plaza, street trees & street furniture	Complies
Building Orientation	To Parking Lot	Toward Ashland Street	Complies
Pedestrian Connections	No walkway to the Center's Interior	Adds well connected and landscaped walkways throughout	Complies
Parking Lot Landscaping	3%	7.3%	Complies

³ The Applicant performed research and found no relevant and binding case law on the matter from LUBA or the Court of Appeals.

15. Architectural Design: The project includes two commercial buildings as follows:

Building A : Retail Paint Store

The exterior design for this building uses materials, colors, fenestration, changes in the wall planes and changes in the roof line to create architecture that is compatible with the pedestrian scale. The entrance on Ashland Street is surrounded by raised planters which serve also as seat walls, and plaza space around the building to create an inviting and welcoming environment for customers and pedestrian alike. The raised planter also serves to create visual base for the building on the Ashland Street façade. The project location at an existing RVTB bus stop provides riders a place to wait comfortably.

Standing seam metal awnings above the entries provide cover for customers entering and leaving the store. It is also an architectural feature that provides contrast and balance with the warm colors of the cement plaster walls and cornice and stone veneer pilasters. Balanced with windows and door glass at sensible locations.

The store will utilize gas for heating and electrical power for cooling. At this early stage, it is our intention to use two rooftop packaged HVAC units, estimated to be five tons of cooling each. They are expected to be no taller than three-feet six inches tall and will not be visible by pedestrians from the street.

The issue of handling of paint spills is addressed Sherwin William's safety training and accident protocols which are attached to the document as Exhibit 13. No floor drains are planned in paint mixing and staging areas.

Building B: Office Building

The exterior design for this building uses sympathetic materials to the proposed paint store but begins to make a design transition to the interior of the larger site. Since this building is intended for professional offices, the design has been made as flexible as possible and provides both a common lobby on the north side and a plaza entry on the south side.

The design of this building provides a more sophisticated approach to the use of materials and fenestration. The building exterior envelope has a split face concrete block base with integral color cement plaster walls with aluminum reveals which follow the lines of the main fenestration elements around the building. The main lobby has a generous amount of glass and natural daylight which is appropriate for its north facing orientation.

A central core includes restrooms and utility space for mechanical equipment and storage, rooftop HVAC units will also be located in this area and will be screened from view by the taller parapet wall elements at the center of the north and south facades. The exterior windows have fixed metal awnings for shading. All windows will have a natural aluminum frame and high performance glazing. The building

Findings of Fact and Conclusions of Law

Site Plan Review and Property Line Adjustment

Applicant: Summit Investment LLC, et al.

proposes to use a limited amount of “zincalume” nu-wave vertical metal siding on the building as an accent element to contrast against the cement plaster walls.

This building will also utilize gas for heating and electrical power for cooling. Given the smaller size of this building, it is estimated that the building will require a single 7 ton unit. Again, this unit is expected to be a maximum height of three-feet and will be screened from pedestrian view by surrounding parapet walls.

16. **Landscape Design:** The proposed plan provides landscaping on 15% of the total developed lot area. In addition, 7% of all the parking lot area is proposed to be landscaped with a mixture of deciduous trees, shrubs and groundcovers, including one tree per seven parking spaces. The parking lot planting provides the required vegetated buffers between the parked cars and adjacent properties. The proposed plans identify plantings that will provide the required vegetated coverage to the landscaped areas within five years. There will be a total of three columnar street trees installed, per City requirements, which will provide vertical scale, vertical clearance and vision clearance to the project. These trees set into 5'x5' tree grates, will also provide a safe buffer along Ashland Boulevard for pedestrians.

All areas proposed for planting shall be irrigated with an automated system which will provide head to head coverage. The proposed plans provide a mix of drought tolerant, low maintenance plant material and provides numerous street trees, parking lot trees and additional trees surrounding the buildings, which will bring shade and scale to the buildings and the proposed hardscape areas.

V

CONCLUSIONS OF LAW

The following conclusions of law and ultimate conclusions are based on the findings of fact contained in Section IV above and the evidence enumerated in Section II. The below conclusions of law of the Planning Director are preceded by the approval criteria to which they relate:

* * * * *

Site Review

The Conclusions of Law demonstrating compliance with the site review criteria rely upon the configuration of the property lines in accordance with the lot line adjustment submitted concurrently with the site review application.

Criterion 1

18.72.030 Applicability

Site design standards shall apply to all zones of the city as outlined below.

A. Applicability. The following development is subject to Site Design Review:

1. Commercial, Industrial, Non-Residential and Mixed uses:
 - a. All new structures, additions or expansions in C-1, E-1, HC, CM, and M-1 zones.

Discussion; Conclusions of Law: The proposed project includes two new structures in the C-1 zone. Therefore, based upon the Findings of Fact in Section IV and the Evidence in Section II the Planning Director concludes the site design standards apply.

Criterion 2

18.72.050 Detail Site Review Zone

- A. The Detail Site Review Zone is that area defined in the Site Design Standards adopted pursuant to Section 18.72.080.
- B. Any development in the Detail Site Review Zone as defined in the Site Review Standards adopted pursuant to this chapter, which exceeds 10,000 square feet or is longer than 100 feet in length or width, shall be reviewed according to the Type 2 procedure.
- C. Outside the Downtown Design Standards Zone, new buildings or expansions of existing buildings in the Detail Site Review Zone shall conform to the following standards:
 1. Buildings sharing a common wall or having walls touching at or above grade shall be considered as one building.
 2. Buildings shall not exceed a building footprint area of 45,000 square feet as measured outside the exterior walls and including all interior courtyards. For the purpose of this section an interior courtyard means a space bounded on three or more sides by walls but not a roof.

Findings of Fact and Conclusions of Law

Site Plan Review and Property Line Adjustment

Applicant: Summit Investment LLC, et al.

-
3. Buildings shall not exceed a gross floor area of 45,000 square feet, including all interior floor space, roof top parking, and outdoor retail and storage areas, with the following exception:

Automobile parking areas located within the building footprint and in the basement shall not count toward the total gross floor area.

4. Buildings shall not exceed a combined contiguous building length of 300 feet.

Discussion; Conclusions of Law: The Detail Site Review zone applicability standards apply as follows:

- A. The project is located within a Detail Site Review overlay area.
- B. The total square footage of the buildings is less than 10,000 square feet and neither of the buildings exceeds 100 linear feet. The project can be processed as a Type 1 site review.
- C. The buildings conform to the Detail Site Review standards, as follow:
- 1.- The buildings are not touching
 - 2.- No building has a footprint that exceeds 45,000 square feet
 - 3.- No building exceeds 45,000 gross square feet
 - 4.- No building exceeds 300 feet in length

Therefore, based upon the Findings of Fact in Section IV and the Evidence in Section II the Planning Director concludes that Criterion 2 has been met.

18.72.070 Criteria for Approval

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

Criterion 3

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

Discussion; Conclusions of Law: The proposed project can and shall meet the applicable city ordinances as apply to the C-1 zone. Based upon, the Findings of Fact in Section IV and the Evidence in Section II including Exhibit 3- *Demonstration of Compliance with Applicable Standards* - herewith incorporated and adopted, the Planning Director concludes that Criterion 3 has been met.

Criterion 4

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

Discussion; Conclusions of Law: Based upon, the Findings of Fact in Section IV and the Evidence in Section II including Exhibit 3- *Demonstration of Compliance with Applicable Standards* - herewith incorporated and adopted, the Planning Director concludes that Criterion 4 has been met.

Criterion 5



Findings of Fact and Conclusions of Law

Site Plan Review and Property Line Adjustment
Applicant: Summit Investment LLC, et al.

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

Discussion; Conclusions of Law: Based upon, the Findings of Fact in Section IV and the Evidence in Section II including Exhibit 3- *Demonstration of Compliance with Applicable Standards* - herewith incorporated and adopted, the Planning Director concludes that Criterion 5 has been met.

Criterion 6

- 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)

Discussion; Conclusions of Law: With respect to water, sanitary sewer, and storm sewer necessary to serve the project, the Planning Director herewith incorporates and adopts the Findings of Fact in Section IV regarding water, sanitary sewer, and urban storm drainage. Based upon those findings, and upon the opinion of the Ashland Public Works Department referenced therein, the Planning Director concludes adequate capacity exists for water, sewer and urban storm drainage.

With respect to adequate transportation capacity, the Planning Director herewith incorporates and adopts the Findings of Fact in Section IV and the evaluation letter in Exhibit 14X prepared by the Applicant's engineer Kimberly Parducci, who bears a Professional Traffic Operations Engineer (PTOE) certification. The analysis therein demonstrates the project has access to the City's highest functional classification street and the project will generate no greater vehicular trips than the existing permitted use. The existing use was present at the time the 1998 TSP was adopted and the TSP identified no capacity deficiencies in this immediate area during the planning horizon for the segment of Ashland Street between Tolman Creek Road and the CORP overpass. Thus, a project that will not increase the amount of traffic beyond that generated in the most recent TSP analysis will not create a capacity issue where one was not previously forecasted to exist. On the basis of this reasoning and the evidence in Exhibit 14, the Planning Director concludes adequate transportation capacity exists to serve the project.

With respect to transportation improvements, the Street Standards in Chapter 18.88 include a reference at 18.88.020(K) the street standards handbook which provides the relevant standards for the subject application for street improvements on Ashland Street. The existing curb-to-curb width of ~70 feet is consistent with the width required by the street standards handbook for a 5-lane boulevard. The applicant is proposing to construct and dedicate sufficient right-of-way for a 5-foot hardscape parkrow and 8-foot sidewalks as part of the project consistent in all ways for a frontage improvement standards at ALUO Chapter 18.88.

On the basis of the above findings, the Planning Director concludes the application satisfies all aspects of Criterion 6.



Lot Line Adjustment

Criterion 1

18.76 Partitions

18.76.140 Lot Line Adjustments

The adjustment of a lot line by the relocation of a common boundary, where the number of parcels is not changed and all zoning requirements are met, shall be accepted by the City, provided the requirements of Sections 18.76.090 through 18.76.130 are satisfied, in addition to Section 18.76.170, where the lot adjustment causes access to be changed to an exterior unimproved street.

Discussion; Conclusions of Law: The Planning Director concludes the lot line adjustment does not create any new parcels and the adjusted lots will continue to meet all zoning requirements as demonstrated in the Findings of Fact Section IV Item 6. The Planning Director further concludes the requirements of Section 18.76.90 through 18.76.130 can feasibly and will be met, based upon the following:

1. 18.76.090 - The Applicant proposes appropriate improvements and dedications to Ashland Street and the same can and will be made conditions of approval.
2. 18.76.100 – The Applicant can feasibly and intends to complete the lot line adjustment within the 12-month period specified.
3. 18.76.110 – The Applicant can feasibly and will engage an Oregon Registered Land Surveyor to supply a final map with all the final map requirements specified at ALUO 18.76.110.
4. 18.76.120 – The Applicant’s surveyor can feasibly and will not have any of the conflicts of interest described in ALUO 18.76.120.
5. 18.76.130 – The code standard is prescriptive regarding Staff action and therefore the standard by its nature can feasibly and will be met.

Based upon the Findings of Fact in Section IV and the Evidence in Section II and Exhibit 3, the Demonstration of Compliance with Applicable Standards, the Planning Director concludes that future development on both lots can feasibly meet all applicable zoning requirements for the C-1 district with the adjusted lot configuration. *See*, Exhibits 3 and 8.

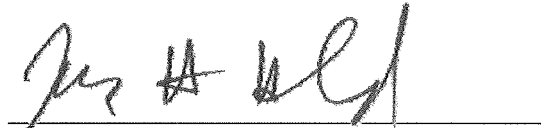
VI

ULTIMATE CONCLUSIONS

Based upon the preceding Findings of Fact and Conclusions of Law, the Planning Director ultimately concludes that, the case for site development plan review and property line adjustment has been shown to conform with all of the relevant substantive criteria with reasonable conditions imposed to assure compliance with applicable standards.

Respectfully submitted on behalf of Applicants:

CSA Planning, Ltd.



Jay Harland
Consulting Planner

APPLICANT'S EXHIBIT 3

DEMONSTRATION OF COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS

The findings of standards compliance detailed in this document relies upon the configuration of the lots in accordance with the lot line adjustment application filed concurrently with site plan review analyzed herein below. The findings of standards compliance detailed in this document relies upon the plans submitted by the Applicant with the application and all such plans are herewith incorporated and adopted as the basis for compliance determined herein. The standards compliance also relies upon the interpretation proffered in Applicant's findings that Tax Lot 1700 is the "development site" for purposes of standards compliance. With respect to the non-structural improvements on Tax Lot 1800, the Applicant demonstrates that none of the proposed improvements will limit the ability of future structural development on Tax Lot 1800 to satisfy the requirements specified herein.

18.32 C-1 Retail Commercial

18.32.040 General Regulations

- 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. (Ord 2859 S1, 2000)
- B. Maximum Building Height. No structure shall be greater than 40 feet in height.

Development Site Compliance: The Planning Director herewith incorporates and adopts the compliance findings below with respect to off-street parking and solar access and the Site Review Chapter, and based thereupon, that all area, width and yard requirements are satisfied.

Findings of Tax Lot 1800 Compliance Feasibility: The Planning Director herewith incorporates and adopts the compliance feasibility findings for Tax Lot 1800 below with respect to off-street parking and solar access and the Site Review Chapter, and based thereupon, that all area, width and yard requirements are satisfied.

18.70 Solar Access

18.70.040 Solar Setbacks

WHERE:

SSB = the minimum distance in feet that the tallest shadow producing point which creates the longest shadow onto the northerly property must be set back from the northern property line.

H = the height in feet of the highest shade producing point of the structure which casts the longest shadow beyond the northern property line.

S = the slope of the lot, as defined in this Chapter.

- B. **Setback Standard B.** This setback is designed to insure that shadows are no greater than sixteen (16) feet at the north property line.

Buildings for lots which are classified as Standard B, or for any lot zoned C-1, E-1 or M-1, or for any lot not abutting a residential zone to the north, shall be set back from the northern lot line as set forth in the following formula:

$$\frac{SSB = H - 16'}{0.445 + S}$$

Development Site Compliance: The Planning Director finds that the property slopes down at approximately 2% from the south boundary to the north boundary that fronts on Ashland Street. The property is bounded on the north by Ashland Street which has a right-of-way of ~70 feet. Using the formula for Setback Standard A, calculations for this building is as follows:

$$SSB = \frac{23' - 16'}{0.445 + .02} = \frac{7'}{0.465} = 15.05 \text{ feet}$$

Therefore the building needs to be set back at least 15.05 feet from the northern property boundary. The proposed paint building which fronts on the northern boundary is set back 5 feet from the right-of-way line which meets the solar setback standard as noted above.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds there is adequate room on the vacant portions of Tax Lot 1800 to site buildings that comply in all ways with applicable solar setback standards.

18.72.110 Landscaping Standards

A. Area Required. The following areas shall be required to be landscaped in the following zones: **C-1 15%**

Development Site Compliance: The Planning Director finds that the calculations demonstrate that the lot area is 19,200 square feet and the landscaped areas equal 4,095 square feet which equals 21% of the development site area and complies with the requirements.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds that the plan includes landscaped area on Tax Lot 1800 in locations and quantities that would reasonably be expected for the affected area to serve future structural development of Tax Lot 1800. The Planning Director further finds that there is adequate vacant and undeveloped land to provide the required landscaping percentage when structural development is proposed and site review authorized for Tax Lot 1800.

18.92.030 Automobile Parking Spaces Required

Uses and standards are as follows:

- B. Commercial Uses. For commercial uses the following automobile parking spaces are required.
 - 3. Business, general retail, person services.
 - General - one space for 350 square feet of gross floor area. Furniture and appliances
 - one space per 750 square feet of gross floor area.
 - 5. Offices.
 - ...General - one space per 500 square feet of gross floor area.
- F. Maximum Allowable Number of Automobile Parking Spaces. The number of spaces provided by any particular use in ground surface lots shall not exceed the required number of spaces provided by this ordinance by more than 10%. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, shall not apply towards the maximum number of allowable spaces.

Development Site Compliance: The Planning Director finds that the calculations demonstrate the standards are met. The proposed buildings include 4,000 square feet of general retail (paint store) and 2,200 square feet of general office. This calculates to 12 required spaces for the general retail and 5 required spaces for the general office use or 17 spaces in total and no more than 2 additional spaces. The Applicant proposes 19 spaces which is the maximum number of parking spaces permitted.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds the remaining vacant and undeveloped portion of Tax Lot 1800 is adequate to feasibly supply needed auto parking for potential uses permitted in the C-1 zone.

18.92.060 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)

Development Site Compliance: The Planning Director Finds that each building is required to have two sheltered bike parking spaces and Per Section C the office building is required to have one space and the paint store is required to have 3 spaces. The Applicant proposes two sheltered spaces for the office building and 3 sheltered spaces for the paint store building.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds the remaining vacant and undeveloped portion of Tax Lot 1800 is adequate to feasibly supply needed bike parking for potential uses permitted in the C-1 zone.

18.92.080 Parking, Access and Circulation Design Requirements.

A. Parking Location.

- 1. Except for single and two-family dwellings, required automobile parking facilities may be located on another parcel of land, provided said parcel is within 200 feet of the use it is intended to serve. The distance from the parking lot to the use shall be measured in walking distance from the nearest parking space to an access to the building housing the use, along a sidewalk or other pedestrian path separated from street traffic. Such right to use the off-site parking must be evidenced by a deed, lease, easement, or similar written instrument establishing such use, for the duration of the use.
- 2. Except as allowed in the subsection below, automobile parking shall not be located in a required front and side yard setback area abutting a public street, except alleys.

Development Site Compliance: The Planning Director finds that all required automobile parking is located on the parcel where the uses are located and no parking is located with a front or side yard setback area.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds because no buildings are proposed on Tax Lot 1800 there is no corresponding parking requirement and that any future buildings could feasibly be located to allow parking be arrayed in a manner consistent with the standard.



B. Parking Area Design. Required parking areas shall be designed in accordance with the following standards and dimensions.

1. Parking spaces shall be a minimum of 9 x 18 feet.
2. 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."
3. Parking spaces shall have a back-up maneuvering space no less than twenty-two (22) feet, except where parking is angled, and which does not necessitate moving of other vehicles.

Development Site Compliance: The Planning Director finds that all spaces are 9 x 18 feet. This dimension includes the 2 foot overhang on the north side of parking lot. The back-up maneuvering space is 23 feet wide.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds because no buildings are proposed on Tax Lot 1800 there is no corresponding parking requirement and that any future site review could feasibly meet the above described parking area design requirements.

5. Parking areas shall be designed to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection. Parking areas of more than seven parking spaces shall meet the following standards.
 - a. Use at least one of the following strategies for the surface parking area, or put 50% of parking underground.
 - i. Use light colored paving materials with a high solar reflectance (Solar Reflective Index (SRI) of at least 29) to reduce heat absorption for a minimum of 50% of the parking area surface.
 - ii. Provide porous solid surfacing or an open grid pavement system that is at least 50% pervious for a minimum of 50% of the parking area surface.
 - iii. Provide at least 50% shade from tree canopy over the parking area surface within five years of project occupancy.
 - iv. Provide at least 50% shade from solar energy generating carports, canopies or trellis structures over the parking area surface.
 - b. Design parking lots and other hard surface areas in a way that captures and treats runoff with landscaped medians and swales.

Development Site Compliance: The Planning Director finds the proposed parking area will be using permeable paving under all parking spaces which comprise more than 50% of the parking area. In addition the paving will be light colored with a sri of 29.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds because no buildings are proposed on Tax Lot 1800 there is no corresponding parking requirement and that any future site review could feasibly meet the above described parking area design requirements.

C. Vehicular Access and Circulation. The intent of this section is to manage access to land uses and on-site circulation, and to preserve the transportation system in terms of safety, capacity and function.

2. Site Circulation. New development shall be required to provide a circulation system that accommodates expected traffic on the site. All on-site circulation systems shall incorporate street-like features as described in Section 18.92.090.A.3.c. Pedestrian connections on the site, including

connections through large sites, and connections between sites and adjacent sidewalks must conform to the provisions of Section 18.92.090.

Development Site Compliance: The Planning Director finds the site circulation is provided to accommodate the new building and parking layout and to provide continued access for the adjacent businesses Oil Stop and Shop 'N Kart. The Planning Director herewith incorporates and adopts the findings of compliance below addressing Section 18.92.090.A3.c, and based thereupon, finds pedestrian connections on the site, through the site, between sites and adjacent sidewalks are provided.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds the site circulation is provided to accommodate the new building and parking layout and to provide continued access for the adjacent businesses Oil Stop and Shop 'N Kart. The Planning Director herewith incorporates and adopts the findings of compliance below addressing Section 18.92.090.A3.c, and based thereupon, finds pedestrian connections on the site, through the site, between sites and adjacent sidewalks are provided. The Planning Director further concludes that site circulation improvements on Tax Lot 1800 can feasibly serve structural development for ultimate development of the remaining vacant portion of Tax Lot 1800.

3. Intersection and Driveway Separation. The distance from a street intersection to a driveway, or from a driveway to another driveway shall meet the minimum spacing requirements for the street's classification in the Ashland Transportation System Plan (TSP).
 - a. In no case shall driveways be closer than 24 feet as measured from the bottom of the existing or proposed apron wings of the driveway approach.
 - b. Any partitioning or subdivision of property located in an R-2, R-3, C-1, E-1, CM or M-1 zone shall meet the controlled access standards set forth below. If applicable, cross access easements shall be required so that access to all properties created by the land division can be made from one or more points.
 - c. Street and driveway access points in an R-2, R-3, C-1, E-1 or M-1 zone shall be limited to the following:
 1. Distance between driveways.
On arterial streets - 100 feet;
 2. Distance from intersections.
On arterial streets - 100 feet;

Development Site Compliance: The Planning Director finds the TSP contains no more specific minimum spacing requirements applicable to the development. The Planning Director finds the proposed development will utilize an existing access point and will not increase the trip generation for that access. The Planning Director further finds that the distance between driveways is well over 100 feet east and west.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds that no significant changes to access spacing, location and trip generation are occurring, therefore, this application will not affect access to Tax Lot 1800 (except by virtue of its new frontage as a result of property line adjustment). The Planning Director further finds that future development of Tax Lot 1800 is likely to exceed ODOT and City trip generation

thresholds and future build-out of that site may require full transportation impact analysis of this and other shared project driveways.

- D. **Driveways and Turn-Arounds.** Driveways and turn-arounds providing access to parking areas shall conform to the following provisions:
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 driveway 20 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.

Development Site Compliance: The Planning Director finds that the parking area has more than seven spaces and that adequate aisles are provided to such that all vehicles may enter the street in a forward manner. The Planning Director further finds that the site will be served with a shared driveway on Tax Lot 1800 of at least 20 feet in width and that the access is configured with due regard to pedestrian and vehicle safety appropriate marking and definition.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds that the existing shared driveway will be improved to meet the above standards and can feasibly serve future development on the site.

4. **Vertical Clearances.** Driveways, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13'6" for their entire length and width.

Findings of Compliance: There are no obstructions that reduce the required vertical clearance. The project complies.

- D. **Vision Clearance.** No obstructions may be placed in the vision clearance area except as set forth in Section 18.68.020.

Compliance with Standards: Development can and shall comply with the vision clearance requirement 18.92.070.D.

- E. **Parking and Access Construction.** 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, pervious paving, 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.

Findings of Compliance: Development can and shall comply with the development and maintenance requirements contained in section 18.92.070.E(1-5). All parking and circulation areas are to be asphaltic paving. Storm run-off is handled through a catch-basin system that filters through a storm filtration unit. All spaces will be marked and provided with wheel stops or curbs.

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.

Findings of Compliance: The proposed project does not have any parking along the street frontage. The project is not adjacent to residential or agricultural zone or school yards or similar institutions. Therefore the requirements of this section do not apply.

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.

Development Site Compliance: The Planning Director finds that all required parking lot landscaping is provided consistent with the following calculations Parking Lot
Landscaping = 385 square feet = 7.3%

Parking Lot size = 5,236 square feet

Tax Lot 1800 Compliance Feasibility: The Planning Director finds because no buildings are proposed on Tax Lot 1800 there is no corresponding parking lot landscaping requirement, but any future buildings could feasibly be located to allow parking lot landscaping be arrayed in a manner consistent with the standard.

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.

Findings of Compliance: The parking area for this project is more than 100 feet from any residential zone, therefore this requirement does not apply.

SECTION 18.92.090 Pedestrian Access and Circulation.

- A. **Site Layout and Design.** To ensure safe, direct, and convenient pedestrian circulation, all developments, except single-family dwellings on individual lots and accessory uses and structures, shall provide a continuous walkway system. The walkway system shall be based on the standards in subsections 1-4, below:
1. **Continuous Walkway System.** Extend the walkway system throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent sidewalks, trails, public parks, and open space areas to the greatest extent practicable. The developer may also be required to connect or stub walkway(s) to adjacent streets and to private property for this purpose.
 2. **Safe, Direct, and Convenient.** Provide safe, reasonably direct, and convenient walkway connections between primary building entrances and all adjacent streets, based on the following definitions:
 - a. **Reasonably direct.** A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.
 - b. **Safe and convenient.** Routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.
 - c. **"Primary entrance"** for commercial, industrial, mixed use, public, and institutional buildings is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
 3. **Connections within Development.** Walkways within developments shall be provide connections as required in subsections a -c, below:
 - a. Connect all building entrances to one another to the extent practicable,
 - b. Connect all on-site parking areas, recreational facilities and common areas, and connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections, as generally shown in Figure 1; and.

Findings of Compliance: The Planning Director finds that a continuous walkway system has been designed for the development site and for the adjoining improvements on Tax Lot 1800 to the extent practical, based upon the following:

- There is a direct walkway from Ashland Street to the Paint store door entrance on Ashland Street. This is a staircase walkway because of the topography and associated grade change from Ashland Street and the other requirements for the street frontage (plaza space, landscaping etc.).
- There is reasonably direct pedestrian access from Ashland Street to both of the building entrances that face the parking lots using the sidewalk adjacent to the access driveway. This same access driveway sidewalk provides access between buildings.
- There are additional opportunities for pedestrian connections from the development site and the associated improvements on Tax Lot 1800 to tie in with

future development on the vacant portions of Tax Lot 1800 when structural development is proposed for that site.

B. Walkway Design and Construction. Walkways shall conform to all of the standards in subsections 1-4, as generally illustrated in Figure 2:

1. **Vehicle/Walkway Separation.** Except for crosswalks (subsection 2), where a walkway abuts a driveway or street, it shall be raised six inches and curbed along the edge of the driveway/street. Alternatively, the decision body may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is protected from all vehicle maneuvering areas. An example of such protection is a row of decorative metal or concrete bollards designed to withstand a vehicle's impact, with adequate minimum spacing between them to protect pedestrians.

2. **Crosswalks.** Where walkways cross a parking area or driveway, clearly mark crosswalks with contrasting paving materials (e.g., light-color concrete inlay between asphalt), which may be part of a raised/hump crossing area. Painted or thermo-plastic striping and similar types of non-permanent applications may be approved for crosswalks not exceeding 24 feet in length.

3. **Walkway Surface and Width.** Walkway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, and at least five feet wide. Multi-use paths (i.e. for bicycles and pedestrians) shall be concrete or asphalt, and at least 10 feet wide in accordance with the Ashland Street Standards in Section 18.88.020.K.

4. **Accessible routes.** Walkways shall comply with applicable Americans with Disabilities Act (ADA) and State of Oregon requirements. The ends of all raised walkways, where the walkway intersects a driveway or street shall provide ramps that are ADA accessible, and walkways shall provide direct routes to primary building entrances.

5. Provide pedestrian scale lighting no greater than 14 feet in height along pedestrian facilities.

Findings of Compliance: Walkways on site are separated vertically from the driveway elevation by a 6" curb except at corner curb ramps to provide handicapped access to the crosswalk and at accessible spaces adjacent to the building. All cross-walks will be constructed of either contrasting paving materials or thermo-plastic striping because they do not exceed 24 feet in length. All walkway surfaces and widths can feasibly and will comply. All routes are ADA accessible except the stair route from Ashland Street to the north entrance due to topography of the site, but ADA access is still available from that location to the south building entrance. Pedestrian lighting will be provided by building-mounted fixtures.

ASHLAND SITE DESIGN AND USE STANDARDS

II-C-1 Basic Site Review Standards

APPROVAL STANDARDS

Development in all commercial and employment zones shall conform to the following development standards:

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. Where buildings are located on a corner lot, the entrance shall be oriented toward the higher order street or to the lot corner at the intersection of the streets. Public sidewalks shall be provided adjacent to a public street along the street frontage. Buildings shall be located as close to the intersection corner as practicable. (Amended September 23, 2003 Ordinance # 2900)



Development Site Compliance: The Planning Director finds the development complies based upon the following:

- The building fronting on Ashland Street has its primary entrance on Ashland Street and there is direct access from the public sidewalk.
- The second building at the south edge of the site is proposed to have two entrances one that is oriented toward Ashland Street (and the parking area by virtue of its location) and the other entrance is at the corner of the interior east-west circulation for the entire shopping center and the main and direct pedestrian entrance to the Center from Ashland Street.
- The Applicant is proposing to construct a new public side walk and hardscape planter row and dedicate the associated improvements and right-of-way as part of the project. The building is not located on a street.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds the remaining vacant and undeveloped portion of Tax Lot 1800 is not currently located on the street (except for the developed Oil Stop portion) and this application will not change this condition except for the creation of an access strip from Ashland Street. It is still feasible to orient future buildings on Tax Lot 1800 toward Ashland Street when structural development for that site is proposed but neither before or after the project will it be feasible to locate additional buildings in close proximity to Ashland Street.

2. Building entrances shall be located within 20 feet of the public right of way to which they are required to be oriented. Exceptions may be granted for topographic constraints, lot configuration, designs where a greater setback results in an improved access or for sites with multiple buildings, such as shopping centers, where this standard is met by other buildings. Automobile circulation or parking shall not be allowed between the building and the right-of-way. The entrance shall be designed to be clearly visible, functional, and shall be open to the public during all business hours. (Amended September 23, 2003 Ordinance # 2900)

Development Site Compliance: The Planning Director finds the development complies based upon the following:

- The building fronting on Ashland Street has its primary entrance within 20 feet of the Ashland Street Right-of-Way (following pedestrian improvements and dedication). No auto circulation or parking is proposed between the building and the right-of-way. The Ashland Street entrance has direct access from the public sidewalk and it is clearly visible, functional and designed for use consistent with business operations.
- The second building at the south edge of the site is proposed to have be subject to the internal exception to this standard because the building is part of a shopping center where the standard will be met by the paint store building described in the above bullet; this exception is interpreted to apply to this entire standard and encompass the auto circulation and parking prohibition between the office building and Ashland Street. This building has two entrances. One that is oriented toward Ashland Street (and the parking area by virtue of its location) and

the other entrance is at the corner of the interior east-west circulation for the entire shopping center and the main and direct pedestrian entrance to the Center from Ashland Street. These entrances will be clearly visible, functional and used consistent with business operations.

- The Applicant is proposing to construct a new public side walk and hardscape planter row and dedicate the associated improvements and right-of-way as part of the project. The building is not located on a street.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds the remaining vacant and undeveloped portion of Tax Lot 1800 is not currently located on the street (except for the developed Oil Stop portion) and this application will not change this condition except for the creation of an access strip from Ashland Street. It will not be feasible to orient new future buildings on Tax Lot 1800 within 20 feet of Ashland Street either before or after the project, but such future buildings would continue to be part of a shopping center where the requirement is met by other buildings along Ashland Street (such as the paint store proposed herein) and may, therefore avail future development to the internal exception to this standard.

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 stations. (Amended September 23, 2003 Ordinance # 2900)

Development Site Compliance: The Planning Director finds the proposed paint store and office can feasibly be accessed by pedestrians and therefore the standard applies.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds no building development is proposed on Tax Lot 1800 and so it is neither possible nor required at this time to determine whether a future proposed use may be subject to this *use based waiver*.

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.

Findings of Compliance: The Planning Director finds, based upon Applicant's Exhibit 9, sheet L-1, that four street trees from the street tree list are planned for the 110 foot frontage on Ashland 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.
5. Efforts shall be made to save as many existing healthy trees and shrubs on the site as possible.



Findings of Compliance: The Planning Director finds, based upon Applicant's Exhibit 9, sheet L-1, that the site landscaping has been designed by a registered professional landscape architect to comply with all the above requirements and that future development can feasibly and will comply with the landscape requirements contained in section II-C-1c).

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.

Findings of Compliance: The Planning Director finds the parking area is located behind the Ashland Street Retail Building and also behind the "main circulation" in the center for the office buildings. The parking area is planned to be shaded by deciduous trees; the parking area is not adjacent to any non-residential uses will only be visible from the Oil Stop use which is owned and controlled by the owners of the project and is part of the shopping center.

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 plant materials shall be planted in and adjacent to the creek to enhance the creek habitat.

Findings of Compliance: The Planning Director finds that no creeks are present within or near the subject property.

II-C-1f) Noise and Glare

Special attention to glare (AMC 18.72.110)¹ and noise (AMC 9.08.170(c) & AMC 9.08.175) shall be considered in the project design to insure compliance with these standards. Ashland Site Design & Use Standards 19

Findings of Compliance: The Planning Director finds the Applicant owns all the surrounding property and lighting is part of the overall center lighting. No direct illumination outside the larger shopping center will occur. The Planning Director finds that the uses planned for the site are not expected to be sources of any of the prohibited noise sources in AMC 9.08.170 and all mechanical equipment will be permitted through the building permit review process.

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.

Findings of Compliance: The Planning Director finds that the existing *Pizza Hut* development site does not comply with the site design and use standards with respect to

¹ This reference appears to be improper as 18.72.110 has nothing to do with noise and glare, but 18.72.140 does and it is this code section the Applicant asserts is the proper cross-reference.

setbacks, landscaping, building orientation etc. The Planning Director finds that this standard is specific to sites and not buildings. The project proposes to expand the building area of the site by 66% ($=1-(2,135/6200)$) and therefore all site design and use standards must attain at least 66% compliance for the redevelopment of the site for all standards in the Site Design and Use Standards document where compliance is demonstrated herein.

II-C-2 Detail Site Review

APPROVAL 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 (FAR) of .5. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR. Projects including existing building or vacant parcels of a half an acre or greater in size shall achieve the required minimum FAR, or provide a shadow plan (see graphic) that demonstrates how development may be intensified over time to meet the required minimum FAR.

Development Site Compliance: Pursuant to II-C-1g above, this requires at least 66% compliance with the .5 FAR standards which calculates to not less than a 33% FAR. The Planning Director finds the site is 19,200 square feet (0.44 acres) and is proposed to contain 6,200 square feet of building and 1,295 feet of plaza space which calculates to a FAR of 39% which satisfies the requirements.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds no building development is proposed on Tax Lot 1800 and so the FAR is not relevant to Tax Lot 1800 at this time provided adequate remaining vacant land area is reasonably available to accommodate buildings of sufficient size (approximately 50,000 square feet) to meet the FAR requirement.

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

Findings of Compliance: The Planning Director finds no buildings are proposed with frontages longer than 100 feet.

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 view into working areas or lobbies, pedestrian entrances or displays areas. Blank walls within 30 feet of the street are prohibited. Up to 40% of the length of the building perimeter can be exempted for this standard if oriented toward loading or service areas.

Development Site Compliance: Pursuant to II-C-1g above, this requires at least 66% compliance with the 20% display area, window and doorway requirement which calculates to at least 13.2%. The Planning Director finds that the north wall of the Ashland Street Retail Building is the only wall within 30-feet of a public space and that faces a street rendering it subject to these requirements. This wall is 1,456 square feet in area and has 292 square feet of windows and doorways which calculates to 20% of the area of the wall. No blank walls within 30 feet of the street are proposed.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds no building development is proposed on Tax Lot 1800 and so this standard is not relevant but any future buildings can feasibly comply.

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

Findings of Compliance: Based upon the elevations depicted in Exhibit 9, sheets A-201 and A-202 the Planning Director finds that both buildings incorporate lighting and changes in mass that accentuate the entry locations.

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

Development Site Compliance: The Planning Director concludes the project will demolish an existing building and use space devoted to parking lot on the east and west sides of the existing building that was adjacent to the public sidewalk for the new Ashland Street Retail Building.

Tax Lot 1800 Compliance Feasibility: The Planning Director finds no building development is proposed on Tax Lot 1800 and there is no existing parking lot in this area.

6. Buildings shall incorporate arcades, roofs, alcoves, porticoes, and awnings that protect pedestrians from the rain and sun.

Findings of Compliance: The Planning Director concludes both buildings incorporate awnings that protect pedestrians from the rain and sun.

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 combinations of the above.
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, or for a required public utility easement. This standard shall apply to both street frontages on corner lots. If more than one structure is proposed for a site, at least 65% of the aggregate building frontage shall be within 20 feet of the sidewalk. (Amended September 23, 2003 Ordinance # 2900)

Development Site Compliance: Planning Director finds:

1. the proposed hardscape includes materials that designate "people areas"
2. that 94% of the aggregate building frontage along Ashland Street is within 20 feet of a public sidewalk, with 6 % if the building frontage 135 feet from the public sidewalk. See Figure 1.

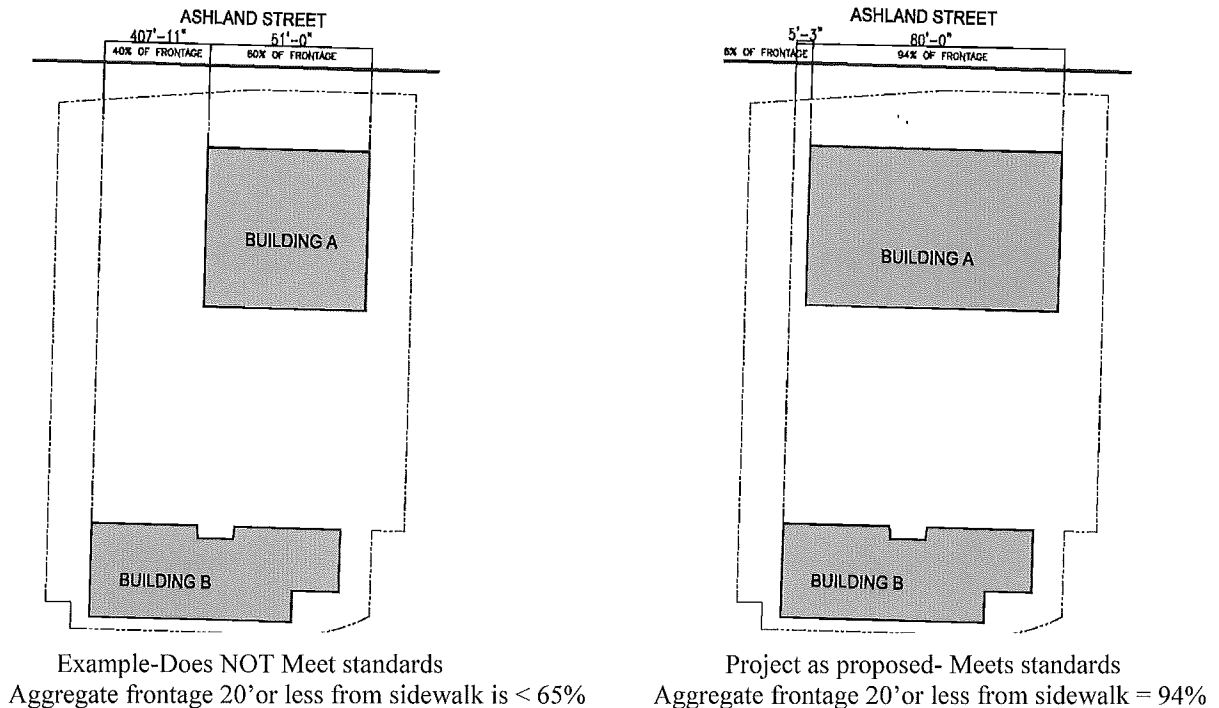


Figure 1. Diagram showing Building Frontage Calculations

II-C-2c) 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.
2. Parking lots shall be buffered from the main street, cross streets and screened from residentially zoned land.

Findings of Compliance: The Planning Director finds that there are no incompatible uses on adjacent lots requiring buffering. The Planning Director further finds that the parking lot is buffered from Ashland Street by the building and there are no cross street or residentially zoned land near the site requiring buffering.

II-C-2d) 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.
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.

Findings of Compliance: The Planning Director finds the building design includes stone pilasters and base which comprise more than 15% of the exterior and no bright or neon paint colors are used extensively nor is glass a majority of the building skin.

II-D-1 Screening at Required Yards

1. Parking abutting a required landscaped front yard or exterior yard shall incorporate a sight obstructing hedge screen into the required landscaped yard.
2. 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.
3. The screen height may be achieved by a combination of earth mounding and plant materials.
4. Elevated parking lots shall screen both the parking and the retaining walls.

Findings of Compliance: The Planning Director finds no parking is proposed in a required yard.

II-D-2 Screening Abutting Property Lines

Parking abutting a property line shall be screened by a 5 foot 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.

Findings of Compliance: The Planning Director finds the parking does not abut any property line except at the entrance to the parking lot from the main access drive and this standard cannot reasonably be applied to such a condition because or else it would be a design impossibility to actually get cars to the code required parking areas. No buffer between zones is required in this instance.

II-D-6 Other Screening

Other Screening and buffering shall be provided as follows:

Refuse Container Screen: Refuse containers or disposal areas shall be screened from view by placement of a solid wood fence or masonry wall from five to eight feet in height. All refuse materials shall be contained within the refuse area.

Findings of Compliance: The Planning Director finds a refuse container screen is proposed on the plans and plans depict a stucco material (which is a form of masonry material) that matches the building. The refuse area is of sufficient size to accommodate expected refuse generation and can feasibly be contained therein.

Service Corridor Screen: When adjacent to residential uses, commercial and industrial service corridors shall be screened. Siting and design of such service areas shall reduce the adverse effects of noise, odor and visual clutter upon adjacent residential uses.

Findings of Compliance: The Planning Director finds the service corridor is adjacent to stacking aisles for an Oil Stop which is not a residential use so no screening is required. However, the site plan does include planting on this boundary that will shield much of the paint store service corridor from view.

Light and Glare Screen: Artificial lighting shall be so arranged and constructed as to not produce direct glare on adjacent residential properties or streets.

Findings of Compliance: The Planning Director finds no residential properties are adjacent to the site and therefore no additional light glare screening is required; the site plans do show landscaping well positioned in relation to lighting arrangements to confine lighted areas to the project area.

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 than 8 feet wide. Street trees shall include irrigation, root barriers, and generally conform to the standards established by the Department of Community Development.

Findings of Compliance: The Planning Director finds the sidewalk is greater than eight feet and street trees are proposed to be located within the 5-foot hardscape park strip as specified in the City's Street Standards Handbook.

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 follow:

1. Street trees shall be placed at 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.
2. 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.
3. 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.
4. Trees shall not be planted closer than 2 ½ feet from the face of the curb except at intersections where it shall be 5 feet from the curb, in a curb return area.
5. Where there are overhead power lines, tree species are to be chosen that will not interfere with those lines.
6. Trees shall not be planted within 2 feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees, or tree wells, shall be at least 25 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. Tree wells shall be covered by tree grates in accordance with city specifications.
7. Trees, as they grow, shall be pruned to provide at least 8 feet of clearance above sidewalks and 12 feet above street roadway surfaces.
8. 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. 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. Ashland Site Design & Use Standards 32 II-E-4 Recommended Street Trees Street trees shall conform to the street tree list approved by the Ashland Tree Commission.

Findings of Compliance: Based upon the landscape plan in Exhibit 9, sheet L-1, The Planning Director finds the Applicant's landscape architect has designed a plan that meets all design requirements and can feasibly and will meet all standards herein.

SECTION III

Water Conserving Landscaping Guidelines and Policies

Mandatory Policies

The City has established the following policies for use whenever water conserving landscaping is required by ordinance, by a condition of approval of a planning action, in consideration for a density bonus or other development incentive, or in consideration for reduces systems development charges. These policies have the weight of law, and landscapes installed and certified as water conserving must be maintained according to these guidelines, or will be in violation of the Municipal Code.

Findings of Compliance: Based upon the landscape plan in Exhibit 9, sheet L-2.0, and the Exhibit 12 memo from Laurie Sager detailing how this section is met.. The Planning Director finds the Applicant's landscape architect has designed a plan to address the mandatory water conserving landscaping provisions.

SECTION V

Ashland Boulevard Corridor

V-B Sidewalk*

- V-B-1) A two foot wide minimum area for street tree placement is required.
- V-B-2) Trees shall be drought tolerant and hardy, placed with root barriers and either bricked in plantings, tree grates, or on landscaped strips with ground cover.
- V-B-3) Six foot wide, textured or scored concrete sidewalk in addition to the street tree area (total widths would be a minimum of eight feet).
- V-B-4) Pedestrian scaled light fixtures place in the street tree strip.
- V-B-5) Specially designed street name signs.

**NOTE Some of these standards are superseded by standards described in the adopted Ashland Street Standards – A Handbook for Planning and Designing Streets*

V-C Special Pedestrian Areas

- V-C-1) Pedestrian refuges protected from weather shall be placed near transit stops, or at intervals of 400 feet in the corridor if no transit stop is nearby.
- V-C-2) Textured concrete or unit masonry paving shall be used in these areas to differentiate them from other areas. Ashland Site Design & Use Standards 49
- V-C-3) Street furniture (benches, drinking fountains, new racks, etc.) shall be included for the comfort and convenience of the pedestrian.

Findings of Compliance: Based upon the landscape and site plans, The Planning Director finds the Applicant proposes to make improvements to the Ashland Boulevard Corridor right-of-way. The Applicant proposes to make improvements consistent with the above requirements, except where superseded by the Ashland Street Standards Handbook, subject to agreement by the Oregon Department of Transportation for acceptance of dedication and associated maintenance.

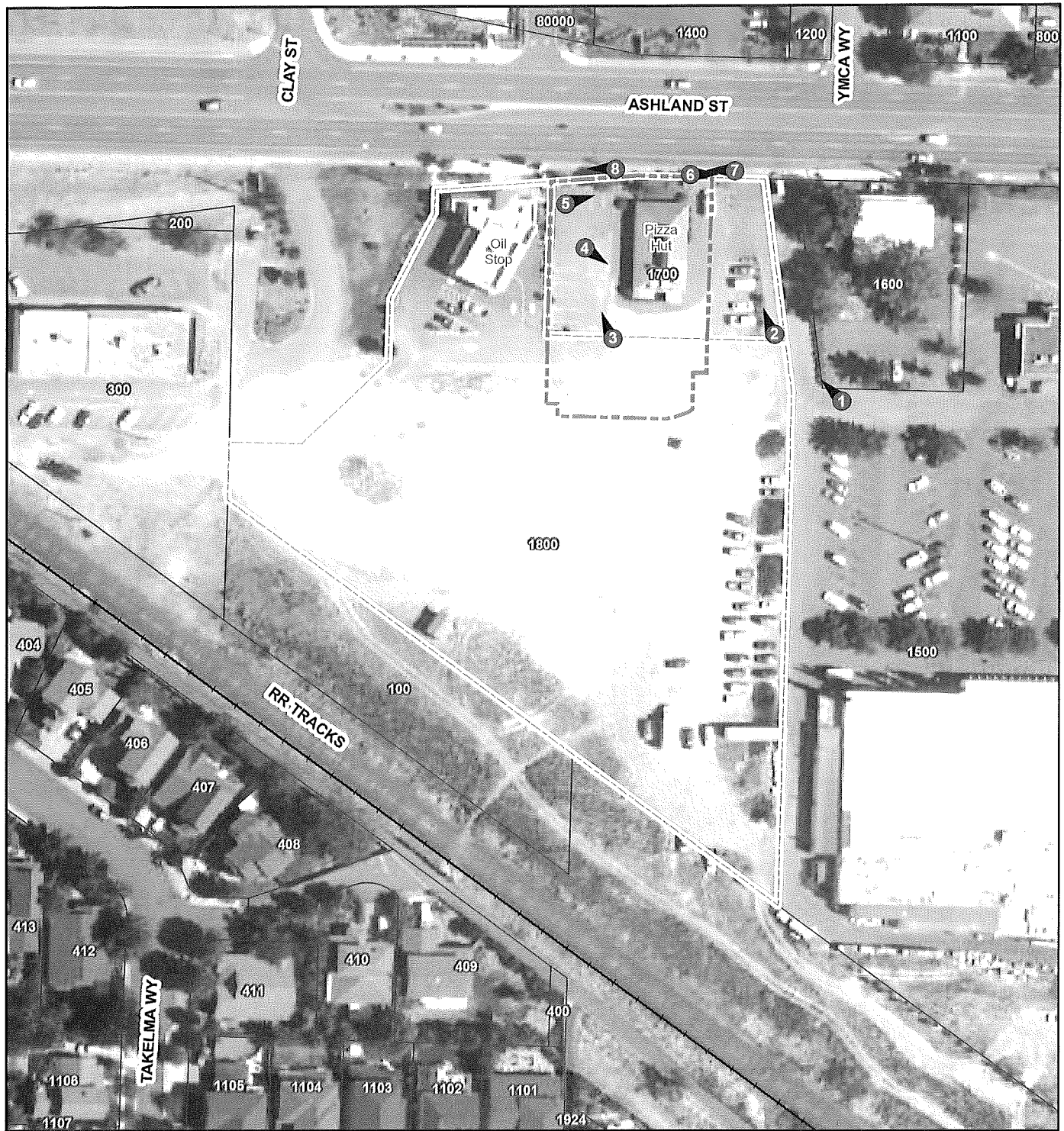


Photo Key

- Photo number, location & direction
- Subject Properties
- Adjusted TL 1700 (Proposed)
- Tax Lots
- Railroad

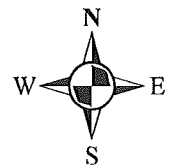
2010 Aerial

Photo Key Map

Site Plan Review and Property Line Adjustment
Summit Investment et al
39-1E-14BA-1700 & 1800

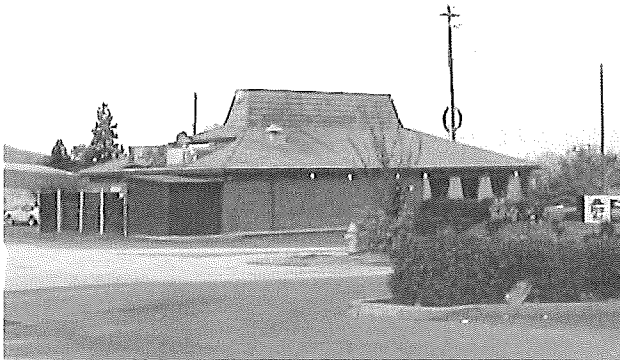


CSA Planning, Ltd.



100 50 0 100 Feet

Source: Jackson County GIS; City of Ashland Public Works; Google Earth; CSA Planning, Ltd.



① View of the Existing Pizza Hut
east façade from entry drive



② View north along entry drive



③ Rear of Pizza Hut and west
parking lot,
Oil Stop on west side



④ View from west parking lot
southeast toward Shop 'N Kart

Legend

② Photo ID
Number

Property Photos

Exhibit 7

Site Plan Review and Property Line Adjustment
Ashland Street Retail & Professional Office Development
39-1E-14BA-1700 & 1800

CSA
CSA Planning, Ltd

January 6, 2012



5 View of utilities at northwest corner of Pizza Hut



6 View from Pizza Hut frontage east along Ashland Street



7 Existing Ashland Street frontage adjacent to Pizza Hut



8 Ashland Street frontage between Pizza Hut and Oil Stop

Legend

2

Photo ID
Number

Property Photos

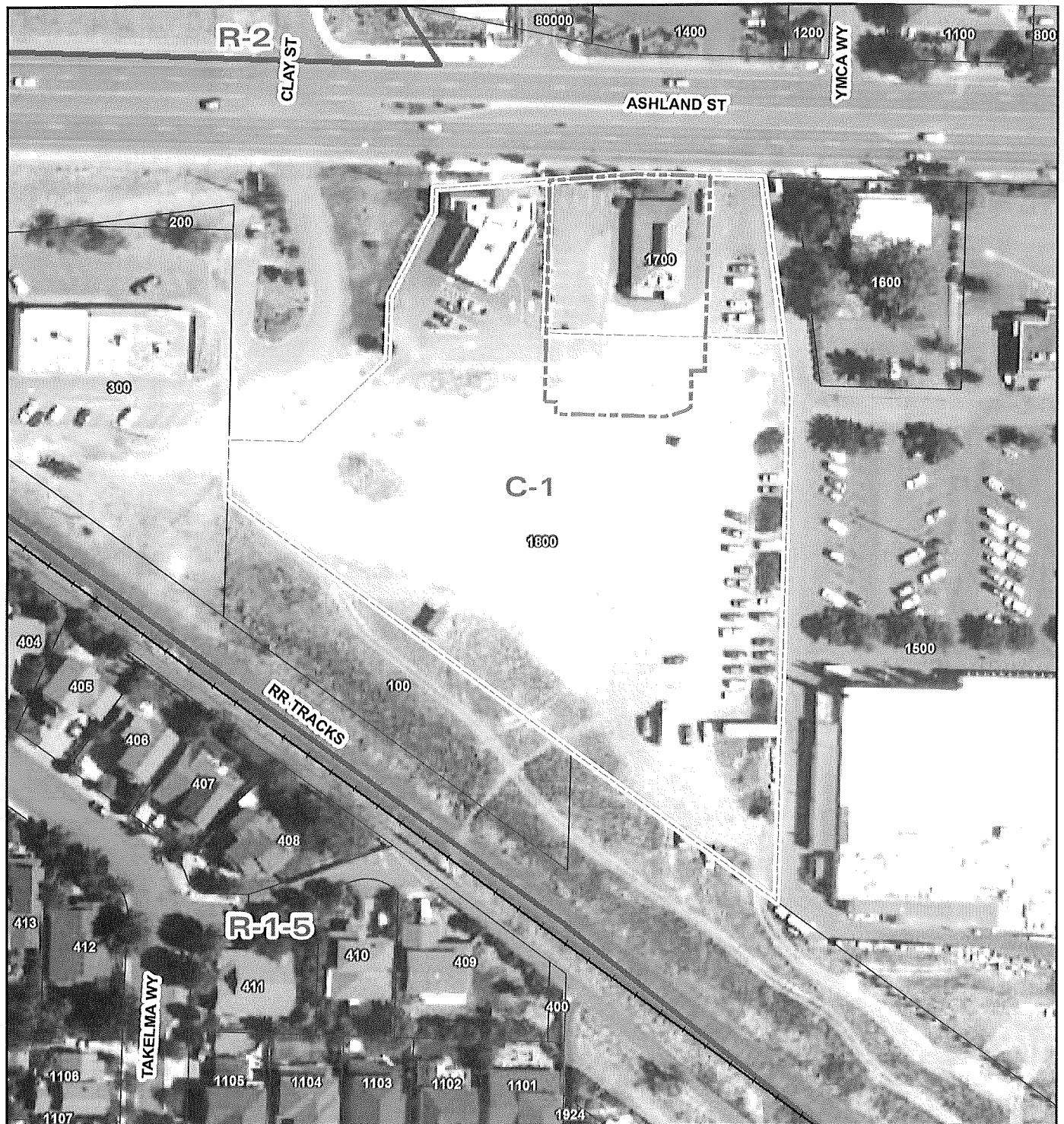
Exhibit 7

Site Plan Review and Property Line Adjustment
Ashland Street Retail & Professional Office Development
39-1E-14BA-1700 & 1800



CSA Planning, Ltd

January 6, 2012



Legend

- Subject Properties
- Adjusted TL 1700 (Proposed)
- Tax Lots
- Railroad
- Zone Outline

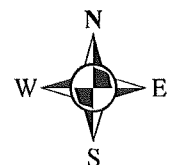
2010 Aerial

Zoning on Aerial

Site Plan Review and Property Line Adjustment
Summit Investment et al
39-1E-14BA-1700 & 1800

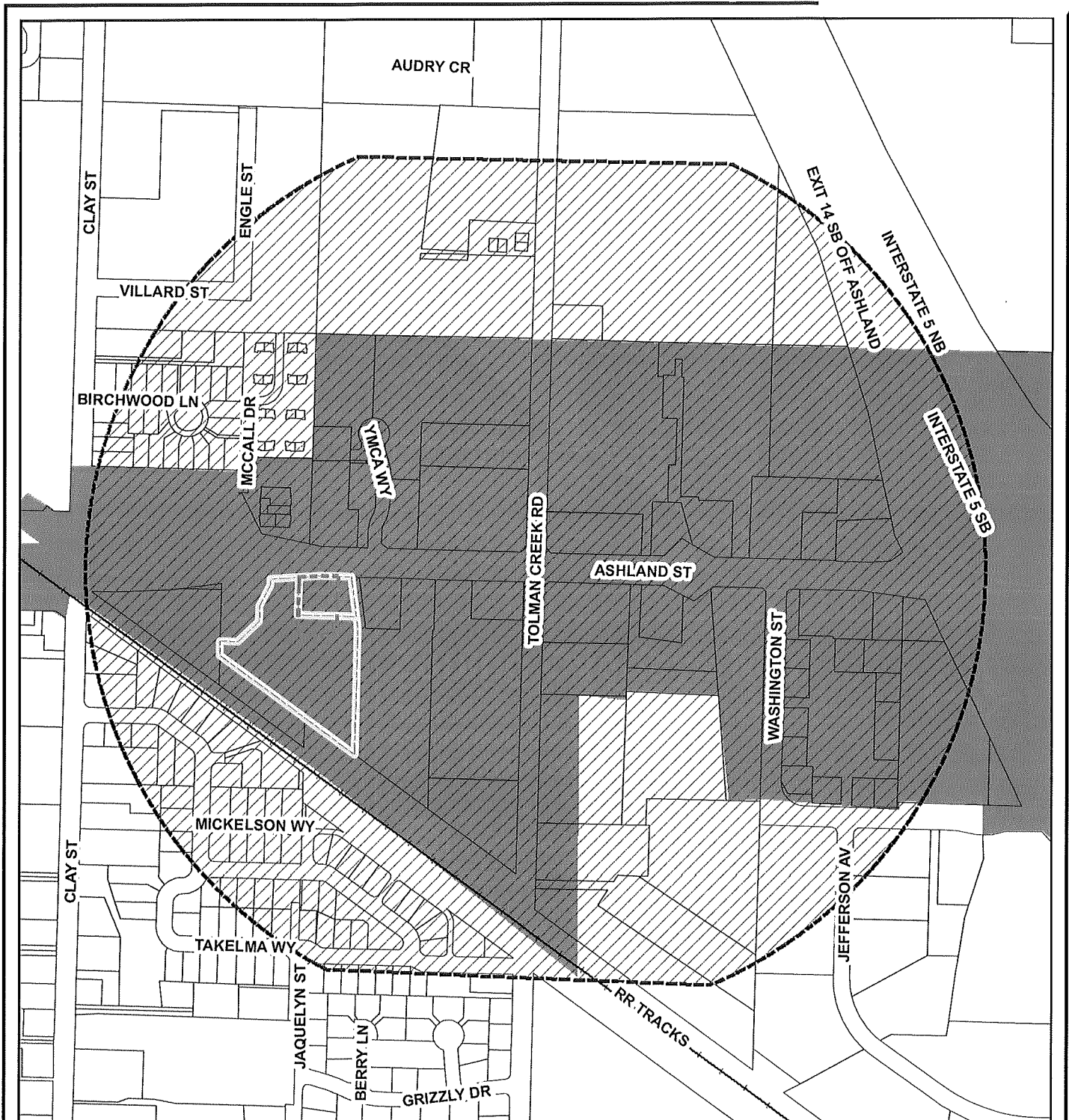


CSA Planning, Ltd.



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Source: Jackson County GIS; City of Ashland Public Works; Google Earth; CSA Planning, Ltd.



Legend

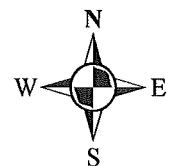
- Subject Properties
- Adjusted TL 1700 (Proposed)
- Tax Lots
- Railroad
- Pedestrian Overlay Area
- Site Design Area

Zoning Overlays Map

Site Plan Review and Property Line Adjustment
Summit Investment et al
39-1E-14BA-1700 & 1800

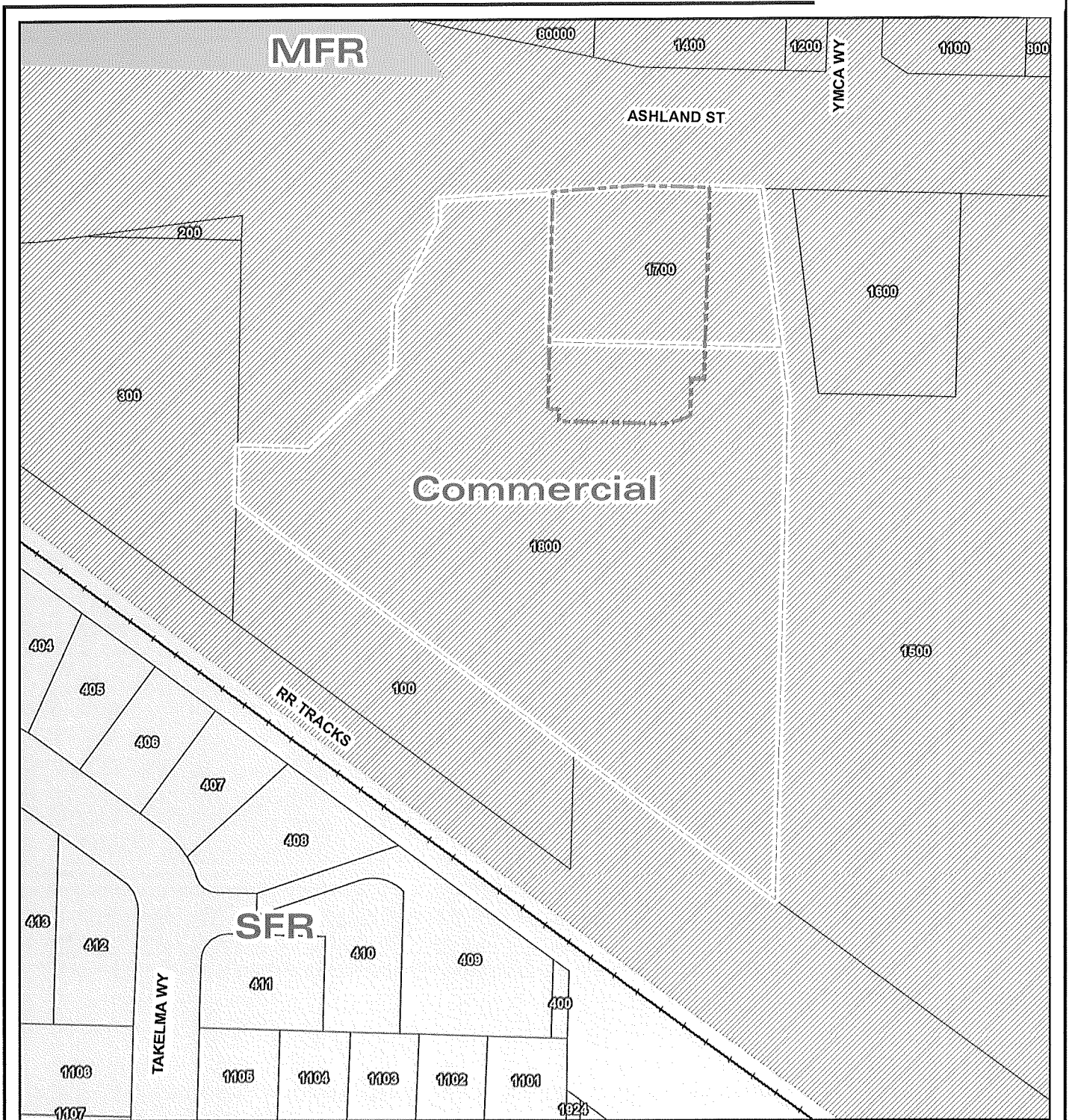


CSA Planning, Ltd.



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Source: Jackson County GIS; City of Ashland Public Works; CSA Planning, Ltd.

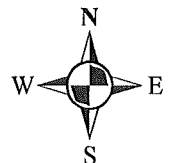


- Subject Properties
- Adjusted TL 1700 (Proposed)
- Tax Lots
- Railroad
- Comp Plan**
- Commercial
- Single Family Residential
- Multi-Family Residential

2010 Aerial

Comprehensive Plan Map

Site Plan Review and Property Line Adjustment
Summit Investment et al
39-1E-14BA-1700 & 1800



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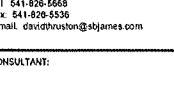
CSA Planning, Ltd.

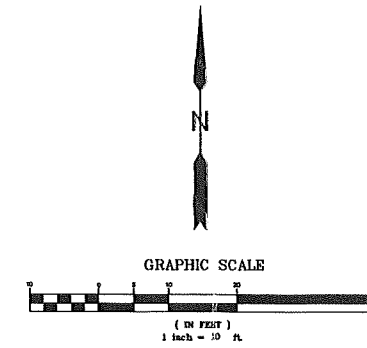
Source: Jackson County GIS; City of Ashland Public Works; Google Earth; CSA Planning, Ltd.

EXHIBIT 6

CANCELLED TAX
LOT NUMBERS:
1926
1927
601A1
700A1



DESIGN-BUILDER:	
	
8425 Agate Road CCB #107945 White City, OR 97503 (541) 826-5668	
ARCHITECT:	
DAVID M. THRUSTON, AIA, NCARB S & B James Construction Management Tel 541-826-5668 Fax 541-826-5536 E-mail: david@thruston@sbbjames.com	
CONSULTANT:	
OWNER:	
SUMMIT INVESTMENTS, ET AL. 1117 EAST JACKSON STREET MEDFORD, OREGON 97504 CONTACT: JOHN ZUPAN PH: (541) 779-8520 FAX: (541) 779-8208	
PROJECT ADDRESS:	
ASHLAND STREET ASHLAND, OREGON 97520 <div style="height: 150px; border: 1px solid black;"></div>	
REVISIONS	
WORKER	DATE DESCRIPTION
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	01/06/12 PLANNING REVIEW SUBMITTAL
SBJ PROJECT NO.: M11-2692 DRAWN BY: JCS, DMT, TDC CHECKED BY: DMT PROJECT DATE: 01/06/12 P L A N N I N G R E V I E W S U B M I T T A L S & B J A M E S C O N S T R U C T I O N M A N A G E M E N T PROJECT: ASHLAND STREET RETAIL & PROFESSIONAL OFFICE DEVELOPMENT	
SHEET TITLE:	
BUILDING A - RETAIL EXTERIOR BUILDING ELEVATIONS	
SHEET NO.:	
A-201	

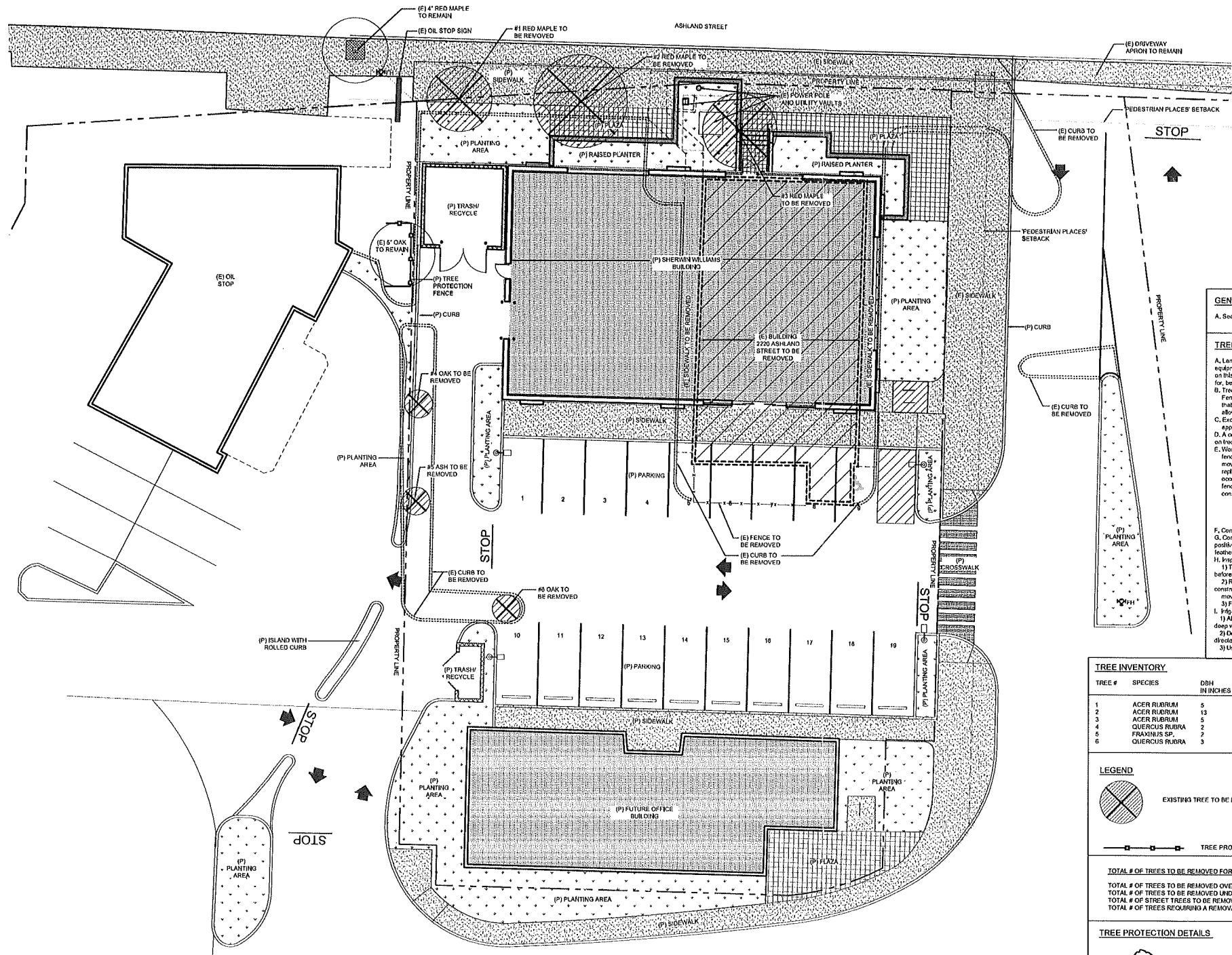


TAX LOT 1700
ASHLAND, OREGON
DEC 6, 2012

LEGEND:

AC - ASPHALT CONCRETE	FTE - FINISH FLOOR ELEVATION
TC - TOP OF CURB	X.XX - SLOPE
← - DRAINAGE FLOW	() - EXISTING GRADE

[illegible]



GENERAL NOTE
A. See Architectural Site Demolition Plan for all landscape removal.

TREE PROTECTION NOTES
A. Landscape adjacent to the project area shall be protected from damage. No storage of equipment or materials shall occur within drip lines of trees to be preserved, as identified on this plan. All damage caused by construction to existing trees shall be compensated for, before the project will be considered completed.
B. Trees that are shown to remain shall be protected with fencing as shown in Detail. Fencing shall be 6' tall temporary chain link panels installed with metal connections so that all panels are integrated, these fences shall be installed so that they do not allow passage of pedestrians and/or vehicles through it.
C. Exceptions to the tree protection specifications may only be granted with written approval from owner's representative.
D. A certified arborist shall be consulted if any pruning is necessary during construction, on trees to remain.
E. Work within drip lines of trees to remain may require distance of tree protection fences. Contractor shall obtain authorization from owner's representative prior to moving fence. Contractor shall remove the fence temporarily to complete work, and replace at the end of each work day. No storage of equipment or materials shall occur within drip lines of trees. After the proposed work within drip line is completed, fencing shall be reinstalled. Note: Where protection fencing overlies proposed construction, the following measures shall be followed:
1) Hand dig to required depth of full work.
2) Roots under 2" in diameter may be hand cut at a 90° angle.
3) Where roots greater than 2" in diameter are encountered, contractor shall notify Landscape Architect or arborist for direction.
F. Contractor shall not disturb roots of trees when removing soil or plant material.
G. Contractor shall not raise the soil level within the drip lines of existing trees to achieve positive drainage, except to match grades with sidewalks and curbs, and in those areas, feather the added topsoil back to existing grade at an approximately 3:1 slope.
H. Inspection Schedule:
1) Tree protection fencing placement shall be approved by owner's representative before demolition begins.
2) Routine inspections of fencing and site conditions will occur during the course of construction, work shall cease if fencing is damaged or moved without prior approval or as outlined above.
3) Final inspection at completion of project to determine condition of trees.
I. Irrigation of trees to remain:
1) All existing trees to remain that have been irrigated prior to construction shall be deep watered once a month for 8 hours throughout the dry season.
2) Do not irrigate trees that have not received irrigation prior to construction unless directed by arborist or Landscape Architect.
3) Use water hose per diagram.

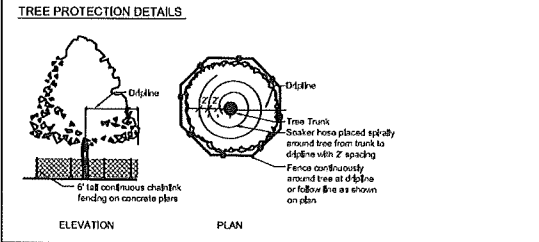
TREE INVENTORY

TREE #	SPECIES	DBH IN INCHES	CROWN RADIUS IN FEET	CONDITION	NOTES	STREET TREE
1	ACER RUBRUM	5	7	FAIR	TO BE REMOVED	YES
2	ACER RUBRUM	13	10	FAIR	TO BE REMOVED	YES
3	ACER RUBRUM	5	8	FAIR	TO BE REMOVED	YES
4	QUERCUS RUBRA	2	3	FAIR	TO BE REMOVED	NO
5	FRAXINUS SP.	2	3	FAIR	TO BE REMOVED	NO
6	QUERCUS RUBRA	3	3	FAIR	TO BE REMOVED	NO



TOTAL # OF TREES TO BE REMOVED FOR PROJECT 6

TOTAL # OF TREES TO BE REMOVED OVER 6" DBH	1
TOTAL # OF TREES TO BE REMOVED UNDER 6" DBH	5
TOTAL # OF STREET TREES TO BE REMOVED	3
TOTAL # OF TREES REQUIRING A REMOVAL PERMIT	3



DESIGN-BUILDER:
JAMES
CONSTRUCTION MANAGEMENT
8425 Agate Road
Wichita, KS 67203
CDB #181845
(316) 228-5668

ARCHITECT:
DAVID M. THRUSTON, AIA, NCARB
S & B James Construction Management
Tel: 541-428-5538
Fax: 541-428-5538
E-mail: davidthruston@sbbjames.com

CONSULTANT:
LAURIE SAGER
AND ASSOCIATES LANDSCAPE ARCHITECTS INC.
700 MILITARY ROAD, SUITE 201
ASHLAND, OREGON 97520

OWNER:
SUMMIT INVESTMENTS
1117 EAST JACKSON STREET
MEDFORD, OREGON 97504
CONTACT: JOHN ZUPAN
PH: (541) 778-4320
FAX: (541) 778-2285

PROJECT ADDRESS:
ASHLAND STREET
ASHLAND, OREGON 97520

REVISIONS

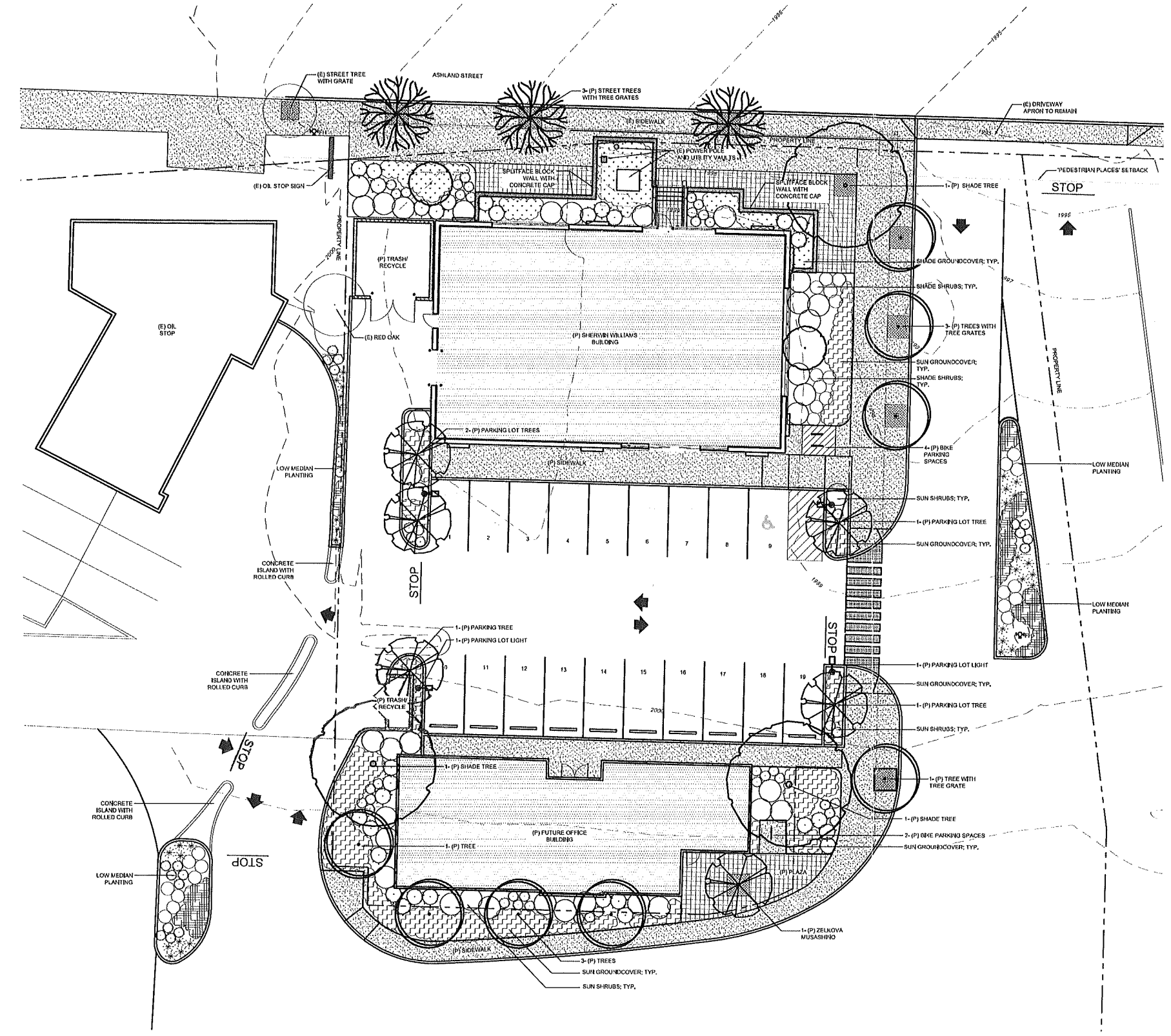
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SBJ PROJECT NO. 2 1117 2612
DRAWN BY: KAG
CHECKED BY: LCS
PROJECT DATE: January 5, 2012
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S & B JAMES CONSTRUCTION MANAGEMENT
PROJECT:
**ASHLAND STREET
RETAIL & PROFESSIONAL
OFFICE DEVELOPMENT**

SHEET TITLE:
**TREE PROTECTION
AND REMOVAL PLAN**

SHEET NO.:
L-1.0

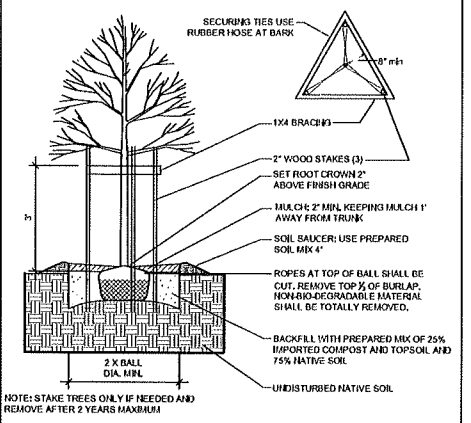
NOTE: IF THIS SHEET IS LESS THAN 30" x 42" IT HAS BEEN REDUCED AND IS NOT TO SCALE.



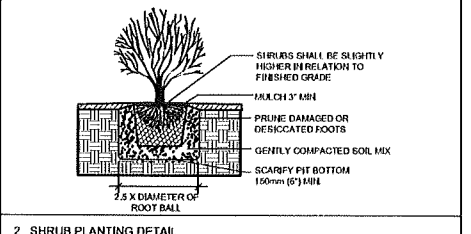
PRELIMINARY TREE LEGEND			
SYMBOL	CATEGORY	SCIENTIFIC NAME	COMMON NAME
	EXISTING TREE	VARIES	VARIES
	PROPOSED STREET TREES	OR ACER R. ARMSTRONG ACER R. SCARLET	ARMSTRONG RED MAPLE SCARLET SENTINEL RED MAPLE
	PROPOSED PARKING LOT TREES	OR PYRUS C. 'GLEN S FORM' ZELKOVA S. MURASHIKO	CHANTICLEER PEAR MURASHIKO ZELKOVA
	PROPOSED TREES	PYRUS C. 'GLEN S FORM'	CHANTICLEER PEAR
	PROPOSED SHADE TREES	FRAXINUS P. CINNAMOM	CINNAMON ASH

PRELIMINARY PLANT LEGEND			
SYMBOL	CATEGORY	SCIENTIFIC NAME	COMMON NAME
	SHADE GROUND COVER	AJUGA R. 'BRONZE BEAUTY' LIRIOPE M. 'BIG BLUE' LIRIOPE M. 'SILVER SUEPROOF' VOCA M. 'TALPI BLUEST'	BRONZE BEAUTY CARPET BUGLE BIG BLUE LILY TURF SILVER SUNPROOF LILY TURF RULPH BLUEST VOCA
	SHADE SHRUBS	DAPHNE ODORA 'AURO-MARCHATA' HAMAMELIS X INTERVEDA 'DAINE' HYDRANGEA MACROPHYLLO 'MINI PENNY' HYDRANGEA OLEOROCIA 'PEE WEE' RHODODENDRON X 'CUNNINGHAM'S WHITE' AZALEA GLACIER RHODODENDRON X 'PURPLE GEM'	VARIATED WINTER DAPHNE DAINE WITCH HAZEL MINI PENNY HYDRANGEA PEE WEE OAK LEAF HYDRANGEA CUNNINGHAM'S WHITE RHODODENDRON GLACIER AZALEA PURPLE GEM RHODODENDRON
	SUN GROUND COVER	ARCTOSTAPHYLOS 'EMERALD CARPET' FESTUCA 'ELIAN BLUE' HELIANTHEMUM 'WISLEY 78K'	EMERALD CARPET MANZANITA ELIAN BLUE FESCUE WISELY PINK BURNROSE
	SUN SHRUBS	ARBUZUS UNEDDO 'COMPACTA' BUXUS 'GREEN BEAUTY' CESTRUS LADAMBER HAMAMELIS X INTERVEDA 'DAINE' SPIRAEA 'ANTHONY WATERER'	COMPACT STRAWBERRY BUSH GREEN BEAUTY BOXWOOD CRIMSON SPOT ROSEHEDGE DAINE WITCH HAZEL ANTHONY WATERER SPIREA
	LOW MEDIAN PLANTING	BERBERIS THUNBERGII 'CRIMSON PYGMY' BUXUS S. 'SUFFRUTICOSA' HELIANTHEMUM 'HEMPFIELD BRILLIANT' HEVEROCALLIS RUBY STELLA SELENIA AUTUMNALIS	CRIMSON PYGMY BARBERRY DWARF BOXWOOD HEMPFIELD BRILLIANT SUNROSE DWARF RED DAVILY AUTUMN MOON GRASS

- NOTES**
- IN AREAS PREVIOUSLY PAVED AND PROPOSED FOR PLANTING, REMOVE ALL BASE MATERIAL AND STERILE SOIL TO A MINIMUM DEPTH OF 24" AND DISPOSE OFF SITE.
 - PLACE A MINIMUM 12" MAXIMUM 24" TOPSOIL BLEND IN ALL TREE AND SHRUB PLANTING AREAS. TOPSOIL PLUS BLEND AVAILABLE FROM MILTON LANDSCAPE SUPPLY.
 - INSTALL SOIL BLEND IN 4" LIFTES AND TILL THOROUGHLY TO BLEND W/ EXISTING SOIL.
 - PLANT ALL TREES AND SHRUBS PER DETAIL 1 & 2. LA SHALL APPROVE ALL PLANT LAYOUT PRIOR TO INSTALLATION.
 - MULCH PLANTING AREAS AFTER INSTALLATION OF PLANT MATERIAL WITH 2" OF MULCH BARK OR EQUAL.
 - APPLY DEER SPRAY TO ALL NEW PLANTS PRIOR TO AND FOLLOWING INSTALLATION.
 - INSTALL AUTOMATED IRRIGATION TO ALL PLANTING AREAS TO PROVIDE HEAD TO HEAD COVERAGE.



1 TREE PLANTING DETAIL



2 SHRUB PLANTING DETAIL

DESIGN-BUILDER:

JAMES
CONSTRUCTION MANAGEMENT

8435 Agate Road
Wino, OR 97145

COB #187845
(541) 826-5568

ARCHITECT:

DAVID M. THRUSTON, AIA, NCARB
S & B James Construction Management

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E-mail: davidthruston@sbbjames.com

CONSULTANT:

LAURE SAGER
AND ASSOCIATES LANDSCAPE ARCHITECTS INC

700 MARIOTT ROAD, SUITE 201
ASHLAND, OREGON 97520

OWNER:

SUMMIT INVESTMENTS
1117 EAST JACKSON STREET
MEDFORD, OREGON 97504

CONTACT: JOHN ZUPAN
PH: (541) 779-6520
FAX: (541) 779-2268

PROJECT ADDRESS:

ASHLAND STREET
ASHLAND, OREGON 97520

REVISIONS

MARKER	DATE	DESCRIPTION
1	01/03/20	
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S&B PROJECT NO. 2

DRAWN BY: KAG

CHECKED BY: LCS

PROJECT DATE: January 6, 2012

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S & B JAMES CONSTRUCTION MANAGEMENT

PROJECT:

**ASHLAND STREET
RETAIL & PROFESSIONAL
OFFICE DEVELOPMENT**

SHEET TITLE:

CONCEPTUAL
PLANTING PLAN

SHEET NO.:

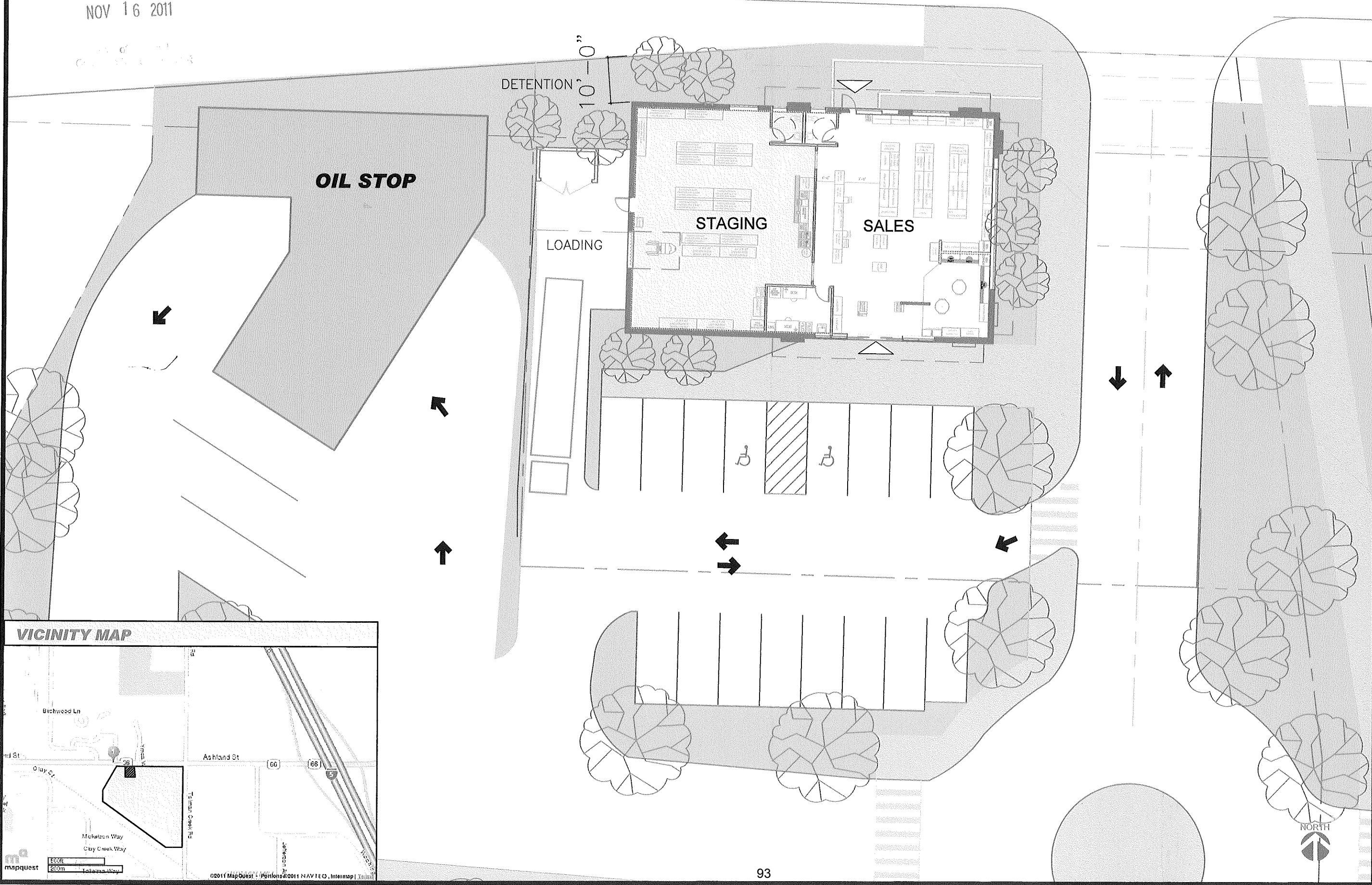
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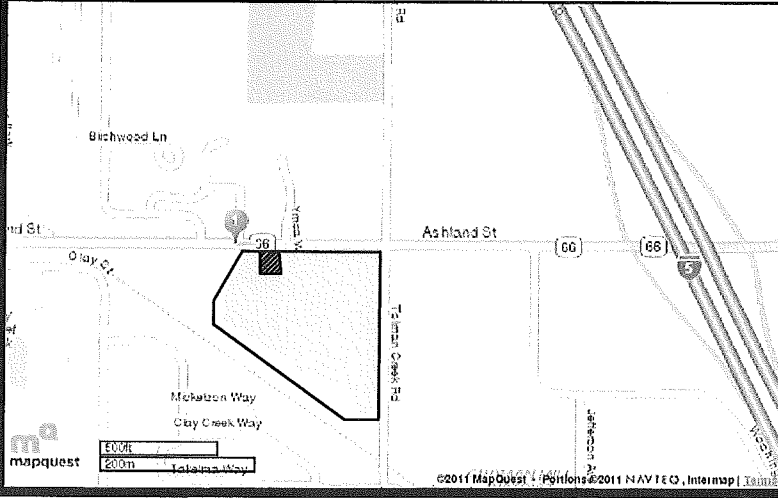
ASHLAND STREET

CSA Planning, Ltd
4497 Brownridge, Suite 101
Medford, OR 97504
Telephone 541.779.0569
Fax 541.779.0114

NOV 16 2011



VICINITY MAP



SHERWIN WILLIAMS - ASHLAND, OR
ASHLAND SHOPPING CENTER ASHLAND ST & TOLMAN CREEK

SITE PLAN

SCALE: 1:200

DATE: NOV. 15, 2011

SP-1



LAURIE SAGER AND ASSOCIATES LANDSCAPE ARCHITECTS INC.
700 MAISTETOE ROAD, SUITE 201 ASHLAND, OREGON 97520

DATE:

JANUARY 6, 2012

PROJECT:

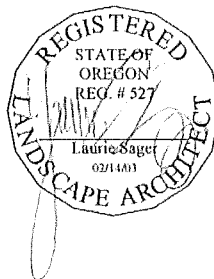
Ashland Street Retail & Professional Office Development
Ashland Street
Ashland, Oregon

The following is a summary outlining how the proposed landscape plans for The Ashland Street Retail & Professional Office Development meet the City of Ashland Site Design and Use Standards, Section III Water Conserving Landscaping Guidelines and Policies.

The design for the landscaping on the above referenced project, utilizes drought tolerant plant species for the majority of the planting. This design does not incorporate lawn in any areas. The plant material proposed for the project that requires additional water has been shown on the north and east sides of the proposed buildings. This exposure will provide shade to these plants, helping to limit watering requirements in these areas. All proposed plantings will be grouped according to watering needs and after planting is completed, all areas will be mulched with 3" of bark. This treatment will provide protection to the plant root zones, and will provide moisture retention to the soil. All irrigation proposed for the project will be controlled with an automatic timer/controller. The watering schedule will be managed and modified by a professional landscape service throughout the seasons. In addition, a pressure regulating device will be incorporated into the irrigation design if water pressure in this area is found to be high.

The conservation measures outlined above are in accordance with the advice and recommendations outlined in the Water Conserving Landscape Guidelines and Policies.


LAURIE SAGER



Hazardous Waste Disposal Page

The single most important part of waste classification is waste identification because all other requirements hinge on this one decision. Accurate waste profiles are the key to defining the generator's responsibilities and the regulator's authority (and response) with respect to the waste.

A "waste" is a material that has been used or has otherwise served its intended purpose and, for whatever reason, can or will no longer be used. Standardized hazardous waste profiles have been developed to ensure proper handling and disposal. These profiles should be used for the majority of disposals at the store.

Waste must be properly packaged for disposal. Click on the [Hazardous Waste Packaging for Disposal Link](#) for additional information.

All waste must be disposed through an [Approved Waste Vendor](#).

Light bulbs and universal waste must be properly disposed. Click on link for proper handling and disposal of [Universal Waste](#).

These profiles are for use in all states except CALIFORNIA- see the California Waste Disposal page on the State Specific Web.

Waste Type	Hazardous Waste Profile	Waste Shipping Procedures
Latex and Water Based Paints	PSC Latex & Water Based Paint Waste Profile	
Latex Based Paint contaminated solids	PSC Latex Based Paint Contaminated Solids Waste Profile	
Solvent Based Paints	PSC Solvent Based Paint Waste Profile	Solvent Based paint shipping and labeling procedures for 1-gallon cans and 5-gallon pails.
Solvent Based Paint contaminated solids	PSC Solvent Based Paint contaminated solids Waste Profile	Solvent Based Paint Contaminated Solids 55 Gallon labeling
Aerosol Cans	PSC Aerosol Can Hazardous Waste profile	Aerosol can shipping and labeling procedures
Epoxy Hardeners (polyamines/polyamides)	PSC Epoxy Hardeners (polyamines/polyamides) hazardous waste profile	Epoxy Hardeners shipping and labeling procedures for 1-gallon cans and 5-gallon pails.
Urethane Hardeners (diisocyanates)	PSC Urethane Hardeners (diisocyanates) hazardous waste profile	Urethane Hardeners shipping and labeling procedures for 1-gallon cans and 5-gallon pails.
Empty Drums that held solvent based paint	PSC Empty Drum hazardous waste profile	
Zinc Dust	PSC Profile for Zinc Dust	

If you have an unusual waste stream that does not fit in one of these categories, contact Stores Safety & Environmental for assistance at (216) 515-7850 or (216) 566-1710.



SHERWIN-WILLIAMS.
STORES SAFETY & ENVIRONMENTAL

Paint Stores Group Hazardous Waste Packaging



Segregate, count and record total gallons of both hazardous (oil and solvent based paint) and non-hazardous waste (latex and waterborne paint). The total amount of waste to be disposed is needed to determine the generator status.

If disposing of more than 200 gallons of hazardous waste contact Stores Safety & Environmental to ensure compliance with State Specific Rules. When you call stores safety for assistance you must have manifests from the last hazardous waste disposal or know the date and amount of waste that was previously disposed.

Waste Profiles: A hazardous waste profile is needed for each type of material that is being disposed. Generic waste profiles have been developed and are available on the Environmental link of the SOURCE. Waste profile categories are:

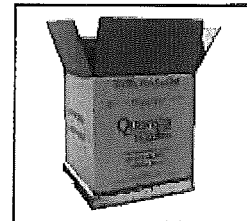
- * Latex and Waterborne Paint
- * Solvent Based Paint
- * Urethane Hardeners (Solvent based material that contains diisocyanates)
- * Epoxy Hardeners (Solvent based material that contains polyamines/polymides)

A waste profile must be developed that is unique to your store. Contact an approved hazardous waste vendor to complete the profile and provide them with the amount of waste to be disposed in each category. (Example: 5 5-gallon pails of solvent based paint and 43 1-gallon cans of solvent-based paint). An accurate count is needed to be able to print up shipping labels.

Prepare the waste for shipment:



UN shipping containers must be used. One-gallon paint cans are not approved for shipping hazardous waste.

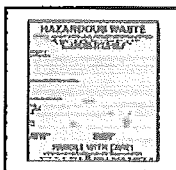


UN approved shipping boxes that can be used for 4-1 gallon cans of paint can be obtained on Resolve P/N 4000457 or by calling ULINE 1-800-958-5463 (P/N S-7372)

For larger shipments of one-gallon cans or for containers that have been damaged use an approved Questar shipping box (Resolve P/N 4000462) or Questar part number HHWBox or HAZBox at (419) 340-2222.

General Packaging Requirements

For Latex paint record total number of containers and total gallons, shrink wrap, and write these totals on TOP of each pallet. **DO NOT SHRINK WRAP SOLVENT PAINT** because each container must be labeled.



Each waste stream should be placed on a separate pallet and must be properly labeled (Hazardous Waste, Corrosive, Flammable, etc).

All containers must be clean (no spills, drips, holes or leaks and must have lids that properly fit. Containers must be UN-approved with no rust, leaks, bulging or damage present.



SHERWIN-WILLIAMS.
STORES SAFETY & ENVIRONMENTAL

Paint Stores Group Hazardous Waste Packaging



Use a 5-gallon pail or overpack for leaking one-gallon cans and an approved Questar box or 55 gallon drum for leaking 5-gallon pails or a large amount of 1-gallon cans.

Hazardous waste containers must be staged with the labels pointed outward, no more than two drums wide.

5-gallon pails must be stacked no more than 2 pails high with no more than 16 total on a pallet. All hazardous waste and warning labels must face outward.

Contact Stores Safety & Environmental at (216) 515-7850 or (216) 566-1710 for technical assistance regarding the above information.

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

112 Monterey Drive | Medford, Or. 97504 | Phone 541.941.4148 | Fax 541.535.6873 | Email: Kwkpl@Q.com

January 2, 2012

Ashland Planning Commission
1175 East Main Street
Ashland, OR 97520

RE: Sherwin Williams/Office Development

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis letter for the replacement of an existing 2,135 square foot (SF) restaurant with a 4,000 SF retail paint store and approximate 2,200 SF single tenant office building on Township 39S Range 1E Section 14BA, tax lot 1700 in Ashland, Oregon. The proposed development is located along the south side of Ashland Street (OR 66) between Clay Street and Tolman Creek Road. The proposed redevelopment does not include a land use change nor trigger the Transportation Planning Rule (TPR), but does require Division 51 findings for a change of use of an approach to a State highway. Analyses were prepared in accordance with Oregon Administrative Rule (OAR) 734-051-0045. The following analysis goes to that issue:

Background and Analysis

An existing 2,135 SF building on the property originally operated as a Pizza Hut and changed to a tea house restaurant use in subsequent years. The trip generation for the existing use, in accordance with the *ITE Trip Generation*, is estimated to range between 56-87 trips during the P.M. peak hour depending upon varying land uses. The proposed retail paint store and office building is estimated to range between 23-56 trips during the P.M. peak hour, and create a reduction of 22-31 P.M. trips to the transportation system. Redevelopment, therefore, is not shown to increase the number of peak hour trips from that of the property's prior use.

OAR 734-051-0045

Change of Use of an Approach

- 1) This rule applies to private approaches existing under a valid Permit to Operate and grandfathered approaches.
- 2) As used in this rule -0045 "peak hour" of the site means the hour during which the highest volume of traffic enters and exits the property during a typical week.
- 3) A change of use of an approach occurs, and an application must be submitted, when an action or event identified in subsection (a) of this section, results in an effect identified in subsection (b) of this section.

- (a) The Department may review an approach at the time of an action such as:
- (A) Zoning or plan amendment designation changes;
 - (B) Construction of new buildings;
 - (C) Floor space of existing buildings increase
 - (D) Division or consolidation of property boundaries;
 - (E) Changes in the character of traffic using the approach
 - (F) Internal site circulation design or inter-parcel circulation changes, or;
 - (G) Re-establishment of a property's use after discontinuance for four years or more.
- (b) An application must be submitted when an action in subsection (a) of this section may result in any of the following:
- (A) The number of peak hour trips increases by 50 trips or more from that of the property's prior use and the increase represents a 20 percent or greater increase in the number of peak hour trips from that of the property's prior use.
 - (B) The number of trips on a typical day increases by 500 trips or more from that of the property's prior use and the increase represents a 20 percent or greater increase in the number of trips on a typical day from that of the property's prior use.
 - (C) ODOT demonstrates that safety or operational problems related to the approach are occurring.
 - (D) The approach does not meet the stopping sight distance requirement (measured in feet) of 10 times the posted speed of the roadway (Measured in miles per hour) or 10 times the 85th percentile speed of the roadway where the 85th percentile speed is higher or lower than the posted speed. The permittee may perform a study to determine if the 85th percentile speed is higher or lower than the posted speed. The sight distance measurement and the study to determine the 85th percentile speed shall be performed according to published Department procedures by or under the supervision of an engineer registered in the state of Oregon.
 - (E) The daily use of an approach increases by 10 or more vehicles with a gross vehicle weight rating of 26,000 pounds or greater.

FINDINGS: With respect to (1)-(3) of this criterion, the Applicant offers the following findings:

- (1) The access in question is a private approach existing under a valid Permit to Operate.
- (2) The peak hour of the day for purposes of this analysis has been shown to occur during the P.M. peak hour between 4:00-6:00pm. This peak hour coincides with the peak hour of both the generator and adjacent street system.
- (3) A change of use of an approach is shown to occur as a result of proposed redevelopment or construction of new buildings that result in an increase of floor space, which meets the requirements of (B) and (C) under subsection (a).

(b) An application is not shown to be required based on none of the actions in subsection (a) triggering any of the following (A) – (E) of subsection (b).

(A) The number of peak hour trips for proposed redevelopment does not increase by 50 trips or more from that of the property's prior use nor represent a 20 percent or greater increase in the number of peak hour trips from that of the property's prior use.

(B) The number of trips on a typical day for proposed redevelopment does not increase by 500 trips or more from that of the property's prior use nor represent a 20 percent or greater increase in the number of trips on a typical day from that of the property's prior use.

(C) Safety or operational problems related to the approach have not been shown to be occurring.

(D) Minimum stopping sight distance (SSD) for the approach has been determined to meet ODOT requirements, in accordance with published Department procedures by Southern Oregon Transportation Engineering, LLC.

(E) The daily use of the approach will not increase by 10 or more vehicles with a gross vehicle weight rating of 26,000 pounds or greater as a result of proposed redevelopment.

Summary and Conclusions

The findings of the analysis conclude that the proposed replacement of an existing 2,135 SF restaurant with a 4,000 SF retail paint store and approximate 2,300 SF single tenant office building will not create adverse impacts to the transportation system nor trigger additional analyses for a traffic impact analysis by meeting any of (A)–(E) of OAR 734-051-0045 (3) subsection (b).

Please feel free to contact me with any questions or concerns.

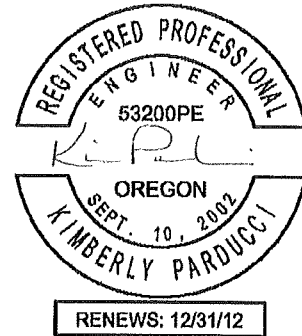
Sincerely,



Kimberly Parducci, P.E. PTOE

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

Cc: Karl Johnson, Ashland Public Works
Brandon Goldman, Ashland Planning Department
Michael Wang, ODOT
Ian Horlacher, ODOT
Roger Allemand, ODOT
Jay Harland, CSA Planning, Ltd.
Client



Attachments: Speed Study, Sight Distance Analysis

Date: 1/03/12

Roadway: Ashland Street at site driveway (vehicles coming from the east)

Direction of Travel: Westbound Traffic

Time: 10:30-11:30am

Number	Speed															Vehicle
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Sum
50																0
49																0
48																0
47																0
46																0
45																0
44																0
43																0
42																0
41																0
40																0
39																0
38	1															1
37	1	1														2
36	1															1
35	1	1														2
34	1	1														2
33	1	1	1	1												4
32	1	1	1	1	1	1	1	1	1							9
31	1	1	1	1	1	1	1	1	1							9
30	1	1	1	1	1	1	1									7
29	1	1	1	1												4
28	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15
27	1	1	1	1	1	1	1	1	1	1						10
26	1	1	1	1	1	1	1									7
25	1	1	1	1	1	1	1	1	1	1						10
24	1	1	1	1	1	1										6
23	1	1	1	1	1	1	1									7
22	1	1	1													3
21	1	1														2
20	1															1
19																0
18	1															1
17																0
16																0
15																0
14																0
13																0
12																0
11																0
10																0
Total																103

85%

85th Percentile speed is 32 miles per hour (MPH)
Westbound (from Tolman Creek Road direction)

Date: 1/03/12

Roadway: Ashland Street at site driveway (vehicles coming from the west)

Direction of Travel: Eastbound Traffic

Time: 10:30-11:30am

Speed

Vehicle

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Sum
50																0
49																0
48																0
47																0
46																0
45																0
44	1															1
43	1															1
42	1															1
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39	1															1
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37	1	1	1	1	1	1										6
36	1	1	1	1												4
35	1	1	1	1	1											5
34	1	1	1	1	1	1	1									7
33	1	1	1	1	1	1	1	1	1							9
32	1	1	1	1	1	1	1	1	1	1						10
31	1	1	1	1	1	1	1	1	1	1	1					11
30	1	1	1	1	1	1	1	1								8
29	1	1	1	1	1	1	1									7
28	1	1	1	1	1											5
27	1	1	1	1	1	1	1	1	1							9
26	1	1	1	1	1											5
25	1	1	1	1	1											5
24	1	1														2
23	1															1
22																0
21																0
20																0
19	1															1
18																0
17																0
16																0
15																0
14																0
13																0
12																0
11																0
10																0
Total																107

85%

85th Percentile speed is 37 miles per hour (MPH)

Eastbound (from Clay Street direction)

Sight Distance Measurements (ODOT)

Height of Driver's Eye: 3.5 feet

Height of Object: 2 feet (AASHTO – Stopping Sight Distance)

Height of Object: 6 inches (ODOT HDM - Stopping Sight Distance)

Case B1: Left Turn from Stop

AASHTO Intersection Sight Distance for design speed 35 MPH = 390 feet

AASHTO Stopping Sight Distance for posted speed 35 MPH = 250 feet (minimum)

ODOT Stopping Sight Distance for 85th Percentile Speed (37 MPH) = 370 feet

Case B2: Right Turn from Stop

AASHTO Intersection Sight Distance for design speed 35 MPH = 335 feet

AASHTO Stopping Sight Distance for posted speed 35 MPH = 250 feet (minimum)

ODOT Stopping Sight Distance for 85th Percentile Speed (37 MPH) = 370 feet

Sight Distance Measurement Location: Site Driveway / Ashland Street (OR 66)

Case B1: AASHTO Intersection Sight Distance for 35 MPH = 390 feet

AASHTO Stopping Sight Distance = 250 feet (minimum)

ODOT Stopping Sight Distance for 85th Percentile Speed (37 MPH) = 370 feet

Measured Sight Distance = 870 feet to west, >900 feet to east

Conclusion: Adequate

Case B2: AASHTO Intersection Sight Distance for 35 MPH = 335 feet

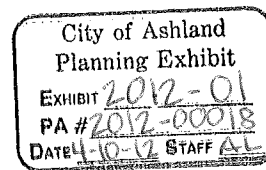
AASHTO Stopping Sight Distance = 250 feet (minimum)

ODOT Stopping Sight Distance for 85th Percentile Speed (37 MPH) = 370 feet

Measured Sight Distance = 870 feet to west, >900 feet to east

Conclusion: Adequate

From: Chris Muck [mailto:cmuck@millerpaint.com]
Sent: Tuesday, April 10, 2012 3:35 PM
To: 'council@ashland.or.us'
Subject: Agenda April 10 2012



Dear council members,

It has come to my attention that on the docket this evening is a proposal to revamp the old Pizza Hut building at 2220 Ashland St. It has long been rumored that the Sherwin Williams Paint Company has coveted that, or similar, locations in Ashland from which to launch a retail/commercial paint store to challenge us and our position as the only local, employee owned paint store. While I do believe certain competition is good for our citizens, I also believe that Ashland can only really support one paint store. It is not like having Shop n Kart, Albertsons, and Safeway battling it out for our food dollars...

It would be my hope that the years (including the Tim Bewley led Ashland Paint and Decorating) I have spent servicing our local patrons would have some bearing on that decision. As Ashland has been my home for over 30 years and the majority of those have been spent helping customers and supporting local businesses, I feel strongly that we should keep "big boxes" and "multi-national" corporations out of our town. It has always been my position to shop and invest locally; that is a position that the "boxes" are known for.

I look forward to seeing all of you soon at Miller Paint Company!

Regards,

Chris Muck
Store Manager

Miller Paint Company Ashland
2205 Ashland St #101
Ashland, OR 97520
t. 541 482 4002 c. 541 301 0918
www.millerpaint.com cmuck@millerpaint.com

TALENT IRRIGATION DISTRICT LAND USE AGENCY RESPONSE FORM

104 W. Valley View Rd.
P.O. Box 467
Talent, OR 97540

Phone: 541-535-1529
Fax: 541-535-4108
Email: tid@talentid.org

NAME OF ENTITY REQUESTING RESPONSE: City of Ashland Planning Department
ENTITY REFERENCE NUMBER: 2012-00018
MEETING REVIEW DATE: April 10, 2012 at 7:00 p.m.
MAP DESCRIPTION: 39-1E-14BA Tax Lot 1700
PROPERTY ADDRESS: 2220 Ashland Street

RECEIVED
APR 10 2012

☐ NO COMMENT ON LAND USE ISSUE (IF NOT MARKED, CONTINUE BELOW)

NO COMMENT
IF CHECKED
COMMENTS
ARE APPLICABLE

☒ **A. WATER RIGHT ISSUES**

- ☐ 1. Water rights need to be sold to someone or transferred back to Talent Irrigation District. Number of Irrigated Acres: _____
Comments: _____
- ☐ 2. Must have District approval for water rights to remain in place on subject property.
Comments: _____

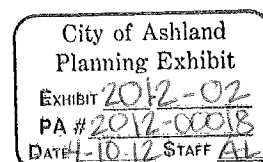
☐ **B. EASEMENTS**

DISTRICT EASEMENTS

- ☒ 1. Easement needs to remain clear. No permanent structures or deep rooted plants will be allowed within the easement limits.
Comments: The District's YMCA Lateral runs from South to North along the West property line of the tax lot. The lateral is 10" in diameter.
- ☒ 2. If facility is to be relocated or modified, specifications must meet the District's standards and be agreeable to the District. A new written and recorded easement must be conveyed to the District.
Comments: The existing 15' easement is 7 1/2 feet from the centerline of the pipe and must be shown on the plat map.
- ☒ 3. If a written and recorded easement does not exist for an existing facility, then one must be provided in favor of the District.
Comments: _____

PRIVATE EASEMENTS

- ☐ 1. Property may have private facilities (ditch or pipeline) that the District does not manage. Arrangements may need to be made to provide continued service through the subject property for downstream water users.
Comments: _____



NO
COMMENT

IF CHECKED
COMMENTS
ARE APPLICABLE

**PRIVATE EASEMENT PROVISIONS FOR MINOR PARTITIONS
AND/OR LOT LINE ADJUSTMENTS**

☐

1. If the property currently has water rights and it is being partitioned or a lot line adjustment is being made, easements must be written and recorded which allow access for all of the pieces of property with water rights to continue to have access to the water.

Comments: _____

**WATER METER REQUIREMENT ON TRANSFERRED WATER
RIGHTS**

☐

1. If the water right on this property is a transferred water right that currently has a water meter requirement, then each of the properties split off of the original parcel all need to have water meters installed prior to the use of irrigation water on the newly formed parcels.

Comments: _____

☐

C. FACILITIES (including but not limited to pipelines, ditches, canals, control checks or boxes)

☒

1. Upgrades to District facilities may be required to support any land use changes or developments, such as pipe installations or encasing existing pipe under roads or concrete.

Comments: _____

☐

D. DRAINAGE / STORM WATER

☒

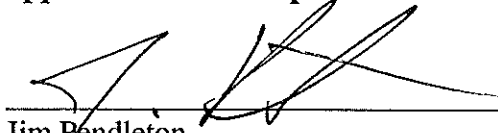
The District relies on the Bureau of Reclamation's Storm Water Policy. No urban storm water or point source flows will be allowed into the District's facilities without going through the Bureau of Reclamation process. (Developments in historically agricultural areas need to be aware of agricultural run off water and take appropriate action to protect the development from upslope water.)

Comments: _____

GENERAL COMMENTS:

1. No interruptions to irrigation water deliveries will be allowed.
2. T.I.D. is a Federal Project and some facilities and/or easement issues may need Bureau of Reclamation approval.
3. The developer/sub-divider will take all appropriate actions to ensure the reliability and protection of the original function of the District's facilities.

As required by ORS 92.090(6) the entity must receive a certification form from the District before approval of the final plat.



Jim Pendleton
Manager
Talent Irrigation District

Date Signed: April 9, 2012

[illegible]

ACTUAL PARKING PROVIDED ON SITE
9 SPACES \approx 8 STANDARD + 1 VAN ACCESSIBLE

City of Ashland
Planning Exhibit
EXHIBIT 2012-03
PA # 2012-00018
DATE 4-10-12 STAFF AL

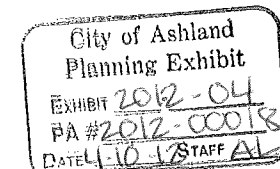
CONSULTANT.

ASHLAND STREET
ASHLAND, OREGON 97520

**ASHLAND STREET
RETAIL & PROFESSIONAL
OFFICE DEVELOPMENT**

SHEET NO.:

A-101



DESIGN-BUILDER

JAMES

CONSTRUCTION MANAGEMENT

8425 Agate Road CCB #167
White City, OR 97503 (541) 826-5

ARCHITECT:
DAVID M. THRUSTON, AIA, NCA
S & B James Construction Manager
Tel 541-626-5558
Fax 541-626-5535
Email: dthruston@sbjames.com

CONSULTANT.

1000

STAMP.

1

OWNER:

SUMMIT INVESTMENTS, ET. AL.
1117 EAST JACKSON STREET
MEDFORD, OREGON 97504
CONTACT: JOHN ZUPAN
PH (541) 779-6520
FAX (541) 779-2268

PROJECT ADDRESS:

ASHLAND STREET
ASHLAND, OREGON 97520

[illegible]



SBJ PROJECT NO.:	M11-2692
DRAWN BY:	DMT, TDC
CHECKED BY:	DMT
PROJECT DATE:	01/06/12
© COPYRIGHT 2012	
S & B JAMES CONSTRUCTION MANAGEMENT	

**ASHLAND STREET
RETAIL & PROFESSIONAL
OFFICE DEVELOPMENT**

SHEET TITLE:
SITE PLAN:
LEASED PARKING
SPACES

SHEET NO.:

A-101.1

NORTH
  SITE PLAN
1" = 30'-0"

NOTE: IF THIS SHEET IS LESS THAN 30" x 42" IT HAS BEEN REDUCED AND IS NOT TO SCALE.

RESUBMITTAL | **A-101.1**