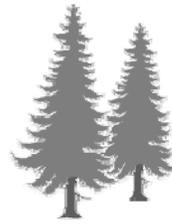




CITY OF ASHLAND



TREE COMMISSION AGENDA December 4, 2014

CALL TO ORDER

6:00 p.m. in the Siskiyou Room of the Community Development and Engineering Services Building located at 51 Winburn Way.

APPROVAL OF MINUTES

Approval of November 6, 2014 regular meeting minutes.

PUBLIC FORUM

Welcome Guests

TYPE I REVIEWS

PLANNING ACTION: PA-2014-01880

SUBJECT PROPERTY: 280 Liberty Street

APPLICANT: Jason Eaton/Conscious Construction, Inc.

OWNER: Joan Kleen

DESCRIPTION: A request for Site Review and Conditional Use Permit approvals to construct a new approximately 400 square foot accessory residential unit along the alley for the property located at 280 Liberty Street. The application also includes a request for a Tree Removal Permit to remove an eight-inch diameter-at-breast-height (d.b.h.) maple tree, and for Exception to the Site Design and Use Standards to allow a three-foot landscape buffer between the proposed parking space and the unit where an eight-foot buffer would typically be required.

COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; **ZONING:** R-1-7.5; **ASSESSOR'S MAP :** 39 1E 09DA; **TAX LOT:** 4500

PLANNING ACTION: PA-2014-01919

SUBJECT PROPERTY: 696 Mistletoe Road

APPLICANT: Mark Dirienzo

OWNER: Ashland South Holdings, LLC & Dorado Investments, LLC

DESCRIPTION: A request for a Modification of a previously approved Site Review (PA-2004-075, 2006-00793 & 2007-01393). The proposal is to construct an approximately 6,500 square foot building comprising of a mix of office, retail, warehousing and climate controlled mini storage spaces for the property located at 696 Mistletoe Road. The site is the vacant building pad to the north of 700 Mistletoe Road.

COMPREHENSIVE PLAN DESIGNATION: Industrial; **ZONING:** M-1; **ASSESSOR'S MAP :** 39 1E 14AC; **TAX LOT:** 1100

PLANNING ACTION: PA-2014-01925

SUBJECT PROPERTY: 265 Fourth Street

APPLICANT: Peerless Hotel

DESCRIPTION: A Tree Removal request to remove a hazardous 28-inch DBH Maple tree near the Peerless Hotel Restaurant building located at 265 Fourth Street.

COMPREHENSIVE PLAN DESIGNATION: Employment; **ZONING:** E-1;

ASSESSOR'S MAP: 39 1E 09AB TAX LOTS: 9200

TYPE II REVIEWS

PLANNING ACTION: PA-2014-01956
SUBJECT PROPERTIES: First Place Subdivision, corner of Lithia Way & First Street
APPLICANTS: First Place Partners, LLC
DESCRIPTION: A request for Site Review approval to construct the second and third phases of the First Place Subdivision for the property located at the corner of Lithia Way and First Street.

- Phase Two is a request for Site Review approval to construct a new mixed use building (**Plaza Central East**) on Lots #2 and #3 at the corner of Lithia Way and First Street. The proposal includes consolidation of the two lots and construction of a 32,191 square foot, three-story mixed-use building consisting of basement parking, ground floor commercial, and 15 residential units distributed between the ground, second and third floors. The application includes requests to modify the common area landscaping and parking configuration to better accommodate the proposal, and Exceptions to the Site Design and Use Standards' Downtown Design Standards to allow for balconies on the front of the building and to allow windows that are more horizontal than vertical.
- Phase Three is a request for Site Review approval to construct a new mixed use building (**Plaza North**) on Lots #4 and #5 at the northeast corner of the site, on First Street. The proposal includes consolidation of the two lots and construction of a 9,607 square foot, three-story mixed-use building including ground floor commercial space and four residential units. The application includes requests to modify the common area landscaping and parking configuration to better accommodate the proposal, and two requests for Exceptions to the Site Design and Use Standards' Downtown Design Standards to allow for a staggered street setback and to allow two sets of windows to be more horizontal than vertical.
- (Phase One, a three-story 18,577 square foot mixed-use building (**Plaza West**) consisting of basement parking, commercial and residential space on the first floor and residential space on the second and third floors was recently completed at 175 Lithia Way.)

COMPREHENSIVE PLAN DESIGNATION: Commercial; **ZONING:** C-1; **ASSESSOR'S MAP:** 39 1E 09BA; **TAX LOTS:** 10100, 10102, 10103, 10104 and 10105

DISCUSSION ITEMS

Tree City USA update

Tree of the Year update

ITEMS FROM COMMISSIONERS

Liaison Reports

- Carol Voisin, City Council Liaison

ADJOURNMENT

Next Meeting: January 8, 2015

**CITY OF
ASHLAND
TREE COMMISSION MINUTES
November 6, 2014**

CALL TO ORDER – Ashland Tree Commission meeting was called to order at 6:00 p.m. on November 6, 2014 in the Siskiyou Room in the Community Development and Engineering Services Building located at 51 Winburn Way, Ashland, Oregon.

Commissioners Present	Council Liaison
Ken Schmidt - Absent	Carol Voisin
Gregg Trunnell - Absent	Staff
Russ Neff	Michael Piña, Planning liaison
Casey Roland	
Christopher John	

APPROVAL OF MINUTES

Russ motioned, and John seconded, to approve the October 9, 2014 regular meeting minutes. The motion carried unanimously.

WELCOME GUESTS & PUBLIC FORUM

The Commission welcomed two guests to the meeting, both of whom expressed interest in joining the Commission.

PLANNING ACTION REVIEW

PLANNING ACTION: PA-2014-01751
SUBJECT PROPERTY: 175-185 Brooks Ln.
CO-APPLICANTS: Fred and Cynthia Grewe and Barbara Evans
DESCRIPTION: A Tree Removal Permit request to remove two trees within 50 feet of a Locally Significant Wetland, for the property located at 175 and 185 Brooks Lane.
COMPREHENSIVE PLAN DESIGNATION: Suburban Residential; **ZONING:** R-1-3.5

All commissioners visited the site. No ex parte contacts declared with the exception of Roland, who was hired by the applicant to remove the trees. Roland then excused himself and left the room. In reviewing the application, the commission agreed the Birch Beetle has been causing significant damage in rapid numbers all across the valley, and these trees are no exception. Therefore, the Commission recommended approving the application as submitted.

John motioned, Neff seconded, that the application to remove two Birch trees be approved as submitted. The motion carried unanimously.

PLANNING ACTION: PA-2014-01873
SUBJECT PROPERTY: 2370 Blue Sky Ln.
APPLICANT: Robert Grisso
DESCRIPTION: A Tree Removal Permit request to remove three trees - a ten-inch Norway Maple, an eight-inch Redbud, and a 13-inch Modesto Ash - that were retained as part of the original subdivision approval, located at 2370 Blue Sky. The submitted arborist report noted that the trees are in



poor health, likely due to construction, and removal would allow for the remaining existing trees to have a net gain in canopy coverage for long-term health and survival.

COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; **ZONING:** R-1-10;

ASSESSOR’S MAP: 39 1E 23BA **TAX LOT:** 502

All commissioners visited the site, however were not able to access the rear yard for a closer look at the subject trees. No ex parte contacts declared with the exception of John, who was hired by the applicant to remove the trees. John then excused himself and left the room. Piña presented the staff report saying this action is somewhat different from the typical tree removal request, as the subject trees were retained as a buffer in part of a Performance Standards Subdivision. In reviewing the applicant’s findings, the Commission agreed with the arborist in that removal of these three trees will allow the adjacent trees to thrive in their new environment. Furthermore, the commission discussed that the proposed trees are close to a building on an adjacent lot, and therefore will not negatively impact the screening of adjacent properties.

Roland motioned, Neff seconded, that the application to remove three trees that were originally retained. The motion carried unanimously.

PLANNING ACTION: PA-2014-01875

SUBJECT PROPERTY: 515 Poplar

APPLICANT: Jane Slater

DESCRIPTION: A Tree Removal request to remove a hazardous Willow tree placed on the property line of the subject property line and a subdivision open space, adjacent to Mook (Clear) Creek, located at 515 Poplar.

COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; **ZONING:** R-1.5;

ASSESSOR’S MAP: 39 1E 04CD **TAX LOTS:** 407

All commissioners visited the site. No ex parte contacts declared. Piña presented a staff report declaring that this tree looks to be in significant decline, and should be removed immediately. John agreed with staff in that this tree has is clearly a hazard, and need to be removed. Although they advised to limit the amount of bank disturbance, as this may constitute to erosion of the established stream corridor.

Russ motioned, Roland seconded, that the willow tree be removed with special attention to protect the stream bank. The motion carried unanimously.

DISCUSSION ITEMS

In regards to the “haircut” the two street trees located at 25 North Main received, Roland expressed a strong disappointment that the City had allowed the trees to effectively be topped, when the permit did not allow this. He continued that this has set a precedent for other business owners, and that the city should take action on the property owner. Staff is aware of the issue, and it is being discussed internally.

Roland also talked about his visit to the Chanticleer Gardens in Wayne, Pennsylvania. He was amazed how the pathways and other additions to the gardens are designed around the trees, not the other way around. In addition, was thoroughly impressed with their rubber sidewalks, which were made in-house and used exclusively within the garden, expanded over tree roots providing a smooth transition. Roland continued to say that the use of rubber sidewalks in urban areas would reap more benefits to the natural environment than concrete or asphalt.



LIAISON REPORTS

None given.

COMMISSIONER REPORTS

Meeting adjourned at 7:47 p.m.

Respectively submitted by Assistant Planner Michael Piña





NOTICE OF APPLICATION

PLANNING ACTION: 2014-01880

SUBJECT PROPERTY: 280 Liberty Street

OWNER: Joan Kleen

APPLICANT: Jason Eaton (Conscious Construction, Inc.)

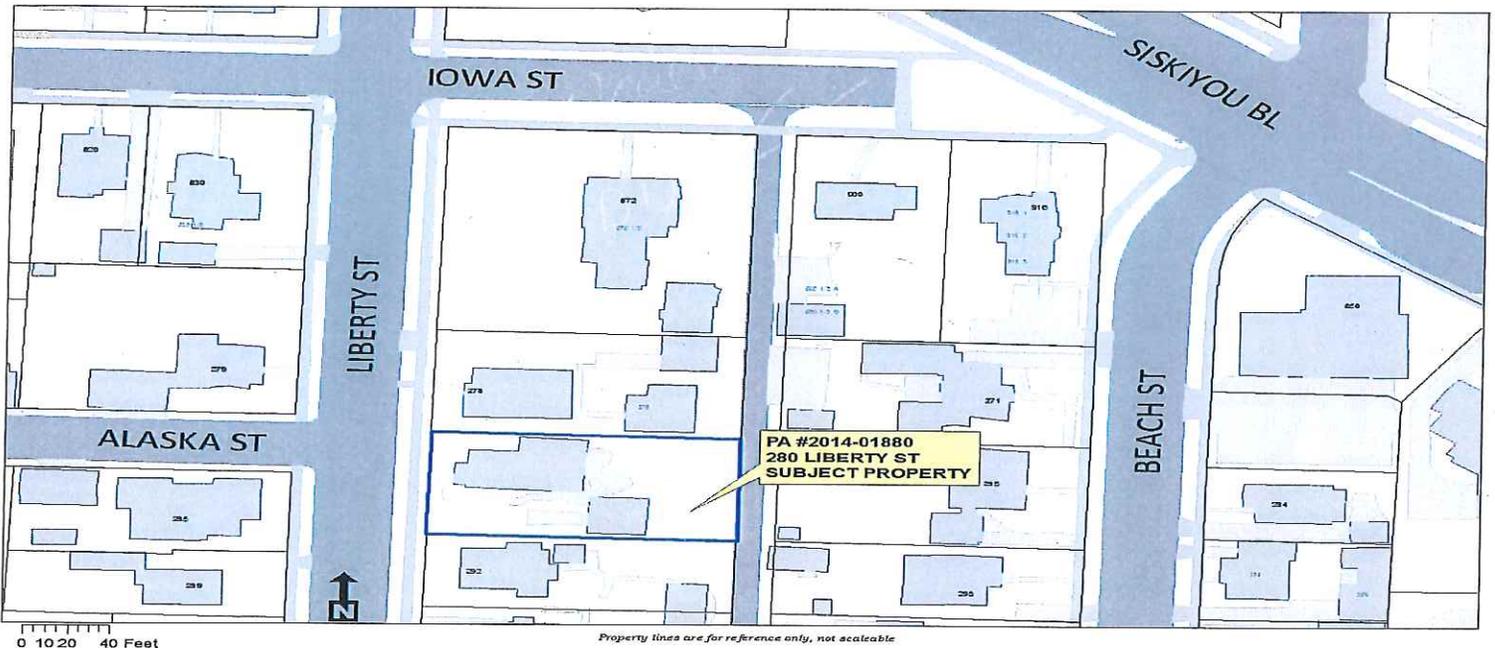
DESCRIPTION: A request for Site Review and Conditional Use Permit approvals to construct a new approximately 400 square foot accessory residential unit along the alley for the property located at 280 Liberty Street. The application also includes a request for a Tree Removal Permit to remove an eight-inch diameter-at-breast-height (d.b.h.) maple tree, and for Exception to the Site Design and Use Standards to allow an three-foot landscape buffer between the proposed parking space and the unit where an eight-foot buffer would typically be required. **COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-7.5; **ASSESSOR'S MAP:** 39 1E 09DA; **TAX LOT:** 4500.

NOTE: The Ashland Historic Commission will also review this Planning Action on **Wednesday, December 3, 2014 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room), located at 51 Winburn Way.

NOTE: The Ashland Tree Commission will also review this Planning Action on **Thursday, December 4, 2014 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room) located at 51 Winburn Way.

NOTICE OF COMPLETE APPLICATION: November 20, 2014

DEADLINE FOR SUBMISSION OF WRITTEN COMMENTS: December 4, 2014



The Ashland Planning Division Staff has received a complete application for the property noted above.

Any affected property owner or resident has a right to submit written comments to the City of Ashland Planning Division, 51 Winburn Way, Ashland, Oregon 97520 prior to 4:30 p.m. on the deadline date shown above.

Ashland Planning Division Staff determine if a Land Use application is complete within 30 days of submittal. Upon determination of completeness, a notice is sent to surrounding properties within 200 feet of the property submitting application which allows for a 14 day comment period. After the comment period and not more than 45 days from the application being deemed complete, the Planning Division Staff shall make a final decision on the application. A notice of decision is mailed to the same properties within 5 days of decision. An appeal to the Planning Commission of the Planning Division Staff's decision must be made in writing to the Ashland Planning Division within 12 days from the date of the mailing of final decision. (AMC 18.108.040)

The ordinance criteria applicable to this application are attached to this notice. Oregon law states that failure to raise an objection concerning this application, 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 Department 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. All materials are available at the Ashland Planning Division, Community Development & Engineering Services Building, 51 Winburn Way, Ashland, Oregon 97520.

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

ACCESSORY RESIDENTIAL UNITS

18.20.030.H Approval Criteria

- H. Accessory residential units, subject to the Type I procedure and criteria, and the following additional criteria:
1. The proposal must conform with the overall maximum lot coverage and setback requirements of the underlying zone.
 2. The maximum number of dwelling units shall not exceed 2 per lot.
 3. The maximum gross habitable floor area (GHFA) of the accessory residential structure shall not exceed 50% of the GHF of the primary residence on the lot, and shall not exceed 1000 sq. ft. GHFA.
 4. Additional parking shall be in conformance with the off-street Parking provisions for single-family dwellings of this Title.

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.

EXCEPTION TO THE SITE DESIGN AND USE STANDARDS

18.72.090

An exception to the requirements of this chapter may be granted with respect to the requirements of the Site Design Standards adopted under section 18.72.080 if, on the basis of the application, investigation and evidence submitted, all of the following circumstances are found to exist:

- A. There is a demonstrable difficulty in meeting the specific requirements of the Site Design 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)

CONDITIONAL USE PERMITS

18.104.050 Approval Criteria

A conditional use permit shall be granted if the approval authority finds that the proposed use conforms, or can be made to conform through the imposition of conditions, with the following approval criteria.

- A. That the use would be in conformance with all standards within the zoning district in which the use is proposed to be located, and in conformance with relevant Comprehensive plan policies that are not implemented by any City, State, or Federal law or program.
- B. 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.
- C. That the conditional use will have no greater adverse material effect on the livability of the impact area when compared to the development of the subject lot with the target use of the zone. When evaluating the effect of the proposed use on the impact area, the following factors of livability of the impact area shall be considered in relation to the target use of the zone:
 1. Similarity in scale, bulk, and coverage.
 2. Generation of traffic and effects on surrounding streets. Increases in pedestrian, bicycle, and mass transit use are considered beneficial regardless of capacity of facilities.
 3. Architectural compatibility with the impact area.
 4. Air quality, including the generation of dust, odors, or other environmental pollutants.
 5. Generation of noise, light, and glare.
 6. The development of adjacent properties as envisioned in the Comprehensive Plan.
 7. Other factors found to be relevant by the Hearing Authority for review of the proposed use.

TREE REMOVAL

18.61.080 Criteria for Issuance of Tree Removal - Staff Permit

An applicant for a Tree Removal Permit shall demonstrate that the following criteria are satisfied. The Staff Advisor may require an arborist's report to substantiate the criteria for a permit.

- A. Hazard Tree: The Staff Advisor shall issue a tree removal permit for a hazard tree if the applicant demonstrates that a tree is a hazard and warrants removal.
 - 1. A hazard tree is a tree that is physically damaged to the degree that it is clear that it is likely to fall and injure persons or property. A hazard tree may also include a tree that is located within public rights of way and is causing damage to existing public or private facilities or services and such facilities or services cannot be relocated or the damage alleviated. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard or a foreseeable danger of property damage to an existing structure and such hazard or danger cannot reasonably be alleviated by treatment or pruning.
 - 2. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

- B. Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:
 - 1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards, including but not limited to applicable Site Design and Use Standards and Physical and Environmental Constraints. The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and
 - 2. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; and
 - 3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.
 - 4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.
(ORD 2951, 2008; ORD 2883, 2002)

ARU Conditional Use Permit-Written Findings

October 28, 2014

Applicant:

Conscious Construction, Inc.
Jason Eaton
PO Box 3205
Ashland, OR
541 973 8889

RECEIVED

OCT 29 2014

City Of Ashland

Owner:

Joan Kleen
280 Liberty Street
Ashland, OR
541 292 2500

Overview:

We are requesting that you review our proposal for an approximately 400 sf ARU to be located in the back portion of map 39 1E 09 at 280 Liberty Street. The intent for the ARU is to provide housing for the property owners aging parents. The property is 0.23 acres, has alley access, and is zoned R 1-.75 as are the majority of surrounding properties. We are proposing a single story structure in the south-east corner of the property that will be tucked behind an existing garage. The proposed ARU will not be visible from Liberty Street. Access to the ARU will be via the alley that runs north-south from Henry Street to Iowa Street. This alley also has an additional frontage/outlet to Beach Street. Multiple properties on both sides of the alley currently have backyard cottages, duplexes, and apartments so our proposed structure would be consistent with the feel of the neighborhood.

Given the size and location of the existing structures on the site and the orientation and slope of the property, we are able to meet our solar setback, lot coverage requirements, and parking requirements while providing ample outdoor space for both the existing residence and the proposed ARU. The ARU has been designed to complement the existing residence which is a simple cottage style home with a pitched roof and a front entry porch.

Chapter 18.104.050- Conditional Use Permit

- A. The proposed ARU is in conformance with all standards within the zoning district R 1-.75, and in conformance with relevant Comprehensive plan policies that are not implemented by any City, State, or Federal law or program.
- B. The subject property has adequate capacity of City facilities for water, sewer, paved access to and through the site, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property.

C. The proposed conditional use will have no greater adverse material effect on the livability of the impact area when compared to the development of the subject lot with the target use of the zone. The following factors were considered when evaluating the effect of the proposed use on the impact area:

1. The proposed ARU will be similar in scale, bulk, and coverage to the existing residence and garage on the subject property as well as to existing structures on surrounding properties.
2. Given that the subject property has historically had space for parking off the alley that will now be used specifically for the ARU, we would argue that there will be a net zero generation of vehicle traffic. The subject property is less than 1 block from public transportation and there will be ample storage available for bicycles on premise.
3. The ARU will be designed to complement the existing residence which is a simple cottage style home with a pitched roof and a front entry porch. This architectural style is consistent with the majority of the homes in the impact area.
4. Generation of typical construction dust and odors will occur during construction. Whenever possible, airborne environmental pollutants will be minimized through the use of low VOC paints and water-based glues. Impacts to air quality, including the generation of dust, odors, or other environmental pollutants will be non-existent upon completion of construction.
5. Generation of typical construction noise will occur during construction, however; light and glare will not since construction will take place during daylight hours only. Generation of noise, light, and glare once the ARU is inhabited will be consistent with other ARU's, cottages, apartments, and condos in the impact area.
6. There is no additional development planned for adjacent properties.

RECEIVED

OCT 29 2014

City Of Ashland

Chapter 18.20.030- Accessory Residential Unit

1. The proposed ARU conforms to the overall maximum lot coverage and setback requirements of zone R 1-.75 except for the 8' parking setback address below. A maximum of 42% of the lot will be covered in impervious surface, a minimum of 67% the lot will be covered in landscape, and 12% of the lot will be dedicated open space for the ARU.
2. The maximum number of dwellings on the subject property shall be 2.
3. The maximum gross habitable floor area (GHFA) of the ARU will be 352 sq. ft. which is 16% of the GHFA of the primary residence of the lot.
4. 1 off street parking space is proposed for the 352 sq. ft. ARU. Although the proposed parking space does not meet the 8' setback from the ARU we feel the location best meets the approval standards for crime prevention, screening abutting properties, landscaping, and light and glare. It will also allow us to retain the existing maple at the north-west corner of the ARU which would otherwise need to be removed. The space proposed is parallel to the alley and the ARU which will minimize the distance to the dwelling and maintain visibility from adjacent areas and windows. There will be a 5' landscaped strip

between the parking space and the property line to the south as well as a 3' planting buffer between the parking space and the ARU. This location makes the best use of the lot, allows us to meet the required open space for the ARU, utilizes outdoor lighting prudently, and provides good circulation through the site. Parallel parking can also a safer alternative to head in parking where the vehicle must back up blindly onto the alley.

Chapter 18.72- Site Review Approval

- A. All applicable City ordinances have been met or will be met by the proposed ARU.
- B. All requirements of the Site Review Chapter have been met or will be met.
- C. The proposed ARU complies with the Site Design Standards adopted by the City Council for implementation of this chapter.

Careful design considerations have been made to assure that the proposed ARU will be compatible with the surrounding neighborhood. The ARU will feature simple cottage style architecture with a pitched roof and a front entry porch. Exterior materials will include neutral tones and wood accents.

The ARU landscaping will include a private sitting area for outdoor space as well as connectivity to the main house and its landscaped areas intended for shared use. There will be a 5' landscaped strip between the parking space and the property line to the south which will achieve 100% coverage within 2 years. The 3' planting buffer between the parking space and the ARU will be planted so that 50% coverage will be achieved within 2 years and 100% within 4 years. The 5' landscape strip and the 3' planting buffer consist of 80% of the total parking area. No 'parking lot' tree is proposed because a large established maple tree sitting on the neighboring property to the south provides ample shade/canopy effect for the proposed parking space. Due the restrictions of the site, there is no other feasible place to plant a tree where it would function as a shade tree. All proposed plant material will be water-wise, fire resistant, and have irrigation to assure success.

Refuse containers will be kept behind the existing solid wood fence and light and glare will be minimized with prudent placement of outdoor lighting.

- D. The subject property has adequate capacity of City facilities for water, sewer, paved access to and through the site, 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.

RECEIVED

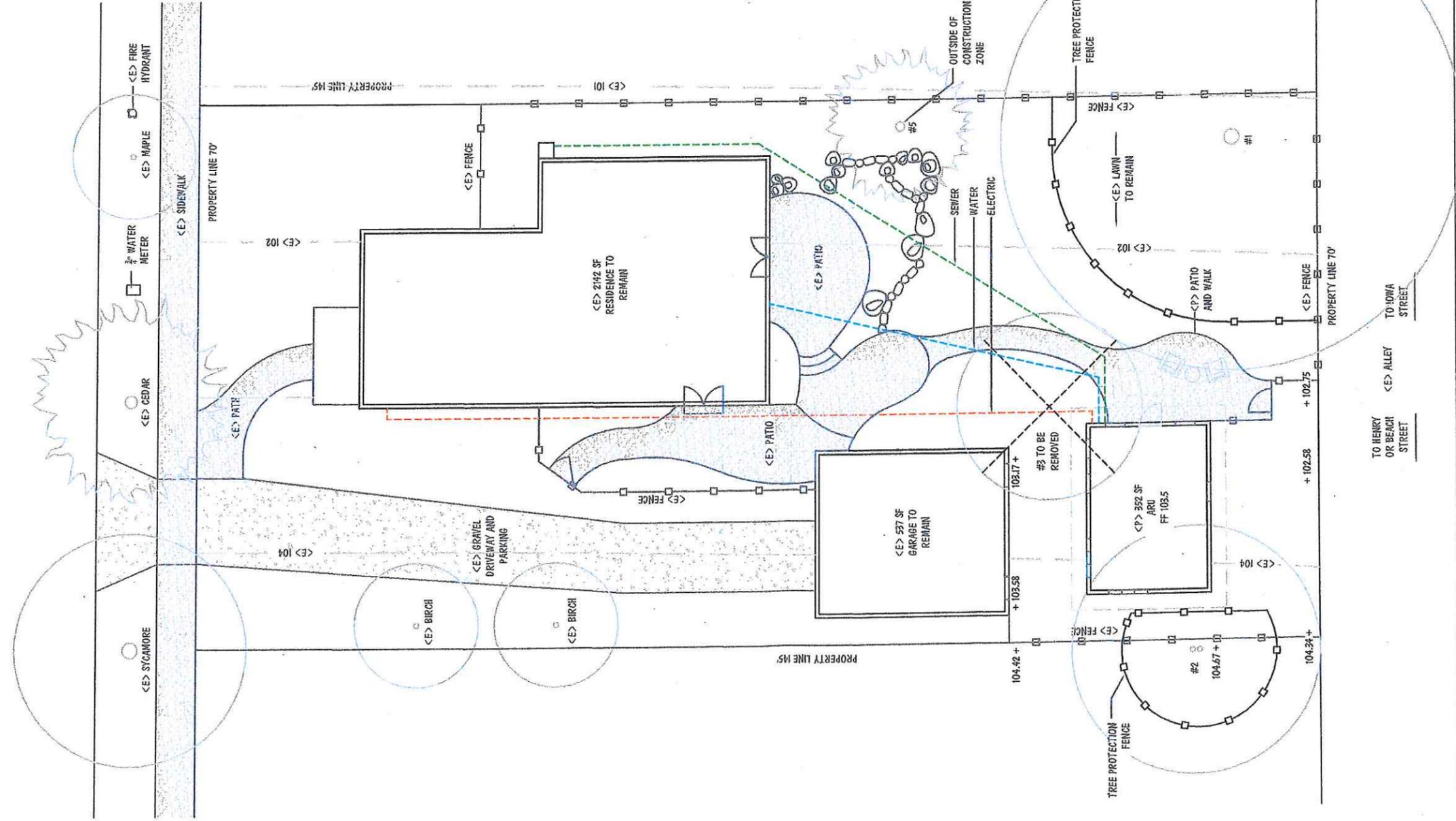
OCT 29 2014

CITY CLERK

TO HENRY OR ASHLAND STREET

LIBERTY STREET

TO IOWA STREET



TREE INVENTORY

TREE #	SPECIES	DBH IN INCHES	CROWN RADIUS IN FEET	CONDITION	SPECIES TOLERANCE TO CONSTRUCTION	TREE PRO. ZONE RADIUS IN FEET
1	ACER NEGUNDO	24	30	FAIR	GOOD	24
2	ACER RUBRUM	10	16	FAIR	GOOD	10
3	ACER RUBRUM	8	12	FAIR	GOOD	TO BE REMOVED
4	PINUS SP.	10	10	GOOD	GOOD	N/A

NOTES:

A. WE ARE PROPOSING TO RETAIN TREE #2 ONLY BECAUSE IT IS NOT ON THE SUBJECT PROPERTY. IT IS IN FAIR CONDITION BUT HAS A WEAK FORK WHICH MAKES IT UNLIKELY THAT IT WILL BE A LONG-LIVED TREE. THE NEIGHBOR IS CONSIDERING HAVING THE TREE REMOVED IN THE NEAR FUTURE TO ACCOMMODATE A CONSTRUCTION PROJECT ON THAT PROPERTY. THE EXISTING GRADE CHANGE ALONG WITH THE FACT THAT A MONO-SLAB FOUNDATION IS PROPOSED FOR THE ARU WILL ONLY REQUIRE 12" OF EXCAVATION OVER THE ENTIRE FOOTPRINT OF THE BUILDING, GREATLY REDUCING ANY POTENTIAL IMPACT TO THE TREES ROOTS.

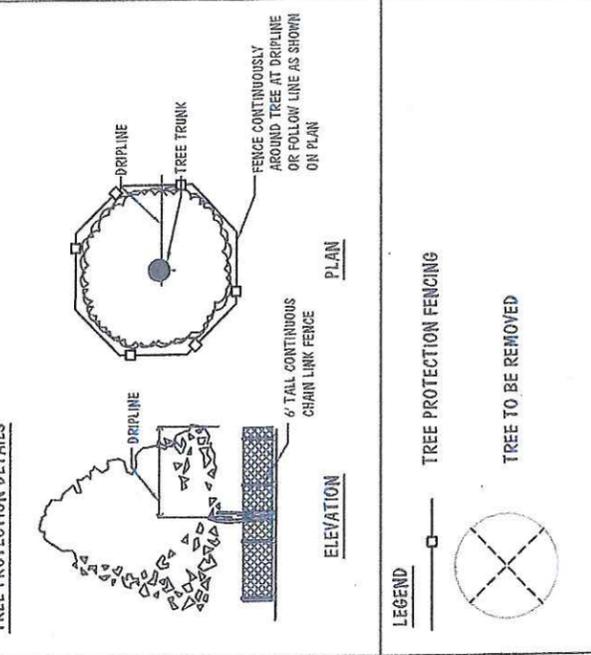
B. WE ARE PROPOSING TO REMOVE TREE #3. WE WOULD LIKE TO REPLACE IT WITH A LONG-LIVED TREE OF A MORE SUITABLE MATURE SIZE AND HABIT FOR THE LOCATION.

C. ALL OTHER TREES ON PROPERTY AND ADJACENT PROPERTY ARE WELL OUTSIDE THE AREA OF POTENTIAL IMPACT.

TREE PROTECTION NOTES

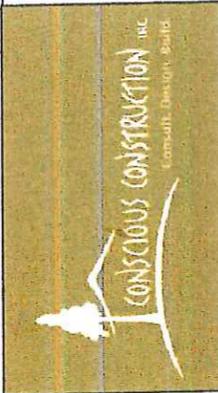
- A. LANDSCAPE ADJACENT TO THE PROJECT AREA SHALL BE PROTECTED FROM DAMAGE. NO STORAGE OF EQUIPMENT OR MATERIALS SHALL OCCUR WITHIN DRIP LINES OF TREES TO BE PRESERVED, AS IDENTIFIED ON THIS PLAN.
- B. TREES THAT ARE SHOWN TO REMAIN SHALL BE PROTECTED WITH FENCING AS SHOWN ON PLANS WHERE REQUIRED. FENCING SHALL BE 6' TALL TEMPORARY CHAIN LINK FENCE INSTALLED SO THAT ALL PANELS ARE INTEGRATED. THESE FENCES SHALL BE INSTALLED TO PROHIBIT PASSAGE OF PEDESTRIANS AND/OR VEHICLES THROUGH IT.
- C. WORK WITHIN DRIPLINE OF TREES TO REMAIN MAY REQUIRE DISTURBANCE OF TREE PROTECTION FENCES. 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 DRIPLINE IS COMPLETED, FENCING SHALL BE REINSTALLED.
- *NOTE: WHERE PROTECTION FENCING OVERLAYS PROPOSED CONSTRUCTION, THE FOLLOWING MEASURES SHALL BE FOLLOWED:
- HAND DIG TO REQUIRED DEPTH OF FINAL WORK.
 - ROOTS UNDER 2" IN DIAMETER MAY BE HAND CUT AT A 90° ANGLE.
 - IF TREE ROOTS OVER 2" ARE ENCOUNTERED DURING CONSTRUCTION, CONTRACTOR SHALL CONTACT A CERTIFIED ARBORIST TO ASSESS AND ROOT PRUNE AS NECESSARY.

TREE PROTECTION DETAILS



TREE PROTECTION PLAN

PLANS PROPERTY OF:
CONSCIOUS CONSTRUCTION, INC.
 PO BOX 3205
 ASHLAND, OREGON
 541 973 8889

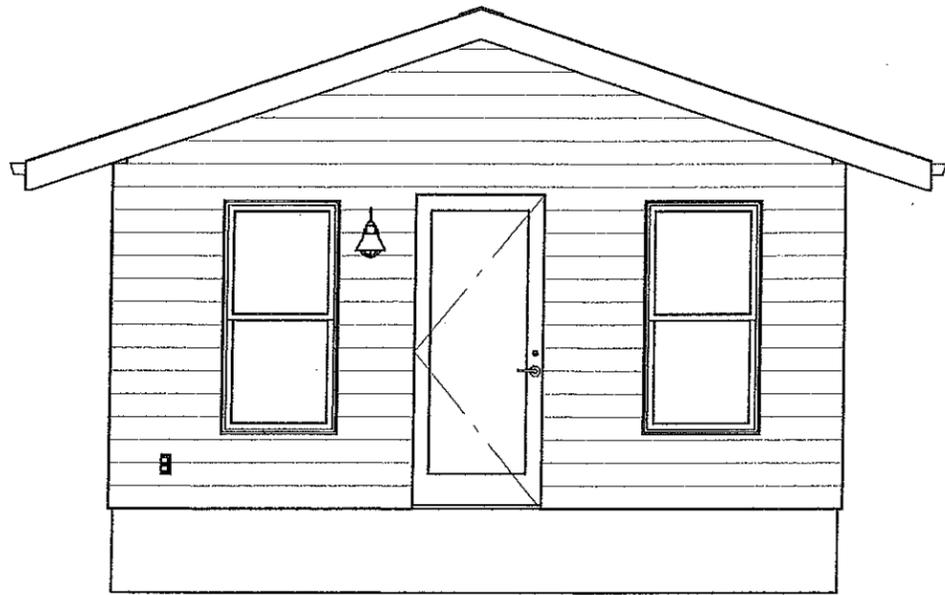


REVISION DATE:
 DRAWN BY:
 KAE
 SCALE:
 11X17 1"=16'-0"
 24X36 1"=8'-0"

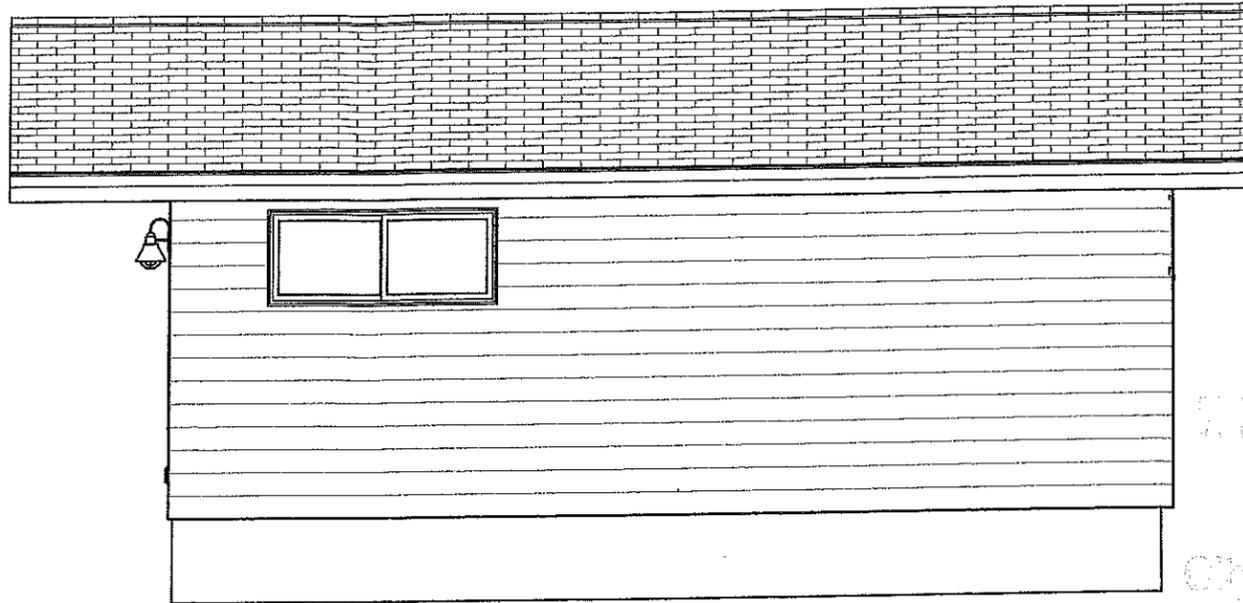
KLEEN RESIDENCE
 280 LIBERTY STREET
 ASHLAND, OREGON

OCTOBER 28, 2014

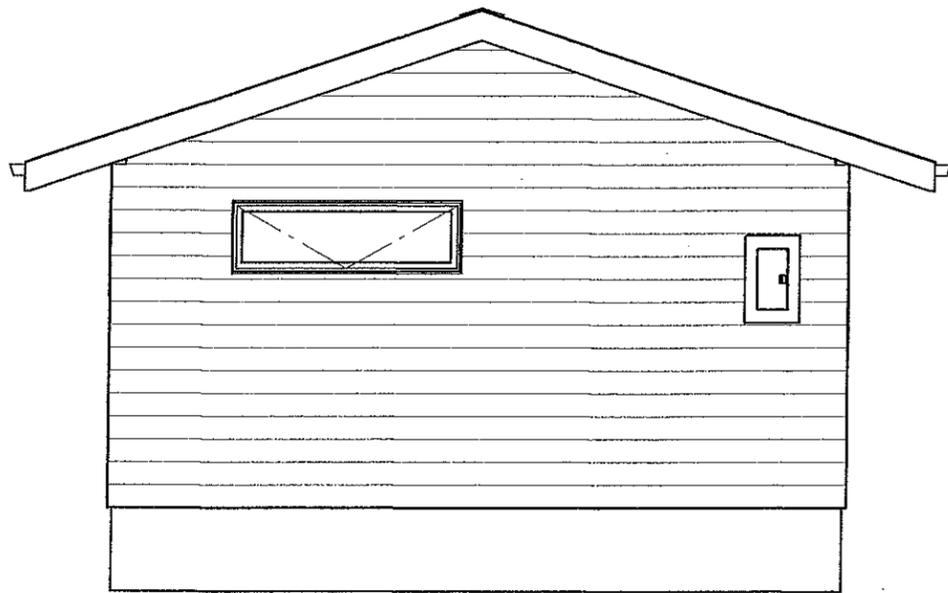
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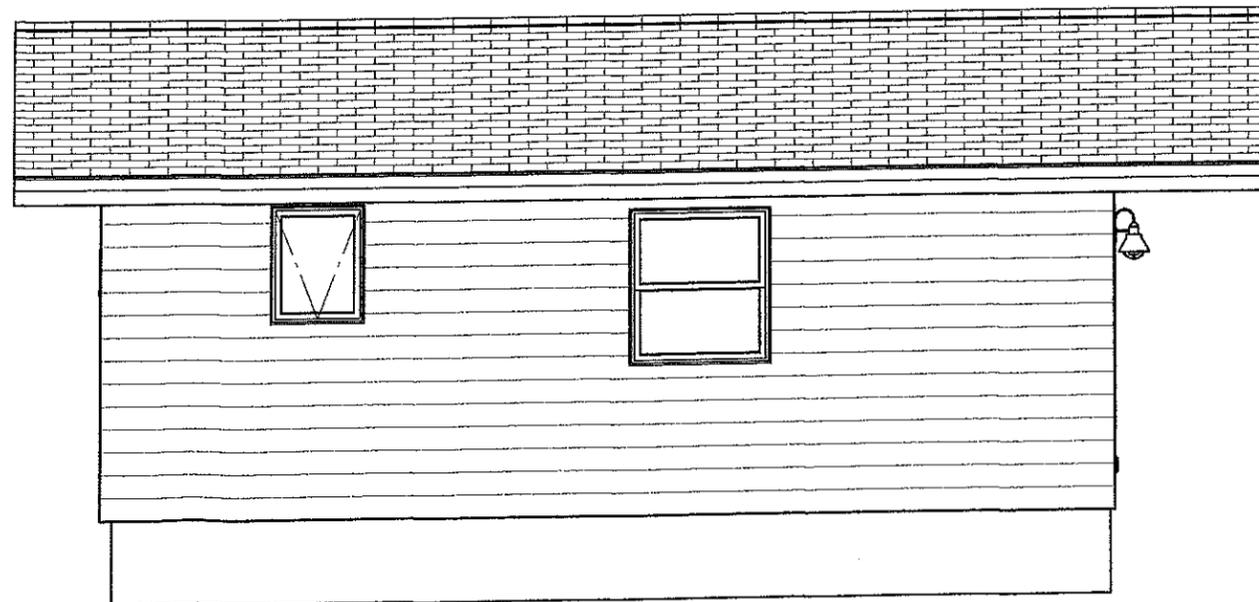
North



West

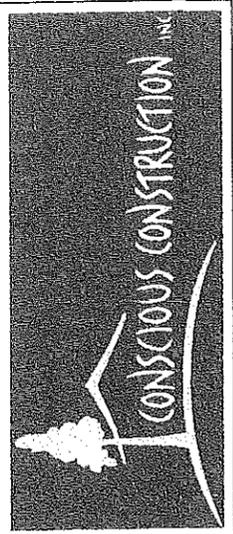


South



East

REVISION
OCT 29 2014
CNC/CL



Plans designed by and property of:
Conscious Construction Inc.
PO Box 3205 Ashland, OR 97520
(541) 973.8889
jason@designbuildashland.com

Proposed ARJ (Conceptual)
Joan Kleen Residence
280 Liberty St
Ashland, Or. 97520

1/4" = 1'
10/29/2014

Elevations



NOTICE OF APPLICATION

PLANNING ACTION: 2014-01919

SUBJECT PROPERTY: 696 Mistletoe Street

OWNER/APPLICANT: Ashland South Holdings, LLC & Dorado Investments, LLC

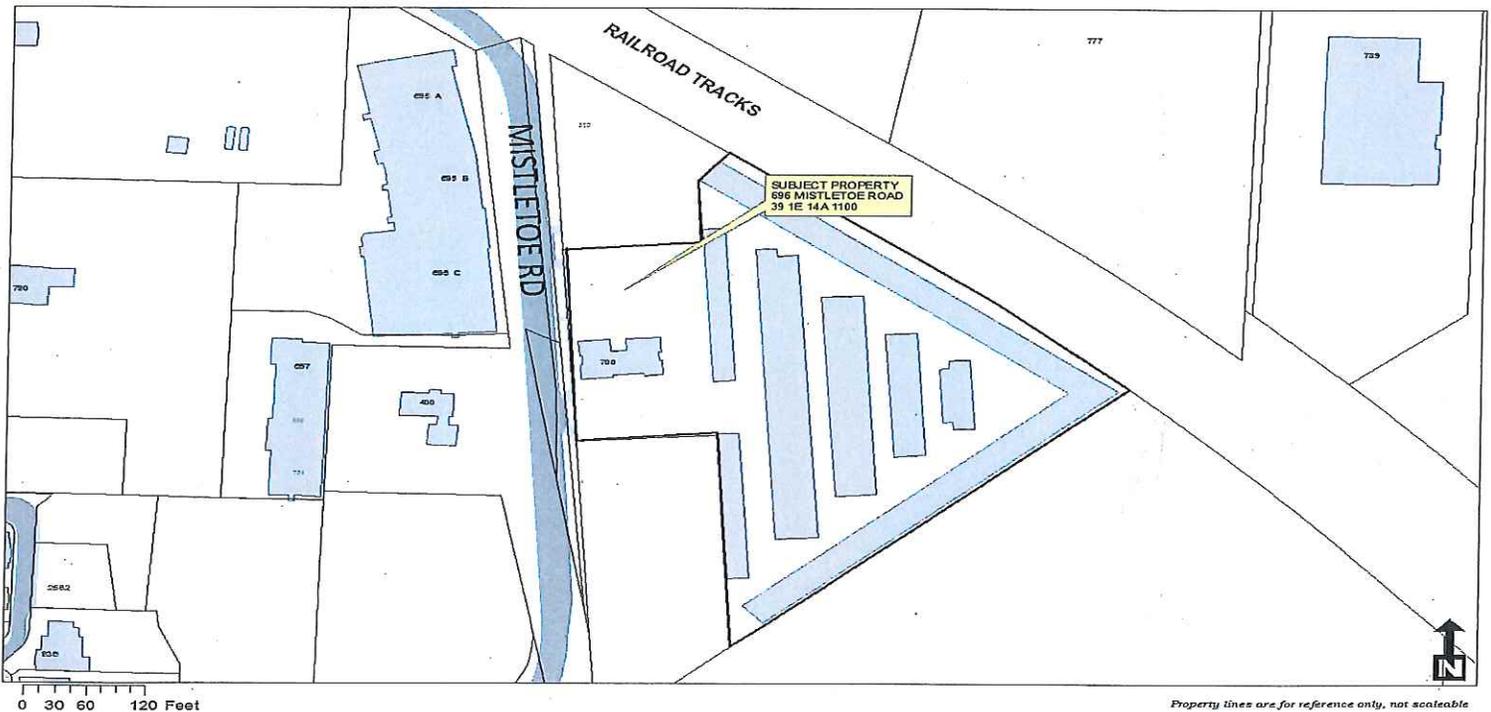
DESCRIPTION: A request for a Modification of a previously approved Site Review (PA-2004-075, 2006-00793 & 2007-01393). The proposal is construct an approximately 6,500 square foot building comprising of a mix of office, retail, warehousing and climate controlled mini storage spaces for the property located at 696 Mistletoe Road. The site is the vacant building pad to the north of 700 Mistletoe Road. **COMPREHENSIVE PLAN**

DESIGNATION: Industrial; **ZONING:** M-1; **ASSESSOR'S MAP :** 39 1E 14AC; **TAX LOT:** 1100.

NOTE: The Ashland Tree Commission will also review this Planning Action on **Thursday, December 4, 2014 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room) located at 51 Winburn Way.

NOTICE OF COMPLETE APPLICATION: November 19, 2014

DEADLINE FOR SUBMISSION OF WRITTEN COMMENTS: December 3, 2014



The Ashland Planning Division Staff has received a complete application for the property noted above.

Any affected property owner or resident has a right to submit written comments to the City of Ashland Planning Division, 51 Winburn Way, Ashland, Oregon 97520 prior to 4:30 p.m. on the deadline date shown above.

Ashland Planning Division Staff determine if a Land Use application is complete within 30 days of submittal. Upon determination of completeness, a notice is sent to surrounding properties within 200 feet of the property submitting application which allows for a 14 day comment period. After the comment period and not more than 45 days from the application being deemed complete, the Planning Division Staff shall make a final decision on the application. A notice of decision is mailed to the same properties within 5 days of decision. An appeal to the Planning Commission of the Planning Division Staff's decision must be made in writing to the Ashland Planning Division within 12 days from the date of the mailing of final decision. (AMC 18.108.040)

The ordinance criteria applicable to this application are attached to this notice. Oregon law states that failure to raise an objection concerning this application, 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 Department 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. All materials are available at the Ashland Planning Division, Community Development & Engineering Services Building, 51 Winburn Way, Ashland, Oregon 97520.

If you have questions or comments concerning this request, please feel free to contact the Ashland Planning Division at 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.

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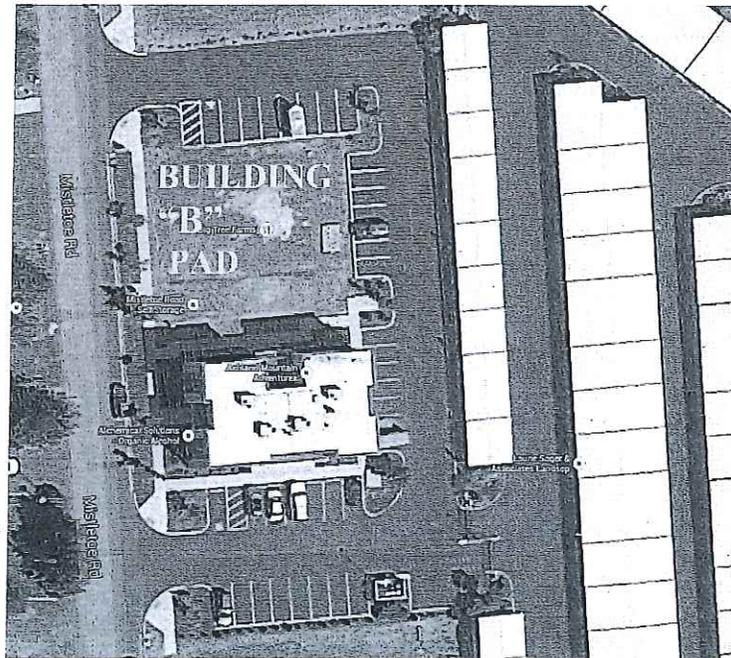
City Of Ashland

696 MISTLETOE ROAD
391E 14A 1100

MODIFICATION OF SITE PERMIT TO CONSTRUCT "BUILDING B"

SUBMITTED TO

**CITY OF ASHLAND PLANNING DEPARTMENT
ASHLAND, OREGON**



SUBMITTED BY

MARK DIRIENZO – OWNER & REPRESENTATIVE OF
CO-TENANT OWNERS: ASHLAND SOUTH HOLDINGS, LLC AND DORADO INVESTMENTS, LLC
700 MISTLETOE ROAD SUITE #106 ASHLAND, OR 97520

I. PROJECT INFORMATION:

Site Review The proposal is to build out Building B within the footprint of the original Site Plan Approval. The proposed structure differs somewhat in elevation appearance from the original elevations proposed. Staff advised the Applicant that a Site Review application must be made. A Pre-App was submitted and Staff report issued Oct 8th 2014. No changes are proposed for the existing site improvements, which are all installed as of 2007. Previous installation includes, all public improvements, all site infrastructure, landscaping, park row, and existing parking lot.

The proposed Building B is an approx. 6,500 sq. ft building to be built within the footprint originally approved in the Site Review and Approval PA-2004-075 (followed by PA2006-00793 and PA 2007-01393). In 2007, the self-storage structure and Building A structure were built out to completion, all per plan. All site work, both public and private, was completed for the self-storage, Building A, and Building B pad. The rock pad for Building B was left in a shovel ready state with utilities stubbed and now the applicant is ready to build Building B within that approved footprint.

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ADDRESS & LEGAL DESCRIPTION: 696 Mistletoe Road
391E 14A Tax Lots 1100

OWNER:

Ashland South Holdings, LLC
Mark DiRienzo
700 Mistletoe Rd. #106
Ashland, OR 97520
Tel: 541-621-8393
markd@mind.net

ARCHITECT:

KSW
Matt Small, AIA
66 Water Street Suite 101
Ashland, OR 97520
Tel: 541.482-8200
matt@kistlersmallwhite.com

SURVEYOR:

Polaris Land Survey, LLC
Shawn Kampmann
P.O. Box 459
Ashland, OR 97520
Tel: 482-5009
shawn@polarissurvey.com

CIVIL ENGINEERING

CEC
Mark Kamrath
132 West Main Street
Medford, OR 97501
Tel: 779-5268 x 224
mark@cecengineering.com

LANDSCAPE ARCHITECT:

Laurie Sager and Assoc.
Landscape Architects, Inc.
700 Mistletoe Road #201
Ashland, OR 97520
Tel: 541-488-1446
lauriesager@lauriesager.com

GENERAL CONTRACTOR

Adroit
Craig Funsten
85 Mistletoe Road
Ashland, OR 97520
541-482-4098
craig@adroitbuilt.com

COMPREHENSIVE PLAN DESIGNATION:

Industrial with Croman Mill Plan overlay if Rezone is ever requested

ZONING DESIGNATION:

M-1 (Industrial)

LOT AREA:

3.99 acres

PROPOSED BUILDING DATA (enclosed space):

Approx. 6,500 sq. ft. total, including 3,500sq. ft. footprint

BUILDING CONSTRUCTION TYPE:

Materials; brick, concrete, wood, steel frame, corrugated metal siding, stucco

PARKING:

General Office; 1 parking space per 500 sq. ft.
Industrial; 1 parking space per 1000 sq. ft.
General Retail; 1 parking space per 350 sq. ft.

APPLICABLE ORDINANCES: M1; 18.52

Site Design & Use Standards, Chapter 18.72, (1992 and Revised 2012)

ADJACENT ZONING/USE:

WEST: M-1; Industrial
EAST: M-1; Industrial (NE, across tracks is M-1/E-1 combination and due East is Croman Mill Plan land
SOUTH: Croman Mill Plan

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NORTH: M-1; Industrial
SUBJECT SITE: M-1; Industrial

II. SITE DESCRIPTION:

The approved Building B footprint has an address of 696 Mistletoe Road (taxlot 1100) along the east side of Mistletoe Road. The approved building pad sits within the existing 3.99 acre parcel (taxlot 1100) that contains Mistletoe Road Self Storage and the 700 Mistletoe Road office building. The site improvements were fully built out in 2007 including parking, etc for all improvements onsite including the future Building B that is the subject of this proposal. The property slopes approximately 5% from south to north and is fairly level east to west. No natural elements such as trees or rock outcroppings exist within the footprint of Building B.

History of Site:

Pre-2004: This parcel was originally part of a large lumber mill and was then part of a 6 acre parcel split off from the mill land many years ago, Brim Excavation used it vehicle storage.

2004-2006: In 2004, the property was approved for a phased development with the initial phase, consisting of a self-storage facility and office building as well as one building pad for a future office/retail/production area. The overall approval was re-reviewed in 2006 (PA-2006-00793) and re-approved.

2006-2007: Immediately after the re-approval, 70,000 sq. ft. self-storage facility and the 7,000 sq. ft. Office Building "A" were completed along with the building pad and its future parking lot, utility stubs, etc. An underground storm water detention facility built to manage storm water for the entire 6-acre site at full build out was installed then as well. It included capacity for the future Building B.

Additionally, per the approval, the applicant dedicated 15 feet of their entire street frontage along Mistletoe Road for the purpose of widening Mistletoe Road and adding to the Right-of-Way. The Applicant improved the public street, Mistletoe Road, by widening it 5.5 ft, added in-street utilities, in street public storm lines, curb, and gutter, sidewalk and park row plantings/irrigation along the majority of frontage. Furthermore, the Applicant granted the City of Ashland 10' pedestrian/bicycle easement to the City of Ashland along the entire north property line (the subject parcel for this application's north lot line). All of this is done.

2007 Partitioning: In PA-2007-01393 for financing purposes, the Applicant obtained approval for a 3-lot partition of the property into a 3.99 ac parcel (containing the existing improvements; self-storage, office building and installed parking with shovel ready Building B pad), it also included a .64 vacant parcel to the north and a 1.06 acre parcel on the south side both of which have frontage along the Mistletoe Road. The application at that time also included a site review approval for a 10k sq.ft. building proposed on the northernmost .64 acre parcel. Unfortunately, the intended tenant was unable to obtain financing in 2008 and the building project was scrapped. The partition proceeded and was platted in 2007 and since then a new project was proposed, 650 Mistletoe Rd, on the northernmost parcel, and has been built out with completion scheduled for December 31 2014.

2014 Site Review Application: This proposal is to construct Building B on the shovel ready building pad prepared in 2007 when all the site improvements were installed including those required for Building B. The 6,500 sq. ft. design includes a 2-story office, warehouse, and retail space. Roughly, half of the building is intended for a specific Tenant who has signed a Letter of Intent to lease. The balance of the building will be rental offices built on the speculation of finding tenants, and a minor portion will be interior, climate controlled storage units complementing the service provided by the existing storage business onsite.

Boundaries & Surroundings:

- *West Boundary;* Mistletoe Road frontage and across the street is a large industrial/business office building housing multiple businesses including; Hakatai Tile, Lithia School, Mission Candles, Rudy's automotive repair, and Aikido of Ashland.
- *East Boundary;* the rear property boundary behind the self-storage facility is the Croman Mill property. Northeast across tracks is a combo of M1 and E1.
- *South Boundary;* Croman Mill Master planned property beginning at the abandoned security booth where the large commercial topsoil, rock, mulch aggregate business is in operation..
- *North Boundary;* 650 Mistletoe Road a brand new building constructed by the Applicant scheduled to complete December 31, 2014. Beyond that, the Oregon Pacific Railroad Tracks and undeveloped, M1/E1 land on Jefferson St.

Zoning: The property is within the M-1 Industrial District; Chapter 18.52, which is intended to provide land which encourages sound industrial development in the City of Ashland by providing a protective environment for such development.

III. PROJECT DESCRIPTION:

(2) Site Review Request:

To construction a 2-story office, warehouse, retail building within the footprint and envelope approved as Building B in previous land use applications. No change is proposed for the site surrounding the shovel ready, approved pad. All public improvements, parking lot, curbs, gutters, sidewalks, parkrow strips, etc were installed and certificate of occupancy received in 2007. Staff has advised that because the elevations/design of the building differ from the conceptual elevations submitted at the time of the approval a Site Review application is required. The pre-app Staff report was created October 8th, 2014.

The applicants currently have a business tenant committed to renting approximately one half of the new building to expand their successful coconut products export/import business. Their operation will include executive offices, product storage, small showroom, and a package prep area. The southern half of the 1st floor will be interior, climate controlled, storage units to complement the existing services provided onsite. The remainder of the 2nd floor facing Mistletoe Rd will be Class A offices available for lease.

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The applicant anticipates the following rough use allocations.

Square Footage Breakdown:

- Office: 3,500 sq. ft.
- Retail/Showroom 700 sq. ft.
- Industrial: 2,300 sq. ft.

Building Specifics: See architectural elevations and floorplans. The structure will be designed using steel, stick frame, and concrete construction techniques with contemporary elements such as canopies along the corner façades to achieve a modern industrial feel along the street frontage. Much of the inspiration for this project was taken from the acclaimed Old Mill Industrial area south of Bend, Oregon, the existing office located at 700 Mistletoe road, and the new building at 650 Mistletoe Rd. The color shown in preliminary plans, grey, golden brick, tan stucco may change somewhat but are intended to complement the adjacent buildings yet create a unique building that can also stand on it's own. The bold orange shown will not be neon in any way, but more of a burnt orange color. The building entrances are oriented toward the street with a "sense of entry" and overhead canopy. Max height will be approximately 26', (40ft. max allowed in M1 zone). The elevations provide a clear understanding of mass and scale, building design, and a general plan for the exterior finishes. Windows shall be aluminum storefront system. There are two loading areas in the rear of the structures, which are served by the existing parking area and an existing paved area that will be painted "loading only". The southern wall is windowless intended as a backdrop for the large landscape planting that will occur between Building A and Building B. Framing system will allow for future doorways and windows should the building be repurposed.

Pedestrian Circulation: Public sidewalks, curb, and gutter along Mistletoe Road are completed. See engineering plans for private sidewalks along Building B footprint.

Lot coverage: The existing site does not change and meets standards per the existing Site Review approvals, please reference previous approvals for details. Building B will be constructed inside the existing approved building footprint designated for it at the time of the Site Review approval referenced on Pg 1.

Setbacks: The applicants have designed this new phase using the setbacks standard approved in the original planning action PA 2004-075 "Section 2 Conclusory Findings" Paragraph 2.4. which stated, the "*Planning Commission finds that the project complies with the 25' front yard setback standard in the M1-zone. The commission finds that buildings proposed for Phase II will be permitted to base their setback measurement from the dedicated portion of the right-of-way or final curb location*". All other setbacks meet M1 standards.

Street Improvements: As mentioned elsewhere in this and previous applications, the applicant has already dedicated 15 feet of right-of-way and improved this area by widening Mistletoe Road. Furthermore, the applicant has installed storm drain along the entire property frontage along with curb and gutter for the majority of frontage. The sidewalk and park row is installed. All driveway thresholds are installed.

Solar Setback: The proposed Building B fits within the existing footprint approved as well as the originally presented elevation dimensions, so no changes apply here.

Vehicle Circulation: This entrance and threshold already exist and the existing parking lot is installed along with shared ingress/egress easements Recorded on Plat 2007-70.

Landscaping: No changes are proposed to the overall Site's landscape bed layout from the original approval. The original approval contains approved Landscape Plans with layout of beds, all of which was installed in 2007. The only remaining areas to plant are the existing beds for Building B. This was left unfinished to allow construction to occur for Building B. Enclosed with this application is a landscape plan that defines the planting and irrigation plan in and around Building B. All other landscaping is installed and done. The area between the buildings will be planted to screen the south side of Building B as well as to add the required Bioswale, see landscape plans.

Utilities: All public utilities associated with the development of this property are accessed from Mistletoe Road. All utilities have been brought onto the property and stubbed under the existing improvements to the footprint of Building B. Dave Tygerson at City of Ashland Electric designed the electric plan in 2007 and revisited the site several times within the last year. See engineering plans for details. No street cuts will be needed at this time since everything is stubbed to the building location.

Private storm water detention facilities already exist and had been installed in 2007. This detention system was sized to accommodate full build out of the entire original 6-acre parcel; therefore roof runoff from Building B will be hard piped to the stubbed in system. The preliminary engineering plans depict this existing infrastructure and the new infrastructure required to connect to that system. All related shared-use easements are in place and recorded on Plat 2007-70.

Trip Generation Threshold/ Heavy Vehicle Trips: The proposed project will not require a traffic study because it does not exceed the threshold of 50 peak hour trips or 20 heavy vehicle trips daily. The tenants may have 1 heavy vehicle trip every few days. When using the ITE Trip Generation chart in 2012 for the applicant's adjacent parcel, ODOT found that an 8,000 sq. ft. building, built out to office use (ITE 710) would generate 25.4 peak trips, almost 50% less than the threshold for a study. Copy of ODOT letter on file at City of A. No study required to build out Building B.

IV. FINDINGS OF FACT:

The required *findings of fact* have been provided below to ensure the proposed project meets Chapter 18.92 Off Street Parking, the Site Design & Use Standards as outlined in the Ashland Municipal Code (AMC), Section 18.72.070 as well as the Site Design & Use Standards (Design Standards Booklet, adopted August 4th, 1992 and revised 2012).

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

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CHAPTER 18.92: OFF-STREET PARKING:

Off street parking is to be located to the north and south sides and meets all requirements in this section. The site has also been designed to accommodate not only light manufacturing and office uses, but also manufacturing uses needing truck circulation and retail spaces for showroom or food service. The goal of the applicants is to construct a building that can “recycle” into other uses over time if market demands change and to create a space that will serve a variety of business needs with varying job skills.

The approximate parking plan based on the rough outline of space breakdowns on the prior page and allocated as per **18.92.030** is shown below:

Use:	Approx Sq. ft.	Required Spaces
Office: (1:500)	3500	7.00
Industrial: (1:1000)	2300	2.30
Retail/Showroom (1:350)	700	<u>2.00</u>
<u>Total Estimated Parking</u>		<u>11.30</u>
	Plus 10% =	12.43 spaces to be rounded up

TOTAL SPACES PROVIDED Off-Street	13.00 incl. ADA (per 18.92.040)
Street Parking Credits Requested	0.00

The applicant believes the proposed plan is a minimum amount of parking for this project. M1 zoning allows a wide range of uses and some of those uses are parking intensive. There are two additional existing parking spaces that will be converted to loading-only spaces in the rear of the building. This will allow the proposed users to have adequate space behind the building for loading, see Site Plans for details.

18.92.050: Parking Management Strategies:

The amount of required off-street parking may be reduced up to 50% through the application of the following credits.

A. On-Street Parking Credit. The amount of off-street parking required shall be reduced by the following credit provided for on-street parking: one off-street parking space credit for every one on-street parking space.

No on street parking credits are being requested.

B. Alternative Vehicle Parking. Alternative vehicle parking facilities may be substituted for up to 25 percent of the required parking space on site.

No alternative vehicle parking substitutions are being requested.

C. Mixed Uses. In the event that several users occupy a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for the several uses computed separately unless it can be shown that the peak parking demands are offset. In such case, the mixed-use credit shall reduce the off-street parking requirement by a percentage equal to the reduced parking demand.

No Mixed uses credits requested.

D. Joint Use of Facilities. Required parking facilities of 2 or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that it can be shown by the owners or operators that the need for the facilities does not materially overlap (e.g., uses primarily of a daytime vs. nighttime nature) and provided that such right of joint use is evidenced by a deed, lease, contract, or similar written instrument establishing such joint use.

N/A

E. Shared Parking. One off-street parking space credit for every space constructed in designated off-site shared parking areas, or through payment of in-lieu-of-parking fees for a common parking.

N/A

F. TDM Plan Credit. Through implementation of an individual Transportation Demand Management (TDM) plan that demonstrates a reduction of long term parking demand by a percentage equal to the credit requested.

No TDM credit requested.

G. Transit Facilities Credit. Sites where at least 20 spaces are required, and where at least one lot line abuts a street with transit service may substitute transit-supportive plazas for required parking as follows.

No transit credit requested.

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.

The proposal includes 3 total space including 2 covered. There are 13 car parking spaces and 1 bike space is required for every 5 parking spaces. Rounding up equates to 3 bike spaces required.

B. Every residential use of two units or more per structure, and not containing a garage, shall provide bicycle parking spaces as follows:

N/A. This is a commercial project.

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)

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With 13 automobile spaces proposed, the required 2.6 bicycle spaces are rounded up to 3.0 spaces, with 50% of spaces covered. The result is 2 covered spaces and 1 uncovered space. All 3 spaces are shown on the Site Plan and will meet the 18.92.060 standards when installed.

D. All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every five auto parking spaces.

With 13 automobile spaces proposed, the required 2.6 bicycle spaces are rounded up to 3.0 spaces, with 50% of spaces covered. The result is 2 covered spaces and 1 uncovered space. All 3 spaces are shown on the Site Plan and will meet the 18.92.060 standards.

E, F, G, H of this Chapter: Do Not Apply.

I. Bicycle Parking Design Standards

Paragraphs 1 thru 11 shall be met or they do not apply.

J. Bicycle Parking Rack Standards.

Paragraphs 1 and 2 of this Subsection are understood and will be satisfied at installation.

18.92.080 Parking, Access and Circulation Design

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.

Requirement Met, see site plans

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.

All proposed parking is located on the sides of the structure and not abutting Public Street.

3. In all residential zones, all off-street parking of automobiles, trucks, trailers and recreational vehicles in the front yard shall be limited to a contiguous area which is no more than 25% of the area of the front yard, or a contiguous area 25 feet wide and the depth of the front yard, whichever is greater. Since parking in violation of this section is occasional in nature, and is incidental to the primary use of the site, no vested rights are deemed to exist and violations of this section are not subject to the protection of the nonconforming use sections of this ordinance. However, a 24-hour warning notice of violation shall be provided prior to the issuance of a citation to appear in Municipal Court, and it shall be rebuttable presumed that the vehicle was parked with permission of the person in control of the property. Subsequent violations shall not require a warning notice. N/A

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

1. Parking spaces shall be a minimum of 9 x 18 feet.

Standard met, see Site Plan.

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."

No compact spaces proposed.

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.

This standard is met or exceeded, see Site Plan.

4. Parking lots with 50 spaces or more shall be divided into separate areas. Parking areas may be divided into separate areas by a building or group of buildings, landscape areas with walkways at least 10 feet in width, plazas, streets or driveways with street-like features. Street-like features, for the purpose of this section, means a raised sidewalk of at least five feet in width, six-inch curb, accessible curb ramps, street trees in planters or tree wells and pedestrian-oriented lighting.

N/A

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.

All site improvements are already installed per previous approvals. The proposed building B fits within the existing approved footprint. There are no proposed changes to the approved site design/layout since all improvements are installed based on previous approval including; parking, landscaping locations and public street, curb, park row, sidewalk improvements are installed.

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

All site improvements are already installed per previous approvals including site detention. The proposed building fits in the existing approved footprint. There are no proposed changes to the approved site design/layout since all improvements surrounding the footprint including the parking, landscaping locations and public street, curb, park row, sidewalk improvements are installed. A bioswale is planned for the area between the existing Building A and the proposed Building B.

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.

1. Applicability. This section applies to all public streets within the City of Ashland and to all properties that abut these streets. The standards apply when developments are subject to a planning action (e.g. Site Review, Conditional Use Permit, Land Partition, Performance Standards Subdivision).

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.

Pedestrian connections are included on the site plan and meet the standards in this section.

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. N/A.

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.

Cross access and maintenance easements for ingress, egress and storm system usage are recorded in Jackson County per Recorded Plat 2007-70 signed by City Planner and City Surveyor, see plat.

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;**
 - on collector streets - 75 feet;**
 - on residential streets - 50 feet.**

The thresholds are already installed per previous approvals and meet or exceed the minimum separation distances.

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- 2. Distance from intersections.**
 - on arterial streets - 100 feet;**
 - on collector streets - 50 feet;**
 - on residential streets - 35 feet.**

The closest intersection is at Tolman Creek Road more than 1,000 feet away from the subject parcel.

d. Street and driveway access points in the CM zone are subject to the requirements of the Croman Mill District Standards. (Ord 3036, added, 08/17/2010)

Subject parcel is not zoned CM.

e. Access Requirements for Multi-family Developments. N/A.

4. Shared Use of Driveways and Curb Cuts.

a. Plans submitted for developments subject to a planning action shall indicate how driveway intersections with streets have been minimized through the use of shared driveways and shall indicate all necessary access easements. Where necessary from traffic safety and access management purposes, the City may require joint access and/or shared driveways in the following situations.

i. For shared parking areas;

ii. For adjacent developments, where access onto an arterial is limited; and

iii. For multi-family developments, and developments on multiple lots.

b. Developments subject to a planning action shall remove all curb cuts and driveway approaches not shown to be necessary for existing improvements or the proposed development. Cuts and approaches shall be replaced with standard curb, gutter or sidewalk as appropriate. All replacement shall be done under permit of the Engineering Division.

c. If the site is served by a shared access or alley, access for motor vehicles must be from the shared access or alley and not from the street frontage.

Cross access and maintenance easements for ingress, egress and storm system usage are recorded in Jackson County per Recorded Plat 2007-70 signed by City Planner and City Surveyor, see plat.

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

- 1. A driveway for a single dwelling shall have a minimum width of nine feet, and a shared driveway serving two units shall have a width of 12 feet.**
- 2. Parking areas of more than seven parking spaces per lot shall be provided with adequate aisles or turn-around areas so that all vehicles may enter the street in a forward manner.**
- 3. Parking areas of more than seven parking spaces shall be served by a 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.

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.

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

The project meets or exceeds these standards.

E. Parking and Access Construction and Maintenance. The development and maintenance as provided below, shall apply in all cases, except single-family dwellings.

1. Paving. All required parking areas, aisles, turn-arounds and driveways shall be paved with concrete, asphaltic, pervious paving, or comparable surfacing, constructed to standards on file in the office of the City Engineer.

The project meets this standard.

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.

Private storm water detention facilities already exist and had been installed during Phase 1. This detention system was sized to accommodate full build out of the entire original 6-acre parcel; therefore the roof runoff will be hard piped to the existing system stubbed to the building footprint. See draft civil engineering plans. All related shared-use easements are in place and recorded.

3. Driveway approaches. Approaches shall be paved with concrete surfacing constructed to standards on file in the office of the City Engineer.

Driveway approach already exists and was installed in 2007 with previous approvals.

4. Marking. Parking lots of more than seven spaces shall have all spaces permanently and clearly marked.

The parking lot is installed, paved, with all spaces 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.

The parking lot is installed with wheel stops.

6. Walls and Hedges.

a. Where parking abuts upon a street, a decorative masonry wall or evergreen hedge

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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.

No Screening required.

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.

The existing site design and landscaping layouts throughout the site do not change. See previous approvals referenced on Page 1 of this application, which contain the entire landscaping layout and design plans. These improvements were all installed per the approved Site Plan. This application contains planting plans and irrigation plans solely for landscape beds surrounding Building B footprint. These were left unplanted in 2007 to allow contractors the space to build Building B.

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. (Ord 2951, amended, 07/01/2008)

No residential property is within 100 ft of the subject parcel.

18.92.090 Pedestrian Access and Circulation.

The previously approved site plan was installed in 2007, (see previous approvals referenced on Pg 1 herein). No changes are proposed and the existing improvements provide pedestrian access and circulation. Some areas specific to the Building B construction will get new sidewalks, see plans.

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CHAPTER 18.72.070 SITE DESIGN & USE STANDARDS:

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

The applicants are not requesting any exceptions or variances.

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

As noted below, all requirements listed in the Site Review Chapter (18.72) have or will be complied with. Specifically, the landscaping will be irrigated and maintained, the trash/recycling area already exists and is screened and light and glare concerns will be addressed with down lighting and screening where necessary.

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

No changes to the previously approved and installed site are proposed.

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

All public utilities associated with the development of this property are accessed from Mistletoe Road. Adequate public facilities are available within the adjacent rights-of-way. All utilities are currently in place within the site and stubbed to Building B footprint. No new connections are required in the Public right of way. Sewer, water, power, data, phone are already onsite and stubbed to the footprint of Building B.

The applicant installed Private stormwater detention facilities in 2007. This system was designed to accommodate stormwater from the entire 6-acre site when fully developed, therefore Building B roof runoff will be hard piped to the stubbed stormline at the footprint See the previously approved engineering plans and the engineering plans attached herein for reference.

The project team, architect, civil engineer, structural engineer and landscape architect indicate that there appears to be no issues preventing the construction of Building B on the approved footprint. Applicants have addressed or will address, at the time of the building permit, all code issues relating to the Ashland Building Department, Public Works/Engineering Department, and/or Fire Department. Please reference previous approvals for engineering plans relating to the entire site.

Section 18.72.110 Landscaping Standards: M1 : 10% of total developed lot area

No changes are proposed to the original Site approval including existing/approved landscaping beds. The proposed building fits within the approved footprint. Therefore, no changes have been made to the % landscaping, which exceeded 10% at the time of approval and will continue that way.

Section 18.72.115: Recycling Requirements

All commercial and multi-family developments, requiring a site review as indicated in

18.72.040, shall provide an opportunity-to-recycle site for use of the project occupants.

A. Commercial. Commercial developments having a solid waste receptacle shall provide a site of equal or greater size adjacent to or with access comparable to the solid waste receptacle to accommodate materials collected by the local solid waste franchisee under its on-route collection program for purposes of recycling. Both the opportunity-to-recycle site and the common solid waste receptacle shall be screened by fencing or landscaping such as to limit the view from adjacent properties or public rights-of-way.

Screened and gated Waste & Recycling area is installed already per the previous approval.

18.72.140 Light and Glare Performance Standards

There shall be no direct illumination of any residential zone from a lighting standard in any other residential lot, C-1, E-1 or M-1, SO, or HC lot.

Any lighting will be building mounted with downward cast light. No residential zones are in proximity to the subject parcel.

18.72.150 Review by Conservation Coordinator

A. Upon receiving an application for a Site Review, the Staff Advisor shall refer the application to the Conservation Coordinator for comment.

B. Prior to final approval of a site plan, the Conservation Coordinator shall file an oral or written report to be entered into the record of the proceedings consisting of:

- 1. An assessment of the energy use estimates by the applicant.**
- 2. An assessment of the applicant's energy use strategies.**
- 3. Recommendations to the applicant of cost-effective methods to further reduce energy consumption, if any exist.**

See architectural and civil engineer plans for details.

SITE REVIEW & USE STANDARDS 18.72.080 (1992 and Revised 2012)

SECTION II-A

ORDINANCE LANDSCAPING REQUIREMENTS

This section requires 10% landscaping in this M-1 zone. No changes are proposed to the original Site design approvals referenced on Pg 1. No changes are proposed to the size or layout of all the Site landscape beds. Attached with this application are a planting, irrigation, and bioswale plan for those beds directly adjacent to the Building B footprint. These were the only beds left unplanted in 2007 to allow for construction activity of Building B.

SECTION II-B

MULTI-FAMILY RESIDENTIAL DEVELOPMENT

N/A

SECTION II-C

COMMERCIAL, EMPLOYMENT, & INDUSTRIAL DEVELOPMENT; BASIC SITE REVIEW STANDARDS

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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)

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)

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)

The submitted building elevations show the building oriented towards Mistletoe Road. There are attractive and functional main entrances with sidewalks leading to these main entrances from the street and with connections to the parking areas.

The applicants have designed this new building using the setbacks standard approved in the original planning action PA 2004-075 "Section 2 Conclusory Findings" Paragraph 2.4. which stated, the "*Planning Commission finds that the project complies with the 25' front yard setback standard in the M1-zone. The commission finds that buildings proposed for Phase II will be permitted to base their setback measurement from the dedicated portion of the right-of-way or final curb location*". No change to the footprint of Building B is proposed. All other M1 setback standards are met.

C-1-b) Streetscape

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

Street trees are proposed along the frontage of Mistletoe Road are already installed along with the park row itself.

C-1-c) Landscaping

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

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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 and Detail Site Review Zone. 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.

Laurie Sager, Landscape Architect, designed the planting, irrigation, and bioswale plans for those beds surrounding Building B footprint. All other beds were installed per previously approved plan in 2007. A professional landscape company will install improvements. The submitted plans comply with the above standards, as will any necessary detail drawings at building permit stage.

C-1-d) Parking

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

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

Parking is located to the sides and rear of the structure; the parking lot is installed already with parking lot trees. There are no adjacent residential zones, which would trigger additional screening or buffering standards. The closest residential zone is approximately 400 feet away with several buildings in between.

C-1-e) Designated Creek Protection

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

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

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

C-1-f) Noise and Glare

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

The proposed uses permitted in this zone will not generate noise beyond what is legally permitted. The loading areas are in the rear. Regarding glare, the applicant is proposing wall-mounted lights

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for the project directed downward to avoid direct impact on neighboring properties. There are no adjacent residential zones, which would trigger additional screening or buffering standards.

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

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

No expansion or change to the site is proposed. No building is being expanded. The proposed new Building B fits within the originally approved footprint and will not exceed max heights in the zone. In the event Staff interprets this new building as an expansion (although it was approved in original approval) the proposed 6,500sf building represents approximately 12% more structures on the site when calculated against the existing 70,000 sf of self storage and 7,000 sf office building.

C-2; DETAILED SITE REVIEW

N/A to this project since project is not located in the detailed site review zone.

C-3; ADDITIONAL STANDARDS FOR LARGE SCALE PROJECTS

N/A to this project since project is not in downtown or the detailed site review zones.

D; PARKING LOT LANDSCAPING & SCREENING STANDARDS

All parking lots, which for purposes of this section include areas of vehicle maneuvering, parking, and loading, shall be landscaped and screened as follows:

D-1) Screening at Required Yards

- 1) Parking abutting a required landscaped front or exterior yard shall incorporate a sight obscuring hedge screen into the required landscaped yard.**
- 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 lot and retaining wall.**

No parking lot screening is required on this project.

D-2) Screening Abutting Property Lines

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

The property lines between the subject parcel and taxlot 1200 is located in the middle of the shared parking lot drive alley, which is fully paved along these east/west property line. There are landscaping planters buffering the buildings between parking lots and the structures themselves as well as throughout the parking areas and street frontage. All per the approved plans.

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D-3) Landscape Standards:

1) Parking lot landscaping shall consist of a minimum of 7% of the total parking area plus a ratio of 1 tree for each seven parking spaces to create a canopy effect.

All Parking lot landscaping are installed per approved plans in 2007. See the previous approvals referenced in Pg 1 and associated landscape plans. This application is not to modify the parking site at all, and therefore contains planting plans and irrigation plans only for those landscape beds directly adjacent to the footprint of Building B. These beds exist already but have not yet been planted to allow contractors space to construct Building B.

2) The tree species shall be an appropriate large canopied shade tree and shall be selected from the street tree list to avoid root damage to pavement and utilities, and damage from droppings to parked cars and pedestrians.

The parking lot trees are already installed per previously approved plans. All trees planted were from the City's adopted street tree list, which includes a variety of tree species and those recommended for parking lots.

3) The tree shall be planted in a landscaped area such that the tree bole is a least 2 feet from any curb or paved area.

All trees are planted with a setback at least 2' from hardscape.

4) The landscaped area shall be planted with shrubs and/or living ground cover to assure 50% coverage within 1 year and 90% within 5 years.

The landscaping throughout the site is installed per previously approved plans, with the exception of those beds immediately adjacent to Building B. The planting and irrigation plans for those beds are attached with this application. The bed layout does not change from the previous approval.

5) Landscaped areas shall be evenly distributed throughout the parking area and parking perimeter at the required ratio.

See previously approved site plan. All landscaping layout does not change from that approved plan.

6) That portion of a required landscaped yard, buffer strip or screening strip abutting parking stalls may be counted toward required parking lot landscaping but only for those stalls abutting landscaping as long as the tree species, living plant material, coverage and placement distribution criteria are also met. Front or exterior yard landscaping may not be substituted for the interior landscaping required for interior parking stalls.

No change to the previously approved landscaping bed layout or parking landscaping is proposed.

D-4) Residential Screening: N/A - no adjacent residential areas.

D-5) Hedge Screening: N/A. No Hedge screening required.

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D-6) Other Screening

1) Other screening and buffering shall be provided as follows:

Refuse Container Screen: Refuse containers or disposable 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.

The project's refuse area is located in the rear of the property in close proximity to the western edge of the northernmost self storage building constructed in phase 1 and will be screened with a wood or masonry wall that will be at least five feet in height.

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.

No service corridors are proposed with this application.

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

The applicant is proposing wall-mounted lights for the project.

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E STREET TREE STANDARDS:

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

E-1) Location for Street Trees

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

All Street trees are installed per previously approved landscape plans.

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

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

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

All Street trees are installed per previously approved landscape plans.

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

sidewalk), fire hydrants, or utility poles.

All trees are installed per previously approved landscape plans. See Landscape plans within this application for new trees located between Building B and previously construction Building A.

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

The proposed buildings will have light fixtures on the façade of the building. It is the applicant's contention the proposed lights will provide for a safe and comfortable pedestrian environment.

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

All trees to be planted on-site will be at least 2½ feet from the face of curb. The street trees are already installed per previous approvals.

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

The applicants has and will choose trees from the Street Tree List that have not going to interfere with any overhead power lines or any other type of overhead utility. Please note that the utilities along the applicant's entire street frontage have been installed by the applicant and are located underground, within the site and are currently stubbed underground to the footprint of Building B.

f) Trees shall not be planted within 2 feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees shall be at least 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.

All trees where planted per previously approved plans. Any new trees in the bed between Building B and Building A will meet this standard, see attach planting plan for Building B. No grated tree installations are proposed.

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

The existing trees per previous approved plans are installed. Any proposed trees and their placement have been chosen by a professional landscape architect with the intent to provide a nicely landscaped site that also complies with the above standard. The applicants intend to have the landscaping periodically maintained by a professional landscape company.

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

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Existing street trees exist and will not be affected by the construction since they are protected by the existing 5' sidewalk in place onsite.

E-3) Replacement of Street Trees

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

No tree exists on the site that is proposed for removal.

E-4) Recommended Street Trees

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

The applicants have chosen the street trees from the adopted Street Tree List so that they do not interfere with overhead power lines or any other type of overhead utility. The tree chosen is appropriate to the urban environment of the area.

Section III

WATER CONSERVING LANDSCAPING GUIDELINES AND POLICIES

The applicant and the applicant professional landscape designer understand the *Advice and Recommendations* area of this Section. The landscape plan incorporates as much of this area as possible.

Mandatory Policies:

General & Miscellaneous:

The combined turf or water areas (i.e. pools, ponds and fountains) shall be limited to 20% of the landscaped areas. Turf limitations do not apply to public parks, private common open space, required outdoor recreation areas, golf courses, cemeteries and school recreation areas.

No Turf, pools or ponds are proposed.

A minimum of two inches of mulch (neither large nuggets nor fine bark may be used) shall be added in non-turf areas to the soil surface after planting.

The applicants understand and agree with the above requirement.

Non-porous material shall not be placed under the mulch.

The applicants understand and agree with the above requirement.

All fountains shall be designed to recycle their water.

N/A

Turf is restricted to slopes less than 10% grade.

N/A

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Plants

At least 90% of plants in the non-turf areas are to be listed as drought tolerant in the Sunset Western Garden book, or be similarly well suited for this climate of region as determined by the Staff Advisor. Up to 10% of the plants may be of a non-drought tolerant variety or species as long as they are grouped together and can be irrigated separately from the drought tolerant plants.

Screening hedges must be planted to attain 50% coverage after two years.

Water conserving designs are not required to meet the standard of 50% coverage within one year. However, they must meet the coverage standard for plantings of 90% after 5 years.

The entire site was planted in 2007 per approved plans, except those specific beds laid out around the footprint of Building B. The attached Landscape plans show planting and irrigation plans for those existing beds surrounding Building B and will meet this standard.

Irrigation

Irrigation systems shall be designed so that overspray is minimized.

For sprinkler-irrigated areas, perimeter sprinklers must be included in the irrigation pattern. Sprinkler heads with a precipitation rate of .85 inches per hour or less shall be used on slopes exceeding 15% to minimize run-off, or when slope exceeds 10% within 10 feet of hardscape. Precipitation rates are to be matched for all irrigation heads for each circuit. The same type of irrigation heads shall be used for each circuit. Valves and circuits shall be separated based on water use. Drip irrigation systems are required for trees unless within lawn areas. Serviceable check valves (or pressure compensating emitters for drip systems) are required where an elevation difference greater than 20 feet exists on any circuit. Sprinkler head spacing shall be designed for head-to-head coverage. The system shall be designed to minimize runoff and overspray to non-irrigated areas. All irrigation systems shall be equipped with a controller capable of dual or multiple programming. Controllers must have multiple cycle start capacity and a flexible calendar program. Controllers must allow seven day or greater timing cycles.

See attached Landscape plans for details.

Topography

No more than 5% of landscaped area of any lot or project may be berms or raised beds higher than one foot unless there is demonstrated need for sound or safety barrier. All plantings on berms one foot or greater in height must be drought tolerant. Only drip irrigation is allowed on berms more than 1 foot in height. If allowed, berms must be no taller than 1/6 of their width.

See Landscape plans for details, no berms are proposed.

Landscape Plans are required that include, in addition to the Standard plan requirements, the following: The area irrigated (in square feet). Precipitation rates for each valve circuit. Monthly irrigation schedule for the plant establishment period (6-12 months) and for the first year thereafter. A watering schedule for each circuit from the plan must be posted inside the corresponding controller. A grading plan with sufficient contours so that slope may be measured. For lots with less than 5,000 square feet of landscaped area no grading plan is required.

See the Landscape and Site plans submitted with the application.

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Exhibits Attached:

- **Architectural Site plan** for the area surrounding Building B. The overall site was previously approved and no changes are proposed to those original site plan approvals referenced on Pg 1.
- **Civil Engineering Site Plan** incl. improvements, topo, public and private utilities for Building B pad. All infrastructure is installed and stubbed to Building B footprint. See previously approved engineering plans in applications referenced on Pg 1.
- **Landscape Planting & Irrigation Plan** for Building B beds. All other landscaping plans are contained in previous approvals referenced on Pg 1.
- **Architectural Elevations and Floorplans** to depict that that the building fits within the existing approved footprint for Building B but has a difference design appearance from the previously approved concept for Building B.
- **ALTA survey exists and was submitted to Staff for reference during the Pre-App.**

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PLANT LEGEND

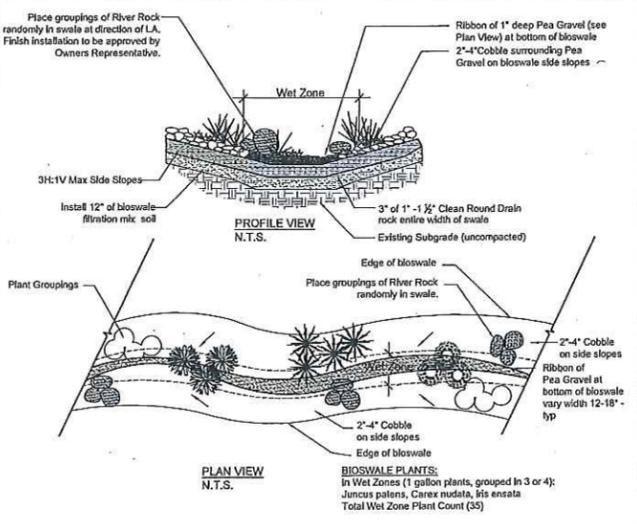
TREES			
Symbol	Scientific Name	Common Name	Size
FRAX	FRAXINUS OXYCARPA	RAYWOOD ASH	1 1/2" CAL
PINO	PINUS N. 'OREGON GREEN'	OREGON GREEN COMPACT AUSTRIAN PINE	4" TALL

SHRUBS AND GROUNDCOVERS			
Symbol	Scientific Name	Common Name	Size
BERC	BERBERIS 'CRIMSON PYGMY'	CRIMSON PYGMY BARBERRY	1 GAL
CALK	CALAMAGROSTIS 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	1 GAL
GENP	GENISTA PILOSA	YELLOW BROOM	1 GAL @ 5'-0" OC
LIGT	LIGUSTRUM 'TEXANUM'	TEXANUM PRIVET	2 GAL
MAHR	MAHONIA REPENS	CREeping OREGON GRAPE	1 GAL
PENP	PENNISETUM 'PIGLET'	PIGLET FOUNTAIN GRASS	1 GAL
VIBD	VIBURNUM DAVIDII	DAVIDII VIBURNUM	2 GAL

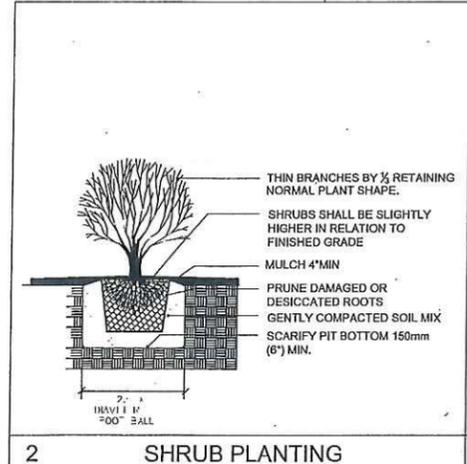
* SEE DETAIL 3 FOR BIOSWALE WET ZONE PLANT MATERIAL AND COUNT

NOTES

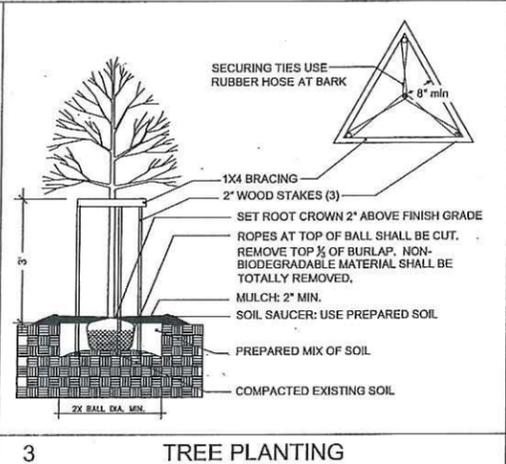
1. INSTALL AUTOMATED IRRIGATION SYSTEM IN ALL PLANTING AREAS. LANDSCAPE ARCHITECT SHALL PROVIDE A DETAILED IRRIGATION PLAN PRIOR TO ISSUANCE OF BUILDING PERMIT.
2. REMOVE GRAVEL AND DEBRIS FROM ALL AREAS TO BE PLANTED AND DISPOSE OFF OF SITE. TILL COMPACTED SUBGRADE TO DEPTH OF 6"
3. IMPORT COMPOST/TOPSOIL BLEND FOR ALL PLANTING AREAS, AFTER SAMPLE APPROVAL BY OWNERS REPRESENTATIVE. FILL PLANTING AREAS TO 3" BELOW FINISH GRADE.
4. INSTALL SOIL IN 6" LIFTS AND TILL THOROUGHLY TO BLEND WITH EXISTING SOIL.
5. PLANT ALL TREES AND SHRUBS PER DETAILS 2 & 3.
6. MULCH ALL PLANTING AREAS AFTER PLANTING W/ 3" MULTI BARK AVAILABLE AT HILTON FUEL.
7. WRAP TREE TRUNKS WITH 'TREE WRAP' AVAILABLE AT THE GRANGE COOP, OR EQUAL, TO PREVENT SUN SCALD, REMOVE AFTER FIRST YEAR IN FALL.



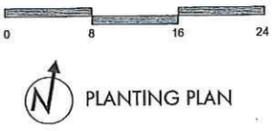
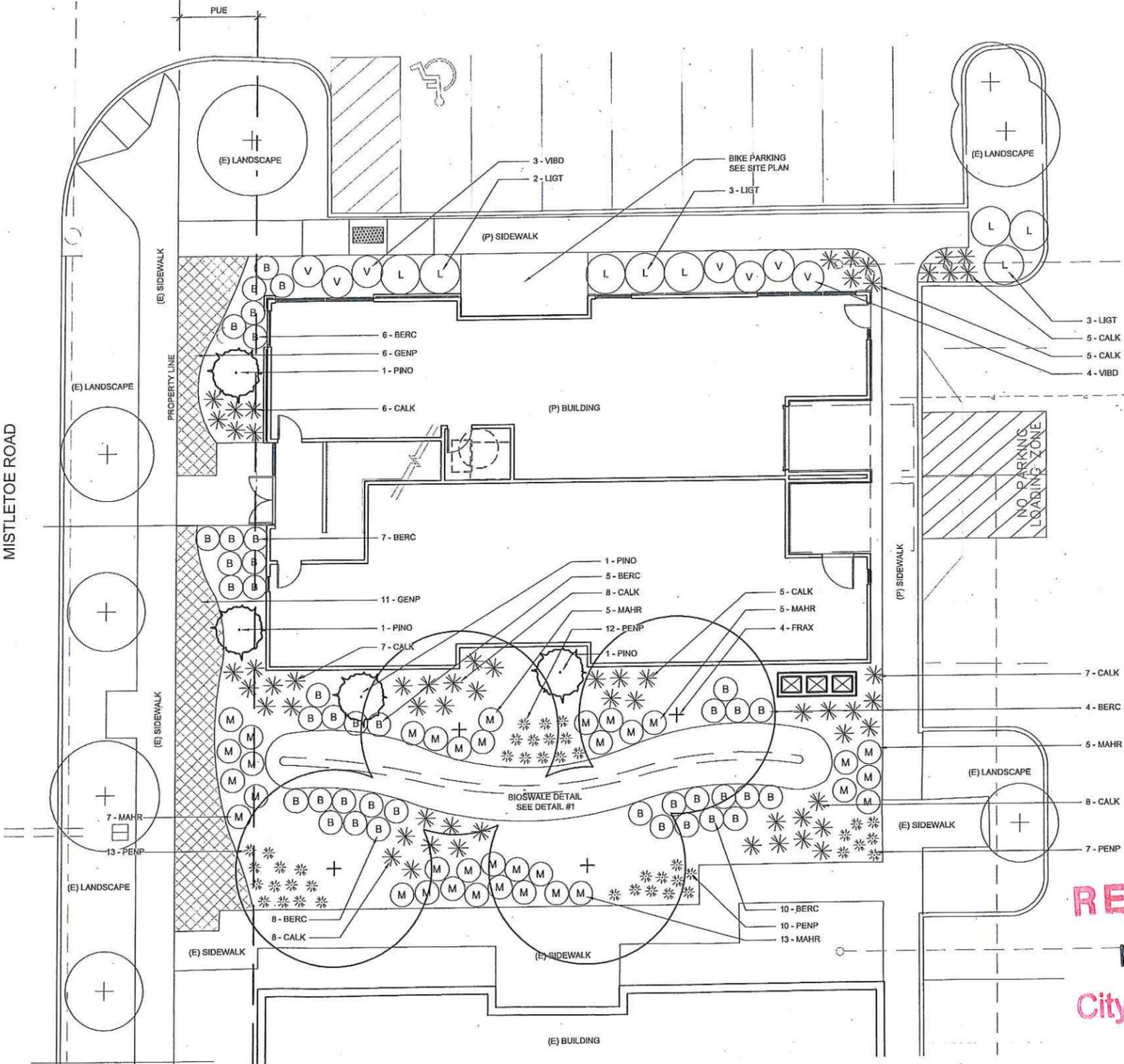
1 BIOSWALE WITH GRAVEL MIX DETAIL



2 SHRUB PLANTING



3 TREE PLANTING



Laurie Sager
 AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520



Revision Date:

Drawn By:

11x17 Scale: 1" = 16'-0"
 24x36 Scale: 1" = 8'-0"

RECEIVED
 NOV 04 2014
 City of Ashland
 690 MISTLETOE ROAD
 ASHLAND, OREGON

November 4, 2014

L-1.0

RECEIVED
NOV 06 2014
City of Ashland

Laurie Sager
AND ASSOCIATES LANDSCAPE ARCHITECTS INC
700 MISTLETOE ROAD, SUITE 201
ASHLAND, OREGON 97520



Revision Date:

Drawn By:

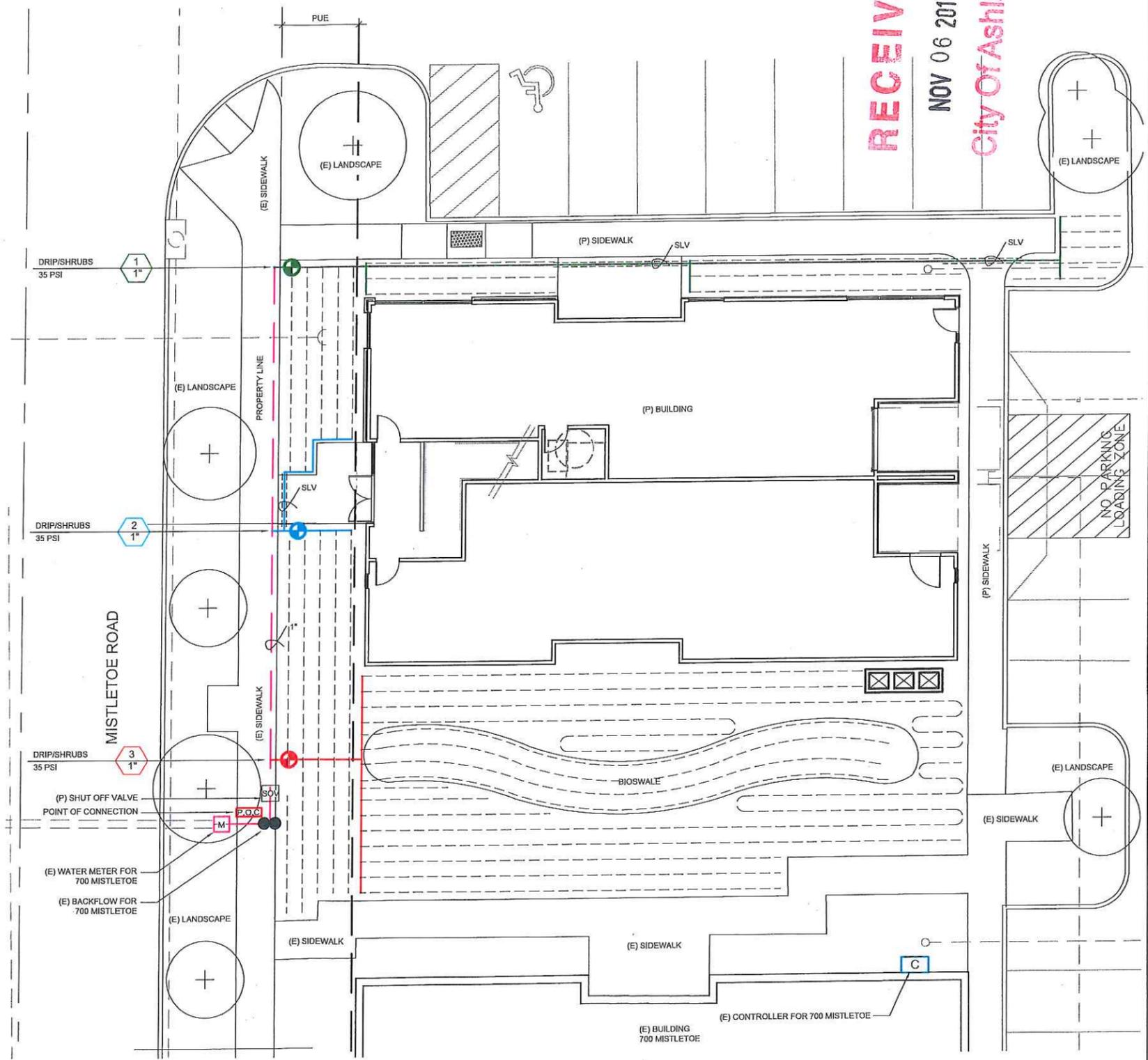
11x17 Scale: 1" = 16'-0"
24x36 Scale: 1" = 8'-0"
PRINT IN COLOR

696 MISTLETOE ROAD
ASHLAND, OREGON

November 4, 2014

L-2.0

<p>IRRIGATION LEGEND</p> <p>— Mainline - 1" Schedule 40 PVC</p> <p>— Lateral line - 3/4" Schedule 40 PVC, except as noted</p> <p>- - - Drip line - Netafim 24" Spacing</p> <p>P.O.C. Point of connection</p> <p>C Existing Controller- Rainbird ESP Modular</p> <p>+ RainBird PGA Series</p> <p>SOV Shut-Off Valve</p> <p>(Controller-Zone Number) $\frac{1}{1"}$ Use Type Pressure (PSI)</p> <p>- Zones identified by color</p> <p>M (E) Water Meter and Backflow Preventer</p> <p>--- Sleeve - 2" Schedule 40 PVC</p>		<p>NOTES</p> <p>GENERAL:</p> <p>Locations of mainline, laterals, and valves are diagrammatic only. Locate these in planting areas where feasible. Do not locate valve boxes under dripline of trees. Avoid locating in hardscape areas.</p> <p>Lateral lines shall be buried at a depth of 12" minimum. Mainline shall be buried at a depth of 18" minimum.</p> <p>Connect irrigation into existing mainline after Backflow Preventer for 700 Mistletoe.</p> <p>Connect irrigation into existing Rainbird ESP Modular Controller for 700 Mistletoe.</p> <p>SLEEVING:</p> <p>Contractor shall verify sleeving locations and coordinate with general contractor. Sleeves shall be installed under all hardscape areas for irrigation at a min. depth of 12".</p>
<p>DRIP IRRIGATION NOTES</p> <p>GENERAL:</p> <p>1. Drip tubing shall be installed parallel along planters (as shown) and shall be capped at the ends.</p> <p>2. Drip tubing shall be installed at 4" from adjacent hardscape at perpendicular or parallel relationships and on top of the topsoil but below mulch.</p> <p>3. Drip lines shall be spaced at 24" O.C. maximum and route to avoid any utilities.</p> <p>4. Connect all tubing to laterals using connection.</p>		<p>Finish grade/top of mulch</p> <p>PVC SCH 40 Tee</p> <p>Netafim inline drip tubing</p> <p>PVC SCH 40 nipple (length as required)</p> <p>PVC SCH 40 ell</p> <p>PVC SCH 40 street ell</p> <p>Funny pipe (length as required)</p> <p>PVC lateral pipe</p> <p>PVC SCH 40 street ell</p>
<p>1 LANDSCAPE IN-LINE DRIP</p> <p>4" clear from adjacent hardscape</p> <p>4" clear from adjacent hardscape</p> <p>Buried Lateral Line</p> <p>24" max. spacing</p> <p>Netafim In-Line Tubing, or equal</p> <p>Swing Joint / Tubing connection; See Detail</p> <p>NOTES:</p> <p>1. Triangulate drip tubing emitters and stake in place.</p> <p>2. Use elbows where necessary.</p> <p>3. Cover tubing with 3" of mulch following installation.</p> <p>4. Follow manufacturer's specifications.</p>	<p>2 SWING JOINT / TUBING DETAIL</p>	



NOTE: LOCATION OF MAINLINE AND VALVES DIAGRAMMATIC. ALL IRRIGATION MAIN LINE AND VALVES TO BE PLACED 6" FROM SIDEWALK EDGE IN PLANTING AREAS.



IRRIIGATION PLAN

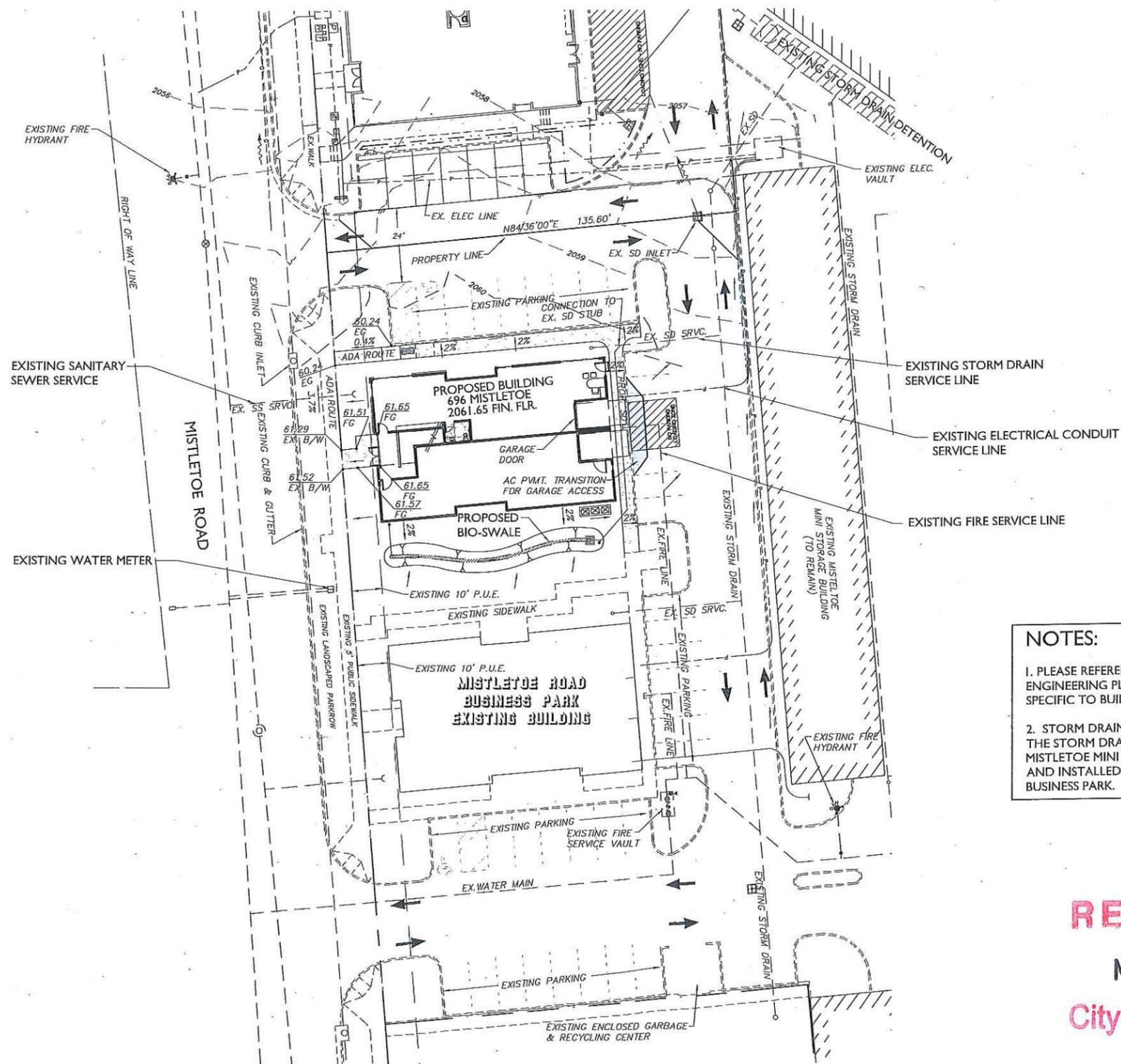
MISTLETOE ROAD BUSINESS PARK

696 MISTLETOE ROAD

PRELIMINARY UTILITY, GRADING AND DRAINAGE PLAN

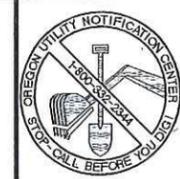


VICINITY MAP

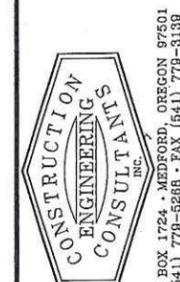


NOTES:

- PLEASE REFERENCE ALL PREVIOUS APPROVALS AND ENGINEERING PLANS FOR ENTIRE SITE DESIGNS, THIS DESIGN IS SPECIFIC TO BUILDING "B" CONSTRUCTION PROJECT.
- STORM DRAIN DETENTION: THE STORM DRAIN DETENTION SYSTEM CONSTRUCTED WITH MISTLETOE MINI STORAGE PHASE WAS SIZED, CITY APPROVED AND INSTALLED FOR ALL PHASES OF THE MISTLETOE ROAD BUSINESS PARK.



CALL 48 HOURS BEFORE YOU DIG



P.O. BOX 1724 • MEDFORD, OREGON 97501
P.H. (541) 770-5268 • FAX (541) 770-3139

DRAWN BY:	MWK	DATE:	09/14
CHECKED BY:	MWK, AMB	DATE:	09/14
APPROVED:		DATE:	
APPROVED:		DATE:	
APPROVED:		DATE:	



VERIFY SCALES!!!
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET
ADJUST SCALES ACCORDINGLY

NO.	REVISION	DATE	BY

RECEIVED

NOV 04 2014

City Of Ashland

CONSTRUCTION ENGINEERING CONSULTANTS, INC.	
MISTLETOE ROAD BUSINESS PARK	PROJECT NO.
696 MISTLETOE ROAD BUILDING	
PRELIMINARY UTILITY, GRADING AND DRAINAGE PLAN	DRAWING NO.
	1 OF 1



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

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PRELIMINARY
THESE DRAWINGS SHALL NOT BE USED FOR: CONSTRUCTION BIDDING RECORDATION CONVEYANCE ISSUANCE OF A PERMIT
SCHEMATIC

MULTI-USE BUILDING
696 MISTLETOE - BUILDING B
OWNER: MARK DIRIENZO

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NOV 04 2014
City Of Ashland

EXTERIOR ELEVATIONS
PROJECT: 14-021
ISSUE DATE: 09-18-14
SHEET:

A6.9



NORTH ELEVATION 1
1/4" = 1'-0"



WEST ELEVATION 2
1/4" = 1'-0"

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PRELIMINARY
THESE DRAWINGS SHALL
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CONSTRUCTION
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RECORDATION
CONVEYANCE
ISSUANCE OF A PERMIT
SCHEMATIC

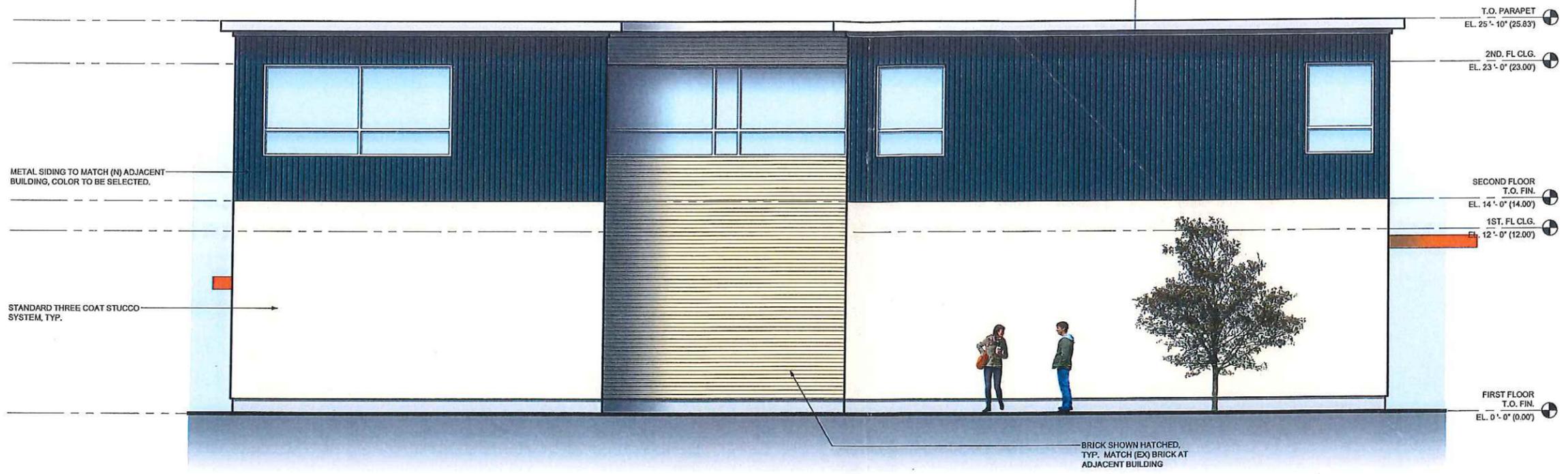
MULTI-USE BUILDING
696 MISTLETOE - BUILDING B
OWNER:
MARK DIRIENZO

REVISIONS

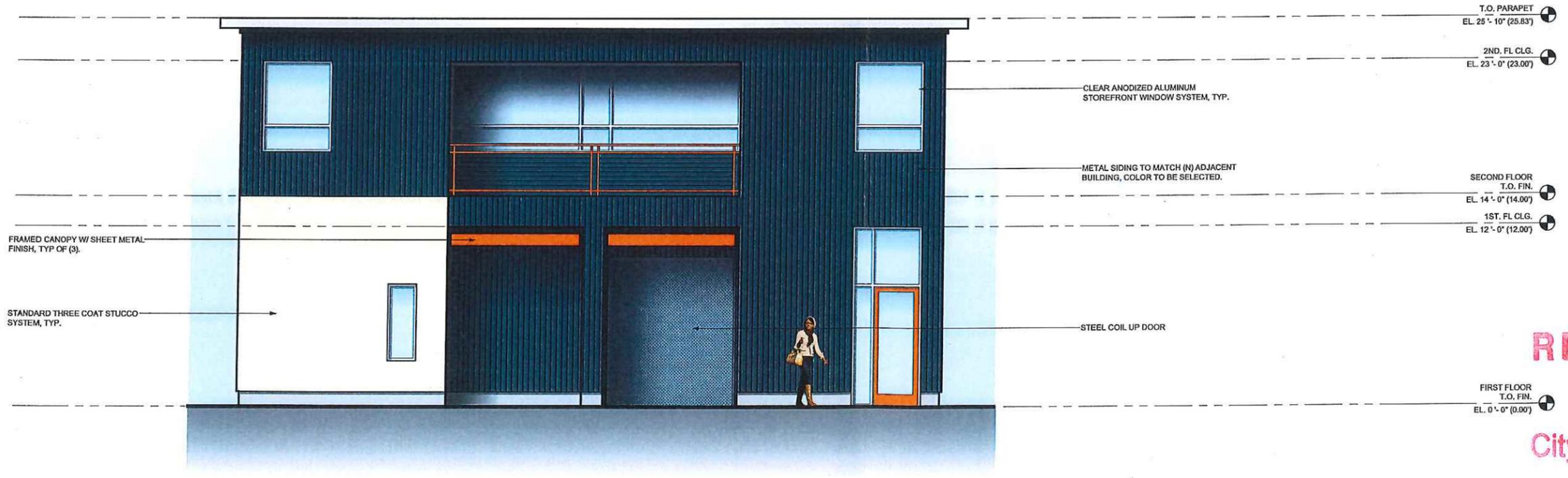
EXTERIOR
ELEVATIONS

PROJECT: 14-021
ISSUE DATE: 09-18-14
SHEET:

A6.10



SOUTH ELEVATION 1
1/4" = 1'-0"



EAST ELEVATION 2
1/4" = 1'-0"

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City Of Ashland



NOTICE OF APPLICATION

PLANNING ACTION: 2014-01925

SUBJECT PROPERTY: 265 Fourth Street

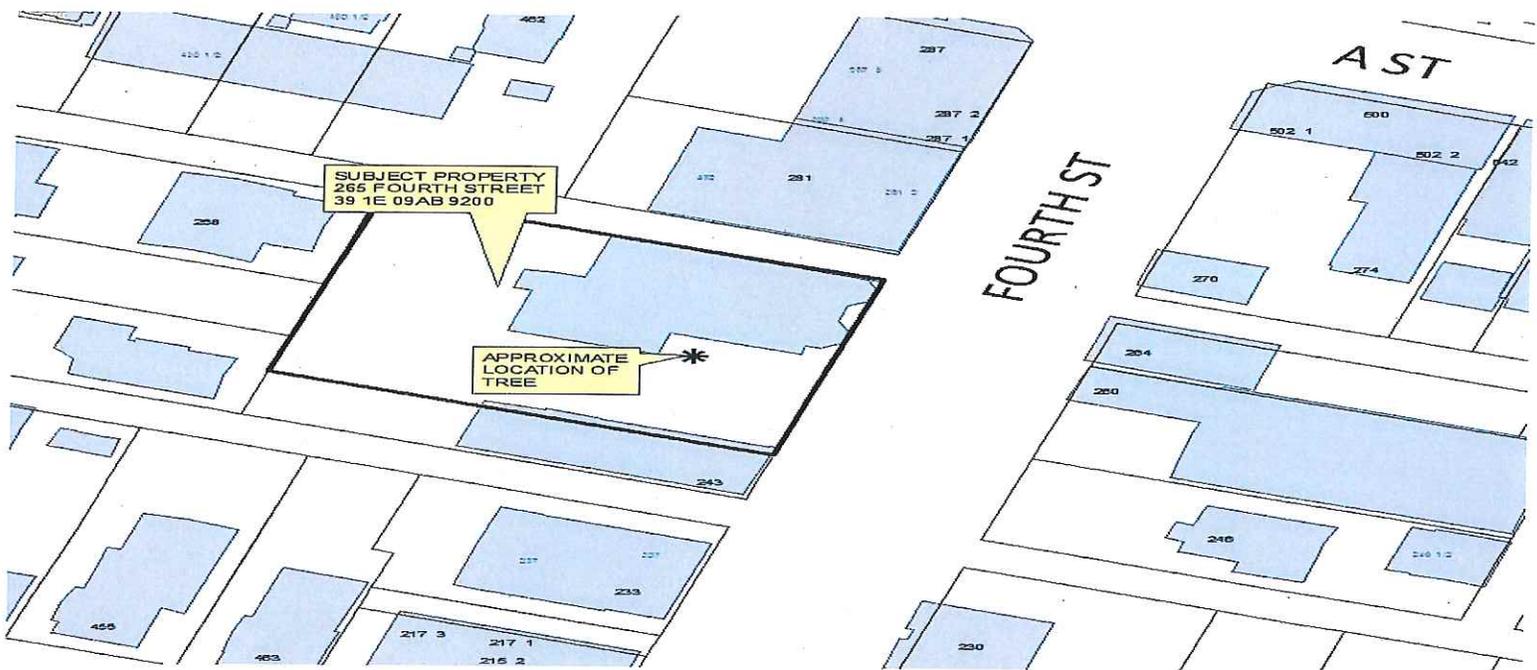
OWNER/APPLICANT: Peerless Hotel

DESCRIPTION: A Tree Removal request to remove a hazardous 28-inch DBH Maple tree near the Peerless Hotel Restaurant building located at 265 Fourth Street. **COMPREHENSIVE PLAN DESIGNATION:** Employment; **ZONING:** E-1; **ASSESSOR'S MAP:** 39 1E 09AB **TAX LOTS:** 9200.

NOTE: The Ashland Tree Commission will also review this Planning Action on **Thursday, December 4, 2014 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room) located at 51 Winburn Way.

NOTICE OF COMPLETE APPLICATION: November 21, 2014

DEADLINE FOR SUBMISSION OF WRITTEN COMMENTS: December 5, 2014



The Ashland Planning Division Staff has received a complete application for the property noted above.

Any affected property owner or resident has a right to submit written comments to the City of Ashland Planning Division, 51 Winburn Way, Ashland, Oregon 97520 prior to 4:30 p.m. on the deadline date shown above.

Ashland Planning Division Staff determine if a Land Use application is complete within 30 days of submittal. Upon determination of completeness, a notice is sent to surrounding properties within 200 feet of the property submitting application which allows for a 14 day comment period. After the comment period and not more than 45 days from the application being deemed complete, the Planning Division Staff shall make a final decision on the application. A notice of decision is mailed to the same properties within 5 days of decision. An appeal to the Planning Commission of the Planning Division Staff's decision must be made in writing to the Ashland Planning Division within 12 days from the date of the mailing of final decision. (AMC 18.108.040)

The ordinance criteria applicable to this application are attached to this notice. Oregon law states that failure to raise an objection concerning this application, 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 Department 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. All materials are available at the Ashland Planning Division, Community Development & Engineering Services Building, 51 Winburn Way, Ashland, Oregon 97520.

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

TREE REMOVAL

18.61.080 Criteria for Issuance of Tree Removal - Staff Permit

An applicant for a Tree Removal Permit shall demonstrate that the following criteria are satisfied. The Staff Advisor may require an arborist's report to substantiate the criteria for a permit.

- A. Hazard Tree: The Staff Advisor shall issue a tree removal permit for a hazard tree if the applicant demonstrates that a tree is a hazard and warrants removal.
 - 1. A hazard tree is a tree that is physically damaged to the degree that it is clear that it is likely to fall and injure persons or property. A hazard tree may also include a tree that is located within public rights of way and is causing damage to existing public or private facilities or services and such facilities or services cannot be relocated or the damage alleviated. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard or a foreseeable danger of property damage to an existing structure and such hazard or danger cannot reasonably be alleviated by treatment or pruning.
 - 2. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

- B. Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:
 - 1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards, including but not limited to applicable Site Design and Use Standards and Physical and Environmental Constraints. The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and
 - 2. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; and
 - 3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.
 - 4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.
(ORD 2951, 2008; ORD 2883, 2002)

18.61.080 A

**Subject: removal of Hazardous Maple Tree : @ 265 4th Street, Ashland
97520**

- 1. The Tree is causing harm to a private facility in the form of.**
 - **Water main, deck, sprinkler system and potentially the buildings foundation have been (or will be) compromised/damaged by the continuing growth of the root system.**
 - **The problem cannot be alleviated due to the very large and destructive root system and the close proximity to the building and handicap access.**

- 2. Regarding new tree being planted: To be determined by arborist the best way to move forward with possible replanting given close proximity to the building.**

- 3. Anticipated dates for removal: As soon as possible once permit is approved.**

- 4. Proposed Tree For Removal: Silver Maple on the deck of The Peerless Restuarnt.**

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City Of Ashland



CANOPY LLC *The Care of Trees*

www.canopyarborcare.com

157 Max Loop Talent, OR 97540
(541) 631-8000

November 2, 2014

City of Ashland
Planning Division
51 Winburn Way
Ashland, OR 97520

RE: Arborist observations of maple tree at 265 4th St, Ashland (The Peerless)

The tree in question is a silver maple, *Acer saccharinum*, and is located in the porch of The Peerless, on the South side of the restaurant. This tree measures approximately 25 inches DBH, 45 feet in height, with 25 feet of crown spread. The tree appears quite healthy and vigorous.

The request to remove this tree was not arrived at lightly. It is my understanding that it is considered to be an unfortunate but necessary step by all parties involved (owner, tenants, site manager, landscaper). But ultimately the coexistence of this tree with its surroundings is increasingly untenable. Some reasons are as follows:

- 1.) Water lines. The root system has destroyed water lines and caused flooding at the union of the irrigation system and the main water line, which runs close to the base of the tree. [See attached photo of damaged lines]
- 2.) Walkway. The tree has caused "heaving" of the patio walkway. This is the main access to the restaurant from the hotel, including handicap access. This issue has been addressed in the past via reconstruction. There is the concern that repeated reconstruction of this walkway will have adverse effects on the long-term health of the tree.
- 3.) Foundation. There is concern that the aggressive rooting system will have or is having an adverse effect on the foundation of the building. I was not able to directly observe the foundation. It is my experience that roots do not directly cause cracks in foundations, but will take advantage of existing fissures in aging foundations and greatly exacerbate the problem, which may be the case here.
- 4.) Wrong tree wrong place. This tree species is known for its very large size potential (90' tall and 40" DBH) My opinion is that this is not a suitable tree to have in such close proximity to the building.

It is not easy to recommend removal of this tree. The owners and managers of this property have done well, at considerable expense, to accommodate the growth of the tree. But it is my professional opinion that the point is being reached where the best long-term solution is to remove and replace it with a species better suited to the location.

Sincerely,

Christopher John
Arborist, Canopy LLC
ISA Certification #WE-9504A

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COPY

TREE REMOVAL
SITE PLAN

SCALE: 1/16"=1'-0"

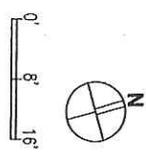
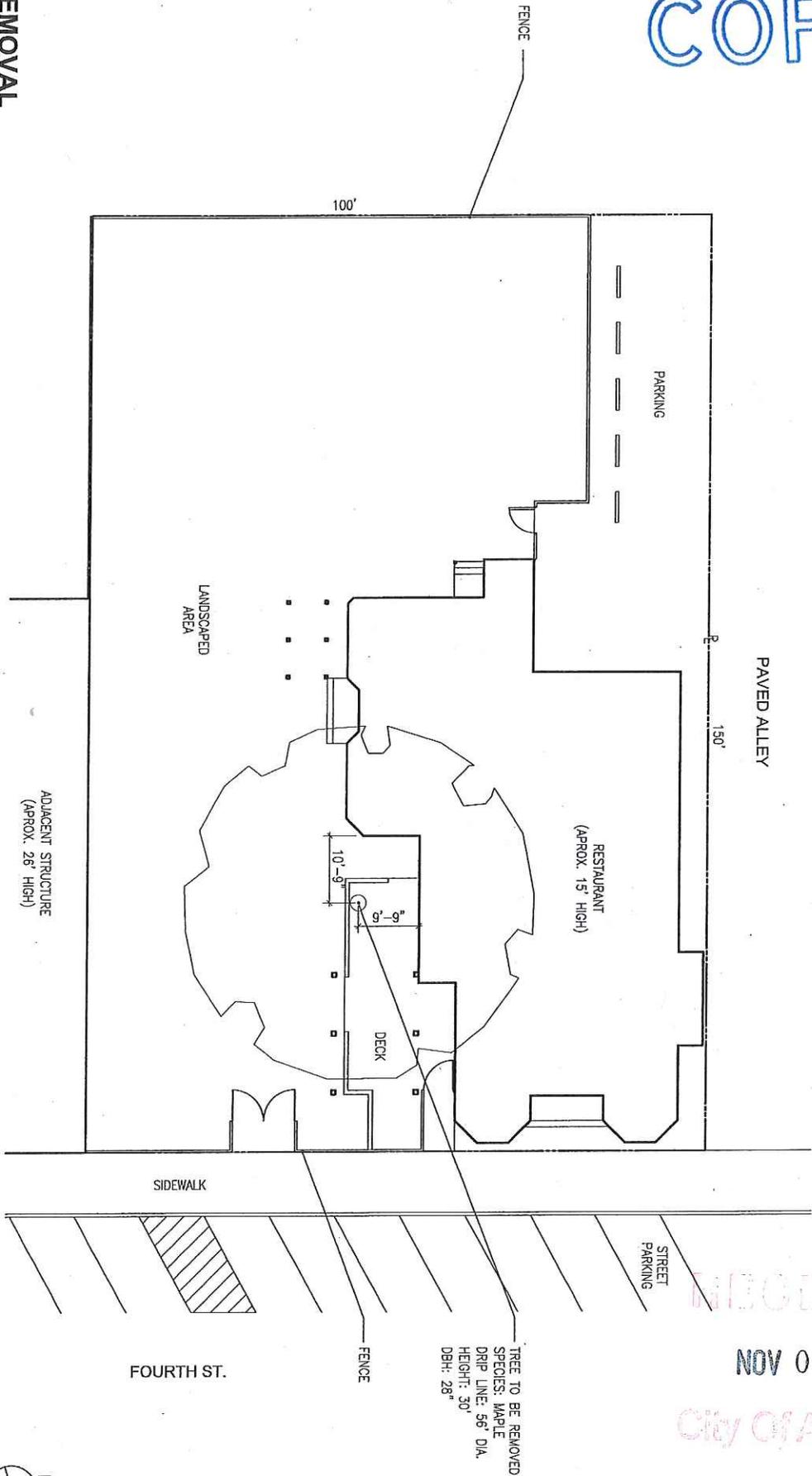
1



SOLIDGROUND
LANDSCAPE INC

THE PEERLESS RESTAURANT
265 FOURTH ST. ASHLAND, OR

11/03/14



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COPY

Damage to waterlines being caused by the Maple Tree Roots (265 4th Street)



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NOV 03 2014

www.crisp.com



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**FIRST PLACE
PLAZA CENTRAL EAST
SITE REVIEW PERMIT**

PROJECT DESCRIPTION & FINDINGS OF FACT



VIEW FROM SOUTHWEST

**SUBMITTED TO
CITY OF ASHLAND**

**URBAN DEVELOPMENT SERVICES, LLC.
485 W. NEVADA STREET
ASHLAND, OR 97520**

NOVEMBER 7TH, 2014

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City Of Ashland

I. PROJECT INFORMATION:

PROJECT NAME: "First Place Subdivision – Plaza Central East"

ADDRESS & LEGAL DESCRIPTION: 100 block of Lithia Way; Map #391E 09BA, Tax Lots 10102 & 10103.

APPLICANTS & OWNERS:

First Place Partners, LLC
815 Alder Creek Drive
Medford, OR 97504

LANDSCAPE ARCHITECT

Galbraith & Associates
318 S. Grape Street
Medford, OR 97501

LAND USE PLANNING:

Urban Development Services, LLC
485 W. Nevada Street
Ashland, OR 97520

SURVEYOR:

Polaris Land Survey
P.O. Box 459
Ashland, Oregon 97520

ARCHITECTS:

Kistler, Small & White
545 "A" Street
Ashland, OR 97520

ENGINEER:

Thornton Engineering
1238 Disk Drive, Suite 1
Medford, OR 97501

COMPREHENSIVE PLAN DESIGNATION:

Commercial

ZONING DESIGNATION:

C-1 (Retail Commercial District)

LOT AREA:

Lot #1:	7,943 sq. ft.	Lots #2 & 3:	14,431 sq. ft.
Lots #4 & 5:	5,273 sq. ft.	Common Area:	35,411 sq. ft.
Total Area:	63,058 sq. ft. (1.44 acres)		

APPLICABLE ORDINANCES:

- Parking, Chapter 18.92
- Pedestrian Places Overlay, Chapter 18.56.040
- Solar Access, Chapter 18.70
- Site Design & Use Standards, Chapter 18.72
- Site Design & Use Standards, Section C
 - Basic Site Review, Section II
 - Detail Site Review, Section II
 - Large Scale Standards, Section II
 - Parking Lot Landscaping & Screening Standards, Section II
 - Historic District Design Standards, Section IV
 - Downtown Design Standards, Section VI

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City Of Ashland

RESIDENTIAL DENSITY:

Permitted:	43	
Proposed:	29	
Lot #1:	10	(Plaza West)
Lots #2 & 3:	15	(Plaza Central East)
Lots #4 & 5:	4	(Plaza North)
Affordable:	2	One affordable unit in Plaza West and one in Plaza Central

ADJACENT ZONING/ CURRENT USES:

WEST:	C-1;	City Parking Lot
EAST:	C-1;	First Street & U.S. Post Office
SOUTH:	C-1-D;	Lithia Way & Commercial, Professional and Mixed-Use
NORTH:	R-2;	Residential

HISTORY OF LITHIA WAY: Lithia Way was created by the Oregon Department of Transportation (ODOT) in the 1950’s as part of an overall highway plan in the State of Oregon. Throughout the downtowns of various cities in Oregon, ODOT constructed what were referred to as “couplets”. These were a pair of one-way streets in the downtown sections. Ashland has Lithia Way and Main Street, Medford has Riverside and Central, Grants Pass has Sixth and Seventh Streets, and so on. These couplets were intended to alleviate traffic congestion and provide for additional downtown development. Unfortunately, shortly after ODOT initiated the “couplet” program, the Federal Government instituted the Interstate Highway Program (IHP) with Interstate 5 beginning construction in the early 1960’s with many of the State’s couplets languishing. Lithia Way was originally intended to become a second “Main Street” in downtown Ashland, but it gradually became a secondary street to Main Street due to the IHP, slow economic times and the shift in market trends for more automobile oriented sites (i.e., Ashland Street).

In 1998, Lithia Way was also included in the Downtown Development Standards overlay zone, a subsection of the Site Design and Use Standards, with the intent to develop Lithia Way with “Main Street” types of buildings already found in downtown Ashland along Main Street, the Plaza, Oak Street, etc. The primary purpose of the Standards is to guide development to respect the downtown areas unique heritage and to enhance the livability of the area as it develops and changes. The end result of the Downtown Design Standards, in addition to the Basic and Detail Site Review Standards, is a more human scale environment which includes placing parking in the rear, placing buildings along the streets, and designing buildings that are attractive, inviting and that fit the rest of the downtown’s context. A current example of the standards is can be found directly across the street in the Kendrick Building, Jasmine Building and the soon to be Vine Building. Overall, the project site, as well as the City’s adjacent parking lot, offers a unique opportunity to create a secondary main street along Lithia Way and create a vibrant and economically healthy second commercial corridor within the heart of Ashland.

HISTORY OF SITE: Prior to 2006, the property was used as a Lumber Yard (Copeland Lumber) and an office condominium complex called Tempest Court (see photos below).

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Between the years of 2006 – 2009, the entitlement activity on this property was fairly active which included a well publicized denial, changes of ownership, new applications and various approvals from the Planning Commission, followed by permits for building demolition, site excavation, plumbing, electric and right-of-way improvements. Unfortunately, during the final stages of the site’s final preparations, the property was foreclosed upon and sat vacant and in a derelict state of chaos with all previous approvals expired leaving a few items remaining to be completed such as street trees, a few street lights and in some areas the final installation of transformers.



Old Copeland Lumber Buildings



Old Tempest Court (Post Office in background)

In October of 2012, the Ashland Planning Commission approved Planning Action #2012-01122, which included the reconfiguration of property lines and a Site Review Permit to construct a three-story 18,577 sq. ft. mixed-use building. The building has been named “Plaza West” and its construction is nearing completion (See Photos Below).



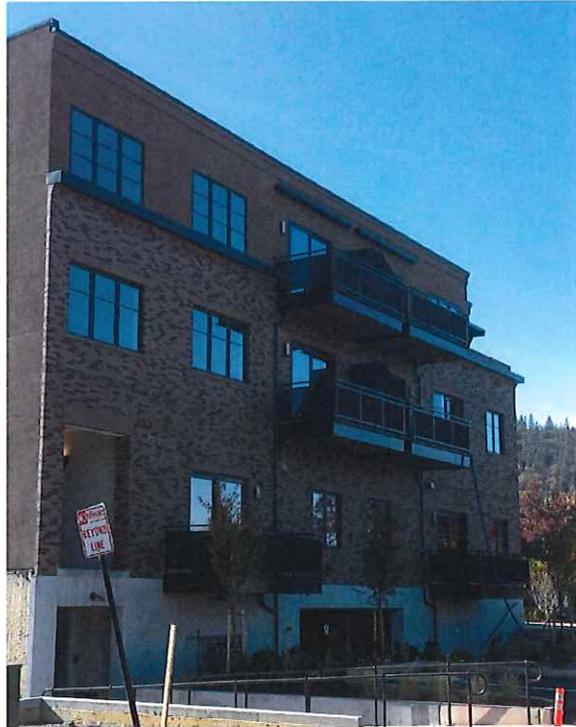
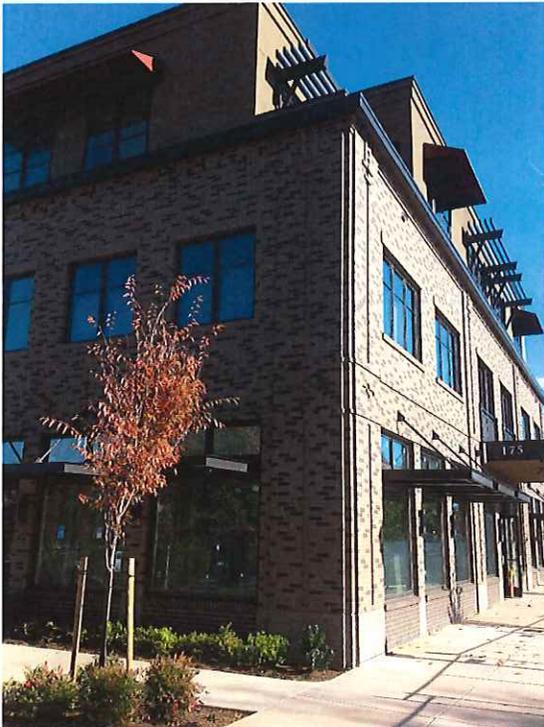
Plaza West (under construction)

Plaza West includes 3,800 square feet of commercial office / retail space and two residential units on the ground floor, plus four residential units on both second and third floors. Plaza West also included an affordable residential unit and the majority of the subdivision’s

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common area amenities including the plaza space directly to its west (between the City parking lot and the building) and a large breezeway that connects a planned pedestrian path linking lower First Street through various properties and eventually to the upper Hargadine Street Parking lot.

Plaza West (under construction)



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II. PROJECT DESCRIPTION:

Proposal: The applicants are requesting approval for the second phase of the First Place mixed use subdivision which includes a Site Review Permit for the development's two remaining lots along Lithia Way and First Street, Lots #2 and #3 (*A third phase is also pending for Lots #4 and #5 along First Street, filed separately*). The proposal includes a consolidation of the property line between Lots #2 and #3 in order to construct a 32,191 square foot three-story mixed-use "Main Street" building similar in concept, function and quality as the building recently constructed directly to the west (Plaza West). The proposal also involves a request to modify minor common landscaping and parking areas to accommodate the proposal.

The proposed building will be designed to exteriorly appear as two distinct buildings, but is technically one building. The center façade has been named "Plaza Central" and the end façade on the corner of Lithia Way and First Street is named "Plaza East" both referenced herein as Plaza Central East. The building will include various internal connections including a single under-structure basement accommodating enclosed vehicular parking and storage. The main floor of the building will consist of five commercial spaces, four of which will front directly onto Lithia Way. In addition, a total of 15 residences are proposed, three of which will be on the main floor and six each on the second and third floors.

Finally, the application includes two exception requests from the Downtown Design Standards to: 1) allow for balconies and, 2) for Plaza Central to have windows that are more horizontal than the required vertical pattern typically found in the Downtown Historic District. Overall, the two exceptions are intended to provide visual interest and diversity to the Lithia Way streetscape which is a primary intention of the Downtown Design Standards.

Site: The subject property is part of the First Place Subdivision located on the northwest corner of Lithia Way and First Street, directly across from the U.S. Post Office, and zoned Commercial (C-1). The two lots in question consist of .18 acres and .15 acres (14,431 sq. ft. total) which will be consolidated as part of this planning action. The property fronts onto Lithia Way and First Street and there is a private access easement along the rear of the lots that extends from First Street over to Pioneer Street, through the City's parking lot. The property slopes approximately 9% (10') from south to north and has no significant natural elements such as trees or rock outcroppings. Full sidewalk improvements have been installed, but there will be replacement sections in order to accommodate the building's footings.

Building Design: As noted, the project Architect has designed the subject building to appear as two distinct buildings in order to accommodate a more efficient floor plan and basement plan for parking and circulation, but to also project a "Main Street" façade as intended with the City's Downtown Design Standards. The applicants have had preliminary discussions with both the Planning staff and Historic Commission in order to

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ensure the direction put forth mirrors the Downtown Design Standard's intent and the outcome is contextually compatible and architecturally attractive.

Overall, the design approach is to embrace Lithia Way and reflect the traditional building styles already found in Downtown Ashland and regulated by the adopted Downtown Design Standards. The design respects the scale and proportions of a number of historic buildings in downtown Ashland while incorporating modern materials and details. The design acknowledges historic traditions while offering a contemporary interpretation that is compatible within the historic district.

Both elevations build on a strategy of expressing a basic post and lintel construction while providing a variety of recessed and projecting areas to create surface relief and visual interest. Upper floor window areas are generally proportioned vertically, either structurally or via a window grid system, and are kept to less than 50% of the total surface area. The first floor windows have a larger surface area to reinforce their commercial nature and the second and third floor windows are smaller with the intent to define a separate use from the first floor.

- *Plaza Central* is intended to be distinctly different than Plaza West and Plaza East in order to create streetscape variety and reflect the patterns found in the Downtown. In this case, Plaza Central is more elongated reflecting a "Moderne" style of architecture. Plaza Central is balanced by three 28' bays with its eastern bay stepped-back eight feet to accentuate the building's primary entrance. Each bay reflects the internal wall system with the west and central bay accommodating two commercial / office spaces and the eastern bay leading to the building's common lobby area which connects the entire building's floor space – all floors for both Plaza Central and East. The common lobby area not only provides for an internal circulation for both the commercial and residential areas, but it also provides for an efficient and cost effective solution to accommodate handicap and emergency access to the basement and top two floors.
- *Plaza East* is generally more Ashland "vernacular" in appearance based on a variety of components, specifically the use of the red brick, vertical window symmetry and wrapping storefront windows, but it is also unique for its covered corner design presence. Plaza East also has three bays, but two are equal in width while the third is a narrower "recessed entry portal" or "tower" reflecting its importance as the corner's anchor. Similar to Plaza Central, Plaza East's bays reflects the internal wall system where each bay accommodates two commercial / office spaces and the smaller bay functions as the corner entrance.
- *East Elevation (First Street)*: The eastern elevation for Plaza East is similar in design based on its symmetrical bay pattern, use of materials, and window pattern. However, the eastern elevation differs slightly from south to north due to the change of use from commercial to residential and the change in street grade.
- *Rear Elevations (facing rear parking lot)*: The rear elevations for both facades match the material patterns found along the front.

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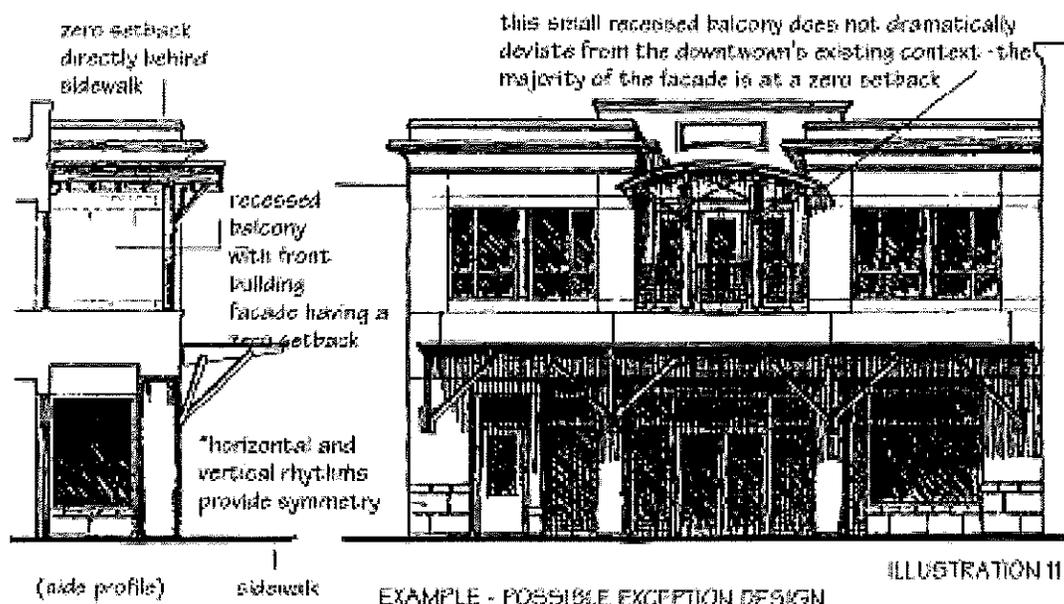
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Design Standards Exceptions: The proposal does include two exceptions from the Downtown Design Standards. In accordance with Section VI-K, exceptions were contemplated within the Standards itself due to the nature of building design and the importance of encouraging architectural creativity. In this particular instance, the exceptions generally apply to Plaza Central which is as follows:

- *Balconies:* Setback Standard VI-B-3 states: “*Recessed or projecting balconies, verandas or other useable space above the ground level on existing and new buildings shall not be incorporated in a street facing elevation.*” There are two balconies proposed for Plaza Central that front on Lithia Way, and two ‘flexible’ balconies at the corner ‘tower’ of Plaza East. The two balconies on the second and third floors at the right side of Plaza Central (South Elevation) are the result of the design team’s attempt to ‘offset’ the façade of the building by recessing the entry approximately 8 feet. This offset created the opportunity for outdoor living spaces and in turn provides for ‘eyes on the street’. These balconies are set between the zero setback facades of the building faces to either side and ‘does not deviate from the downtown’s existing context’ as is called for in the VI-K-2 Exception to Standards. The two balconies at the second and third floors at the ‘tower’ of Plaza East at the corner (facing both Lithia Way and First Street) are ‘flexible’. The windows are closed and can accordion open to the inside to create an enclosed, covered balcony. When the windows are closed, the balconies virtually disappear with only the guardrails exposed. When open, they create a similar outdoor living space that provides for ‘eyes on the street.’”

The proposal is consistent with the Downtown Design Standards VI-K “Exception Illustration” inserted below. The illustration depicts an attractive façade with a second floor recessed deck that does not dramatically deviate from the downtown’s existing context and that the majority of the building’s façade remains at the back of the sidewalk’s edge.



City of Ashland, Downtown Design Standards.

• *Vertical vs. Horizontal Windows:* Openings Standard VI-D-3 states: “Upper floor window orientation shall primarily be vertical (height greater than width).” The second and third floor windows of Plaza Central are more horizontal than they are vertical which requires an exception request. In this case, the purpose of the proposed design is again to create a façade that addresses contextual compatibility, but also distinguishes itself from adjacent buildings. However, in this regard, the window frames are more horizontal to reflect the building’s “Moderne Architectural Style”, but the internal window muntins (the small molding that separate the panes of glass) are vertical to mitigate the design.

Overall, the project Architects, Designers and property owners desire to design and construct buildings that are everlasting and appreciated for their attractiveness, quality, and compatibility within the Downtown Ashland building environment. The variations and quantity of materials proposed provide for a striking and complex palate of materials. In this regard, the two exception requests do not dramatically depart from the code’s intended direction, but instead slightly deviate in order to create differentiating building façades along the street and to improve upon the urban living environment. In the end, the applicants believe the overall purpose of the Downtown Design Standards is being met.

Vehicular Access: Similar to Plaza West, vehicular ingress and egress will continue to occur via First Street or through the City’s parking lot fronting Lithia Way and Pioneer Streets. A 22’ wide Public Access Easement was provided at the time of the subdivision from First Street through the City’s parking lot (over which the applicant holds an access easement). This off-street circulation pattern provides for alternative vehicular movements without adding to unnecessary trips, curb cuts or turning movements within Lithia Way. Vehicular parking spaces are located within the center of the site – primarily screened from the adjacent rights-of-way. The parking spaces will be shared parking spaces with each lot having an allocated amount.

Common Area: In addition to the subdivision’s shared parking arrangement allocated at the time of the property’s subdivision, the project includes shared common area in various locations dispersed throughout the site. These include the “two” plaza spaces to the west of Plaza West, the internal pedestrian breezeway through Plaza West and the bio-swale / meandering pathway at the north end of the property adjacent to First Street. *Note: The bio-swale is intended to provide for storm water detention improvements such as filtering roof and parking lot run-off that often includes oil and metal particles. In addition to the bio-swale being a visual and environmental amenity to the project, the bio-swale’s meandering pedestrian path links with the breezeway through Plaza West which eventually aligns with a pathway system leading up to the Hargadine Street public parking lot. The applicants contend the corridor will be an important pedestrian link as Lithia Way continues to infill – similar to the open corridors between the Jasmine Building and future Vine building across the street, the open corridor adjacent to the Old Fortmiller’s Building (next to Starbucks), the open corridor next to the Varsity Theatre or the open corridor next to Chateaulin (Chautauqua Walk) which leads to the Shakespeare facilities.*

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The covered entry at the corner of Plaza East, corner of Lithia Way and First Street, is intended to be a recessed entry or “portal” as described by the project’s Architect. The space is not included as part of the project’s open space requirements, but is solely an attempt to anchor the building on the corner. This space can be used by the public, but the project’s open space / plaza requirement has been met by the various common plaza areas spread throughout the rest of the subdivision, specifically the plaza space(s) west of the Plaza West, plaza open space area north of Plaza North and the pedestrian way through the middle of Plaza West. Overall, the project exceeds its required obligation and the recessed entry is specifically an architectural feature attempting to anchor the building to its prominent corner and identify a “sense of entry” to the building.

Finally, it should be clearly understood that as a subdivision with the common area platted, planned, owned and maintained under the ownership of the remaining lot owners, the common area’s open space, landscaping and parking lot landscaping is equally owned and equally allocated to each buildable lot so that each lot already meets its minimum landscaping and plaza space requirements required in the C-1 zone and Site Design and Use Standards.

Modified Landscape/Parking Plan: The proposal includes a request to modify a small area of the site’s parking and landscaping plans. The modification is necessitated due to the proposed single garage entrance where two had previously been designed. The removal creates the opportunity to replace this area with additional landscaping and parking (See Sheet L1, Planting Plan). The end result with the proposed modification is an increase in the common area’s overall landscaping area and improved site plan layout.

Parking: The previous application (PA-2012-01122) proposed a total of 56 “open” parking spaces, with 54 on-site and two parking spaces along First Street as on-street parking credits. The current proposal also proposes 56 open parking spaces, but in a slightly altered arrangement to better accommodate additional garage parking and to provide more open space. Also, the first parking space adjacent to the First Street entrance was removed to reduce its slightly difficult turning radius, but which is now proposed to be added landscaping. These three parking spaces have now been relocated where the previous plan identified an ingress/egress ramp which is now no longer necessary based on the merging of the two parcels and the single basement parking design.

As such, 56 spaces are proposed to be “open” and an additional 33 are to be located within the footprints of the three buildings. Plaza West has 12 enclosed basement parking spaces, Plaza Central East 19 enclosed basement parking spaces and Plaza North (separate application) two enclosed parking spaces for a total of 87 on-site parking spaces. With the two on-street parking credits along First Street, a total of 89 parking spaces are available.

With the 89 parking spaces available, it is the applicant’s intentions to not only provide for the required number of parking spaces based on the provisions of Chapter 18.92, but to also provide for some flexibility for certain uses in the unforeseen future that may

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require a greater parking space demand (i.e., business retail to restaurant). In this vein, the Basic Parking Allocation Table below identifies the requirements for basic commercial uses such as Retail, General Office, Restaurant (by area) and Residential (by number of bedrooms) and a “surplus” parking column to accommodate possible swings in parking demand.

Basic Parking Table*

Building Name	Commercial Parking Demand (1:350)	Residential Parking Demand (AMC 18.92.030 A.)	Total Parking Demand	Surplus Parking Allocation
Plaza West	3,800 sq. ft. (12)	10 units (15)	27	2
Plaza Central East	7,296 sq. ft. (20.4)	15 units (23.5)	44	1
Plaza North	2,349 sq. ft. (6.7)	4 units (6.5)	14	2
Total (89 spaces)			84	5

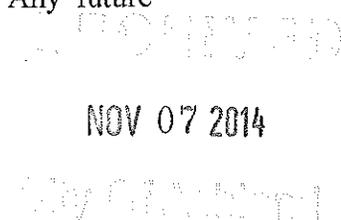
* See Planning Summary on Sheet A1-1 for detailed building area, parking space and use details.

Bike Parking: Bike parking was provided at the time of the subdivision’s improvements and is dispersed throughout the project site. A total of eight bike parking spaces are required based on one space per every five required commercial parking spaces (all residential units have enclosed storage spaces). A six space bike parking area is located northwest Plaza West and three existing bike spaces are located on the east side of Plaza North.

Ground Floor Area Usage: In accordance with AMC 18.32.025 D., “at least 65% of the total gross floor area, or at least 50% of the total lot area if there are multiple buildings shall be designated for permitted or special permitted uses, excluding residential”. In this case, specifically for Plaza Central East, Sheet A1 best illustrates how this provision is being met in that 66.9% of the ground floor is designated commercial / office space (green color) and 33.1% is designated to residential use (blue color). The common area, which includes the entry area, internal stairwells and elevator, is “equally” divided between the two uses as this area serves both commercial and residential uses for standard ingress/egress, fire life safety access and internal circulation for the stairwell, elevator and other areas of the ground floor. The incorporation of the common area also provides for an efficient floor plan eliminating the need for duplicative corridors, stairwells and elevators required if the building was two separate buildings.

Affordable Unit(s): In accordance with AMC 18.32.025 D.5., at least 10% of the units (when “exceeding” 10 units) are required to be affordable under the City’s Affordable Housing Program (rounded down to the nearest whole unit). In this case, the proposal is for 15 residential units, one of which will be designated as an affordable unit in compliance with the City’s affordable housing standards.

Utilities: All key facilities are available to service the proposed buildings. The design team has met with all of the utility departments to verify if there were remaining issues. The result of the meetings were that adequate City facilities existed, all permits for recent work were applied for and that such work was inspected and approved. Any future installations or modifications to such utilities will be completed under permit.



III. FINDINGS OF FACT:

The following information has been provided by the applicants to help the Planning Staff, Planning Commission and neighbors better understand the proposed project. In addition, the required *findings of fact* have been provided to ensure the proposed project meets the requirements and procedures outlined in the Ashland Municipal Code (AMC) pertaining to the Site Review Chapter 18.72 and Site Review Design Standards.

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

Section 18.72.070 Site Review Approval Criteria:

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

To the applicant's knowledge all City regulations are or will be complied with. The applicants are not requesting any Variances.

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

As noted below, all requirements listed in the Site Review Chapter (18.72) have or will be complied with. Specifically, the landscaping will be irrigated and maintained, and light and glare concerns will be addressed with down lighting and screening where necessary.

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

Parking lots are subject to the Parking Lot Landscaping and Screening standards noted in the Site Design Standards booklet, adopted August 4th, 1992. The standards regulate parking lot screening, refuse screening, landscaping percentages, etc. The applicants contend all of the standards are being.

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

All key facilities are available to service the proposed lots. The applicants have met with all of the utility departments to verify if there were any capacity issues. The results of the meeting were that adequate City facilities are available to the subject site.

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Chapter 18.72 Site Design & Use Standards

II-C-1 Basic Site Review 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.

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.

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.

The submitted building elevations show the primary orientation facing Lithia Way. There are multiple entrances that face Lithia Way with secondary entrances within the internal common corridor. The recently installed 13' sidewalk along Lithia way will be partially removed and replaced with additional concrete in order to comply with revised sidewalk standards (15'). The main entrances off of Lithia Way are attractive, functional and will remain open during business hours.

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.

All of the site's street trees were installed at the time of Plaza West's construction.

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.

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3. Buildings adjacent to streets shall be buffered by landscaped areas at least 10 feet in width, except in the Ashland Historic District and Detail Site Review Zone. 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.

The vast majority of the site's landscaping was installed with the construction of Plaza West. The proposed landscaping plan and modifications thereof were completed by a local professional Landscape Architect with the intent to provide for an attractive landscaped site that also complies with the landscaping standards. All landscaping will be installed by a licensed local landscaping company familiar with the above coverage requirements.

II-C-1d) Parking

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

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

Parking is located to the rear and under the proposed building. All surface parking areas have a number of landscaping areas that include shade trees and are buffered and screened by adjacent residential properties.

II-C-1e) Designated Creek Protection

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

2. Native riparian plan materials shall be planted in and adjacent to the creek to enhance the creek habitat.

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

II-C-1f) Noise and Glare

Special attention to glare (AMC 18.72.110) and noise (AMC 9.08.170(c) & AMC 9.08.175) shall be considered in the project design to insure compliance with these standards.

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

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

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.

The site conforms to the adopted Site Design Standards and common areas remain in compliance with all conditions of approval.

II-C-2 Detail Site Review Standards

II-C-2a) Orientation and Scale

1. Developments shall have a minimum Floor Area Ratio (FAR) of .50. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR. Projects including existing buildings or vacant parcels of a half an acre or greater in size shall achieve the required minimum FAR, or provide a shadow plan that demonstrates how development may be intensified over time to meet the required minimum FAR.

The overall site is 1.44 acres in area with a minimum FAR of .5 or .77 acres of the subject property (31,363 square feet). Plaza West's FAR is 315% of its parcel or 39.7% of the entire subdivision, including the common area. Plaza Central East and Plaza North will have an FAR of 303% and 182% respectively for their parcels or 69% and 15% of the entire subdivision. In the end, the entire site's FAR will be 124% and in compliance with the FAR standards.

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

Plaza Central East front façade has distinctive changes in the building façade as regulated by the Downtown Design Standards, Section VI-C. The architecture incorporates a number of distinctive elements such as pronounced entrances, changes of materials, windows, various architectural relief components, vertical pilasters and horizontal band features.

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.

The proposed building has its walls, windows and doors within 20' of the Lithia Way right-of-way and is directly abutting the sidewalk and 15' back from the sidewalk's curb.

The submitted elevations show how both façade elevations have display windows and doors complying with the above standard.

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

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

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

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

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

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

II-C-2b) Streetscape

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

A portion of the sidewalk along the front is private property, but appearing as public sidewalk space. This area is intended to be wider in order to create a more inviting and comfortable environment for pedestrian use, outdoor dining or congregation. The sidewalk’s color will match the color palette required for the Downtown area designating “people” area per the streetscape standard.

2. A building shall be setback not more than 5 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 5 feet of the sidewalk.

The proposed building is directly behind the sidewalk as required by the Downtown Design Standards. The previous application approvals required a 20’ setback which was recently revised with the Pedestrian Places ordinance. As such, 100% of the two front façades abut the widened sidewalk.

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.

The proposal complies with the above standard as the common parking lot has perimeter landscaping buffers designed as a part of the subdivision's master plan. In addition, there is an existing 6-8' cinderblock wall between the neighboring residential property to the east. Further, the subject building is approximately 140' from the nearest residential property line (R-2 zone).

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.

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

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

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

II-C-3 Additional Standards for Large Scale Projects

II-C-3a) Orientation and Scale

1. Developments shall divide large building masses into heights and sizes that relate to human scale by incorporating changes in building masses or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.

The proposed building design incorporates elements to the façade that are articulating and within a human scale.

2. Outside of the Downtown Design Standards Zone, new buildings or expansions of existing buildings in the Detail Site Review Zone shall conform to the following standards:

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a. Buildings sharing a common wall or having walls touching at or above grade shall be considered as one building.

b. Buildings shall not exceed a building footprint area of 45,000 square feet as measured outside of 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.

c. 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. For the purpose of this section, basement means any floor level below the first story in a building. First story shall have the same meaning as provided in the building code.

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

Not applicable as the proposed building is within the Downtown Design Standards zone (see below standard for applicability).

Inside the Downtown Design Standards Zone, new buildings or expansions of existing buildings shall not exceed a building footprint area of 45,000 square feet or a gross floor area of 45,000 square feet, including roof top parking, with the following exception:

Automobile parking areas locate within the building foot print and in the basement shall not count toward the total gross floor area. For the purpose of this section, basement means any floor level below the first story in a building. First story shall have the same meaning as provided in the building code.

The proposed three-story building (two facades) does include a basement garage area which is not counted in the overall size of the building based on the above standard. Nevertheless, the proposed square footage of the entire Plaza Central East building (a single building), from the main level to the third floor, has a gross floor area of 32,622 sq. ft. and is in compliance with the standard. *Note:* Including the basement area, the entire building square footage would be 43,824 sq. ft. and still comply with the above standard.

3. Buildings not connected by a common wall shall be separated by a distance equal to the height of the tallest building. If buildings are more than 240 feet in length, the separation shall be 60 feet.

The proposed building (two facades) in question do share a common wall with Plaza West and the proposal remains consistent with the initial master planning efforts as well as the Downtown Design Standards where buildings are built to the sidewalk's edge,

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infilling asphalt parking areas and creating a continuous store-front façade along the street. Also, as the building relates to Plaza North, the separation is roughly 60' and the building's height is only 40' and therefore complies with the standard. *Note:* Although the application complies with this standard, the standard itself conflicts with the intent of the Downtown Design Standards and the existing building format found in the Downtown and in many ways is more of a suburban design principle.

II-C-3b) Public Spaces

1. One square foot of plaza or public space shall be required for every 10 square feet of gross floor area.

As noted on Sheet A1, the subject building, as well as Plaza West and Plaza North have a combined gross floor area, exclusive of basement, totaling 60,761 square feet requiring 6,076 square feet (10%) of plaza or public space. The project currently includes 7,428 square feet of public plaza space or a surplus of 1,352 square feet.

2. A plaza or public spaces shall incorporate at least 4 of the 6 following elements:

a. Sitting Space – at least one sitting space for each 500 square feet shall be included in the plaza. Seating shall be a minimum of 16 inches in height and 30 inches in width. Ledge benches shall have a minimum depth of 30 inches.

b. A mixture of areas that provide both sunlight & shade.

c. Protection from wind by screens and buildings.

d. Trees – provided in proportion to the space at a minimum of 1 tree per 500 square feet, at least 2 inches in diameter at breast height.

e. Water features or public art.

f. Outdoor eating areas or food vendors.

The existing plaza space(s) do incorporate at least 4 of the 6 elements listed above. Specifically, there will be a number of sitting areas throughout the subdivision including the large plaza area west of Plaza West, the pedestrian way extending through that building and the area directly north of Plaza North. The plaza space(s) also incorporates areas that provide both sunlight and shade opportunities, protection from wind, trees and outdoor eating areas. Public art has yet to be explored, but the applicants are open to dialogue with the Ashland Public Arts Commission once the project is completed and spaces are less two-dimensional. Nevertheless, the project complies with the above plaza standards.

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II-C-3c) Transit Amenities

Transit amenities, bus shelters, pullouts, and designated bike lanes shall be required in accordance with the City's Transportation Plan and guidelines established by the Rogue Valley Transportation District.

There is a bus shelter and pull-out along Lithia Way just south of the post office, within approximately 200' from the subject property. There are no plans to relocate the shelter according to the City's Transportation Plan and Rogue Valley Transit District (RVTD) staff. In fact, the applicants have been in contact with City and RVTD staff and have offered unobligated financial support to improve the shelter's appearance and function.

II-C-3d) Recycling

Recycling areas shall be provided at all developments.

Trash and recycling facilities are to be located within the building's basement as identified on Sheet A2.

II-D PARKING LOT LANDSCAPING & SCREENING STANDARDS

All parking lots, which for purposes of this section include areas of vehicle maneuvering, parking, and loading, shall be landscaped and screened as follows:

II-D-1) Screening at Required Yards

- 1) Parking abutting a required landscaped front or exterior yard shall incorporate a sight obscuring hedge screen into the required landscaped yard.**
- 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 lot and retaining wall.**

The project's parking areas are screened from the adjacent rights-of-way by the buildings and landscaping. Attempts have been made, based on the parking and landscaping modifications described above, to further increase the screening of the parking spaces near First Street than what was previously approved.

II-D-2) Screening Abutting Property Lines

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

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The property abutting the rear property is screened by a minimum 5' landscape strip and for the majority of the property a much greater width.

II-D-3) Landscape Standards:

1) Parking lot landscaping shall consist of a minimum of 7% of the total parking area plus a ratio of 1 tree for each seven parking spaces to create a canopy effect.

Approximately 8% of the parking area consists of landscaping with approximately three trees per seven parking spaces to provide parking lot shading.

2) The tree species shall be an appropriate large canopied shade tree and shall be selected from the street tree list to avoid root damage to pavement and utilities, and damage from droppings to parked cars and pedestrians.

The majority of the parking lot's trees were installed at the time Plaza West was completed and the existing parking lot upgraded. The trees were chosen by a professional Landscape Architect with the intent to provide shade and a canopy effect over parked automobiles. All trees were chosen from the City's adopted street tree list which included a variety of tree species recommended for parking lots and urban environments.

3) The tree shall be planted in a landscaped area such that the tree bole is a least 2 feet from any curb or paved area.

All new trees to be planted near a hard surface area will be setback at least 2'. All new or revised landscaping will be installed by a licensed local landscaping company familiar with the above standard.

4) The landscaped area shall be planted with shrubs and/or living ground cover to assure 50% coverage within 1 year and 90% within 5 years.

The proposed parking lot landscaping plans were completed by a professional landscape architect with the intent to provide for an attractive landscaped site that also complies with the above standard. The majority of the approved landscaping was installed by a licensed local landscaping company familiar with the above coverage requirements. Any new or modified landscape areas will also be installed in accordance with the above standard.

5) Landscaped areas shall be evenly distributed throughout the parking area and parking perimeter at the required ratio.

The existing and proposed landscape plan shows the parking lot landscaping being evenly distributed throughout the parking lot. All landscaping has and will continue to be installed by a licensed local landscaping company familiar with the above standard.

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6) That portion of a required landscaped yard, buffer strip or screening strip abutting parking stalls may be counted toward required parking lot landscaping but only for those stalls abutting landscaping as long as the tree species, living plant material, coverage and placement distribution criteria are also met. Front or exterior yard landscaping may not be substituted for the interior landscaping required for interior parking stalls.

The project complies with the above standard.

II-D-4 Residential Screening

Parking areas adjacent to residential dwellings shall be setback at least 8 feet from the building, and shall provide a continuous hedge screen.

The proposed parking is roughly 16' from the proposed building or under the footprint of the building and is in compliance with the standard.

VI DOWNTOWN DESIGN STANDARDS:

VI-A) Height

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

Plaza Central's parapet steps up from Plaza West approximately 26 inches. Plaza East's parapet steps up from Plaza Central 12 inches. The apparent height change between Plaza Central and Plaza East is enhanced by the extra wide 'pilaster' at the right side of Plaza Central and by the 90 inch setback in the façade. This is not readily apparent when looking at the South Elevation, but can be clearly seen in the perspective views on Sheet A0. Additionally, this standard is further met by the step up to a 'tower' at Plaza East at the corner of Lithia Way and First Streets. This corner element steps up from the main body of Plaza East's façade 24 inches.

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

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

VI-B) Setback

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

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This standard is being met as the building extends to the edge of the sidewalk, other than the recessed entrance areas.

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

The proposed building sits directly back sidewalk and 15' from the curb. The building's ground level entrances have been enhanced not only by architectural building elements, but also surface details creating a "sense of entry" into the building.

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

The applicants are requesting an exception to this standard (*not a Variance*) for a variety of reasons which include architectural interest, vertical and horizontal "offset" distinction and occupant livability. Specifically, there are two balconies proposed for Plaza Central that front on Lithia Way and two 'flexible' balconies at the corner 'tower' of Plaza East. The two balconies on the second and third floors at the right side of Plaza Central (South Elevation) are the result of the design team's attempt to offset the façade of the building by recessing the entry approximately 8 feet. This offset created the opportunity for outdoor living spaces and in turn provides for 'eyes on the street'. These balconies are set between the zero setback facades of the building faces to either side and 'does not deviate from the downtown's existing context' as is called for in the VI-K-2 Exception to Standards. The two balconies at the second and third floors at the 'tower' of Plaza East at the corner (facing both Lithia Way and First Street) are 'flexible'. The windows are closed and can accordion open to the inside to create an enclosed, covered balcony. When the windows are closed, the balconies virtually disappear with only the guardrails exposed. When open, they create a similar outdoor living space that provides for 'eyes on the street.'

The exception criteria and justification for the balconies are as follows:

VI-K) Exception to Standards:

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

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

There is a demonstrable difficulty in meeting this specific standard for two primary reasons that both relate to the Downtown Design Standards. In this case, the Project

Architects have attempted to address the vertical and horizontal rhythm standards by clearly distinguishing the building's two facades. In an attempt to do that and remain in compliance with the setback standards and create a positive sense of entry at the main entrance, the proposed balconies were added which provide the opportunity to create a physical and architectural break that also provides a small recreational amenity to the upper floor residents.

In the end, the intent of this particular standard was intended to prohibit balconies or decks similar to Martino's where the disruption in the façade is seen as overwhelming to Ashland's "main street" corridor palette. The proposed balconies are subtle and offer a solution to address other Downtown Design Standards.

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

The applicants believe the proposed architecture accomplishes the purpose of the Downtown Design Standards and Downtown Plan as the balconies do not overwhelm the building's architecture, but instead compliment it as described above. In addition, the balconies provide an opportunity to create an "off-set" or "stepped" appearance as desired above in Section VI-A (Height) without actually altering the building's height.

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

Considering the small size of the balconies, the exception requested is the minimum necessary to alleviate the difficulty of meeting the Downtown Design Standards and at the same time create an "off-set" or "stepped" appearance as desired by the Standards without exceeding the maximum permitted building height.

Again, the applicants believe the best illustration of this type of flexibility is identified within Illustration #11 of the Downtown Design Standards inserted above on Page #8 which best illustrates how a small recessed balcony does not "dramatically deviate" from the downtown's existing context.

VI-C) Width

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

The width of the building extends from side property line to side property line. The building was designed in concert with Plaza West which includes an open breezeway extending from the Lithia Street sidewalk to the rear of the building and eventually connecting with lower First Street. The building's direct abutment to the breezeway

maintains the “main street” theme envisioned with the Downtown Design Standards.

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

The project's two existing lots are intended to be consolidated into a single lot with roughly 151' along Lithia Way in order to accommodate a more efficient parking design layout within the basement and remaining floors. In doing so, the Architects have impressively proposed a building design that clearly illustrates two separate facades, each with distinct rhythmic divisions, in an attempt to address this standard. A similar example of this design approach is the Enders Building (Columbia Hotel) on East Main Street where the building's width is 100' wide, but there are various divisional elements (recessed bay windows and additional doors) creating a sense of multiple storefronts and property lines.

VI-D) Openings

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

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

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

Not applicable as the building is new.

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

The second and third floor windows of Plaza Central are more horizontal than they are vertical which requires an exception request. The criteria and justification is as follows:

VI-K) Exception to Standards:

An exception to the Downtown Design Standard is not subject to the Variance requirements of Section 18.100 of the Ashland Municipal Code and maybe granted

with respect to the Downtown Design Standards if all the following circumstances are found:

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

There is a demonstrable difficulty in meeting this particular design standard due to the fact the applicants intend to construct a single building with two distinct facades in order to accommodate a more efficient parking design layout within the basement and remaining floors. Along with Plaza West, the two proposed facades address “main street” contextual compatibility and retain their individual identity by incorporating distinguishing elements, materials, colors and styles. The importance individual building design is emphasized by the strict limitation of building height, sidewalk setback and horizontal rhythm standards which is creating a too similar streetscape. In this regard, the window frames of Plaza Central are slightly more horizontal to reflect the building facade’s more linear “Moderne Architectural Style” which contrasts from its two adjoining facades, but does not dramatically deviate from the basic core principals of the Downtown Design Standards.

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

The applicants believe the proposed design accomplishes the purpose and intent of the Downtown Design Standards and Downtown Plan as the slightly more horizontal windows do not overwhelm the building’s architecture, but instead compliment it as described above. Further, it was the intent of the Downtown Design Standards to create unique buildings that share various elements such as setbacks, roof forms, window patterns and vertical and horizontal pattern. But, due to basic zoning restrictions such as maximum building height, too similar of a streetscape pattern can result which was not the intent of the Downtown Design Standards. In the end, the Architects feel, bolstered by Historic Commission input, the design approach taken is superior and accomplishes the Design Standards intent.

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

The exception requested is the minimum necessary and the applicants have attempted to mitigate the request by designing the subject windows within Plaza Central with internal window muntins (the small molding that separate the panes of glass) in order to give a more vertical pattern.

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

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

5) Ground level entry doors shall be primarily transparent.

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

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

The building's architecture provides for a variety of architectural interest such as the variation of materials, use of materials and play in brick detailing and symbols. The building will have transparent storefront windows and doors on the ground level facing Lithia Way and/or First Street.

VI-E) Horizontal Rhythms

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

The submitted elevations show a mixed-use building with prominent horizontal lines in the use of window patterns, floor heights and awning patterns. The ground level of Plaza East is a distinctly different material (ground face concrete masonry) from the red brick veneer above. There is also a horizontal metal band on the Plaza Central facade that is continuous behind the awnings and continues across the recessed entry space.

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

The proposed building facades show a clear visual division between the ground floor and two upper floors. The division is created due to the horizontal elements such as the difference in ground floor height vs. upper floors, change in materials or colors, window transparency, awnings and coping lines.

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

Plaza Central and Plaza East both have distinct bases. Plaza Central will have a color tile base below the windows and the pilasters will step out 1-1/2 inches from the face of the pilaster. This bold color change helps to give the sense of a strong base. Plaza East will have a taller 'base'; from the ground level up to the second floor level will be surface in ground faced concrete masonry. This creates a very distinctive, solid sense of base. This 'major' base will also have a more subtle 'minor' base; a horizontal groove that will align

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with the bottom of the ground floor windows. In addition, the concrete masonry below this line will have a slightly darker color in the same hue as the upper concrete masonry.

VI-F) Vertical Rhythms

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

Unlike the Railroad District, there is no consistent 'historic width' for properties in Ashland's Downtown. The width of downtown Ashland's Main Street property lines from the Plaza down to Third Street varies from a low of 23.96' to a high of 128.02'. Within individual blocks, the average width varies from 35.96' (North side 2nd to 3rd Streets) to 88.74' (North side 1st to 2nd Streets). The average lot width on the Plaza is 53.50' and the average for all of Main Street is 65.08'. Property dimensions for Lots 2 and 3 along Lithia Way are 84.0' and 84.96' respectively. Historically, lot widths created in the late 1800's were arranged in 25 foot increments; so we would expect to see 'rhythmic divisions' of approximately 25 feet.

The proposed Lithia Way facing façade on Plaza Central, is divided into (3) vertical 'rhythmic divisions', or bays, by pilasters that are 36 inches wide and 6 inches deep with two vertical flutes in each pilaster. These pilasters extend from the sidewalk up to and above the parapet of the building. The left two bays are 27'-2" wide (center to center of pilasters) and the right, recessed building entry 'bay' is 24'-8" wide.

The proposed Lithia Way facing façade on Plaza East, is again divided into (3) vertical 'rhythmic divisions' by pilasters that are 32 inches wide and 8 inches deep. These pilasters also extend from the sidewalk up to and above the parapet. The left two bays are 27'-8" wide (center to center of pilasters) and the right 'recessed entry portal', or tower, is 12'-8" wide.

These "distinctive vertical division/façade treatment" in the facades fronting both Lithia Way and First Street provides for the 'rhythmic division' required by this standard.

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

Not applicable as the proposed building is new.

VI-G) Roof Forms

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

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

VI-H) Materials

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

The two facades of Plaza Central and Plaza East have a combined total of nine exterior finish materials. All are finishes typically found in Ashland’s Downtown.

In the Plaza Central façade, the exterior finish materials include:

1. Smooth cement plaster in a light gray two tone coloring. The pilasters, cornice details, and the ground floor cement plaster will be two shades darker than the main body color between the pilasters. The graying of the cement plaster is intended to mute the brightness of
2. Ceramic tile base at ground floor windows and ceramic tile color accents at the top of the pilasters.
3. Metal awnings in a neutral color over a powder coated steel frame and powder coated metal sun shades at the heads of the upper residential windows.
4. Aluminum storefront windows and aluminum clad wood windows at the upper floor windows. These windows will have a different color from the windows at Plaza East.

In the Plaza East façade, the exterior finish materials include:

1. ‘Ground’ faced concrete masonry on the ground floor walls and as accents on the pilasters.
2. Red brick masonry on the upper floor walls.
3. Colored canvas awning coverings over a powder coated steel frame.
4. Painted ‘wood’ (Hardi panel and trim for durability) paneling below the ground floor windows.
5. Aluminum storefront windows and aluminum clad wood windows at the upper floor windows. These windows will have a different color from the windows at Plaza Central.

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

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

VI-I) Awnings, Marquees or Similar Pedestrian Shelters

1) Awnings, marquee or similar pedestrian shelters shall be proportionate to the building and shall not obscure the building's architectural details. If mezzanine or transom windows exist, awning placement shall be placed below the mezzanine or

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transom windows where feasible.

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

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

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

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

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

VI-J) Other

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

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

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

Not applicable as the property is currently vacant.

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

Not applicable as the property is currently vacant.

4) Parking lots adjacent to the pedestrian path are prohibited (Refer to Design and Use Standards, Section II-D, for Parking Lot Landscaping and Screening Standards). An exception to this standard would be paths required for handicapped

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accessibility.

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

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

The proposed building virtually incorporates all of these elements.

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

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

AMC 18.61 TREE PRESERVATION & PROTECTION

18.61.042 Approval & Permit Required

No trees are proposed to be removed with this application.

18.61.200 – Tree Protection

All of the site's trees are healthy recently planted trees. All are less than 2" caliper and will be segregated by construction fencing in accordance with the attached Tree Protection Plan in an attempt to minimize accidental damage by construction. Fencing will be installed prior to any construction or site alteration and at the time of the project's Certificate of Occupancy, verification by staff can occur insuring the subject trees have not been damaged.

Plaza North: As noted, Plaza North is being applied for separately from this application. However, for the benefit of the Planning Commission and neighbors, the application includes herein basic information about that building on the site plan, survey, tree protection plan, landscaping plan etc. In addition, the preliminary illustration below has been included showing the Plaza North's architecture.

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ASHLAND, OR
97520
TEL.: 541.488.8200

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11-07-14

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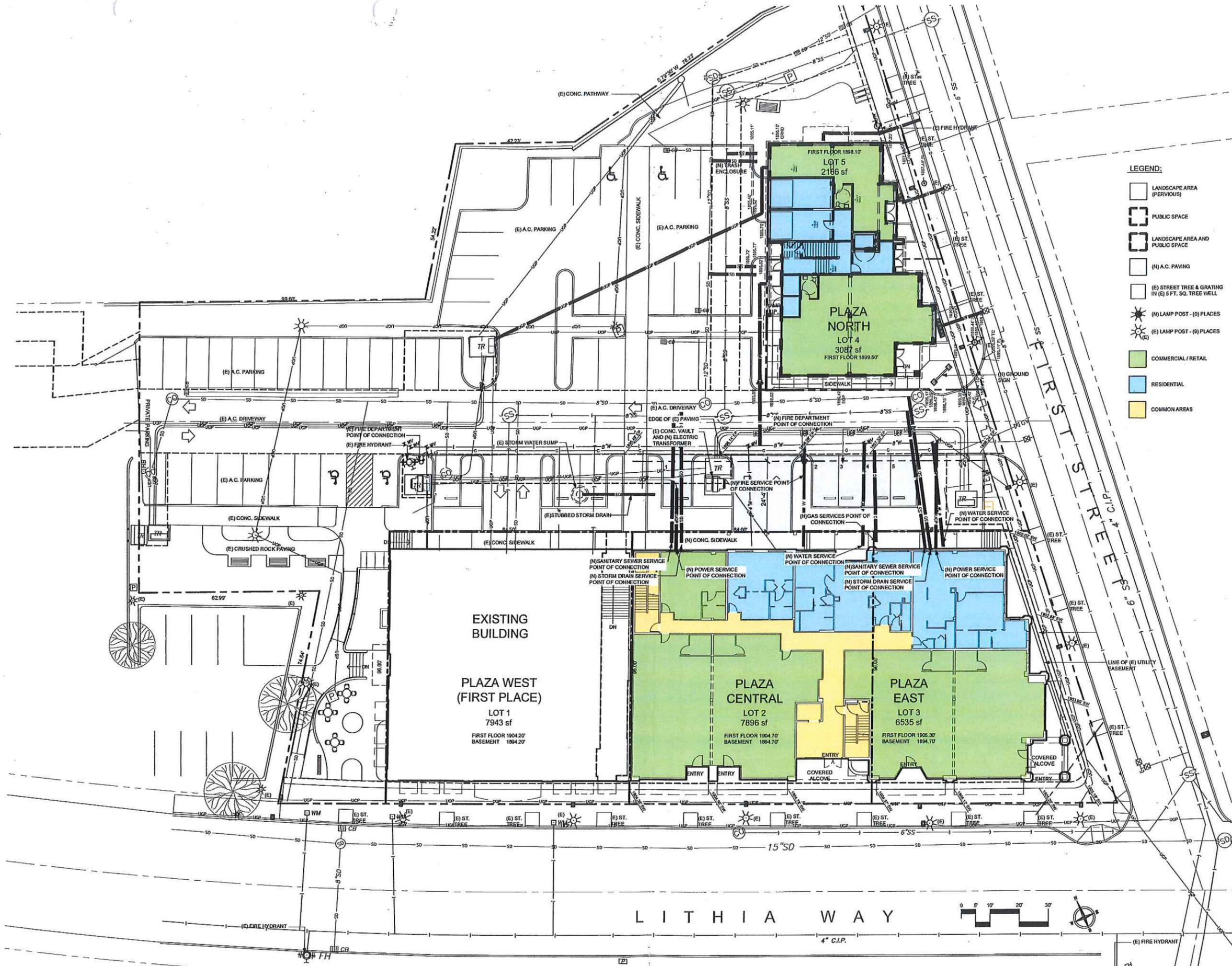
PLAZA CENTRAL AND PLAZA EAST
COMMERCIAL & RESIDENTIAL CONDOMINIUMS
LITHIA FIRST SUBDIVISION - LOTS 2 & 3
OWNER: FIRST PARTNERS, LLC
PROJECT ADDRESS: 175 LITHIA WAY ASHLAND, OREGON

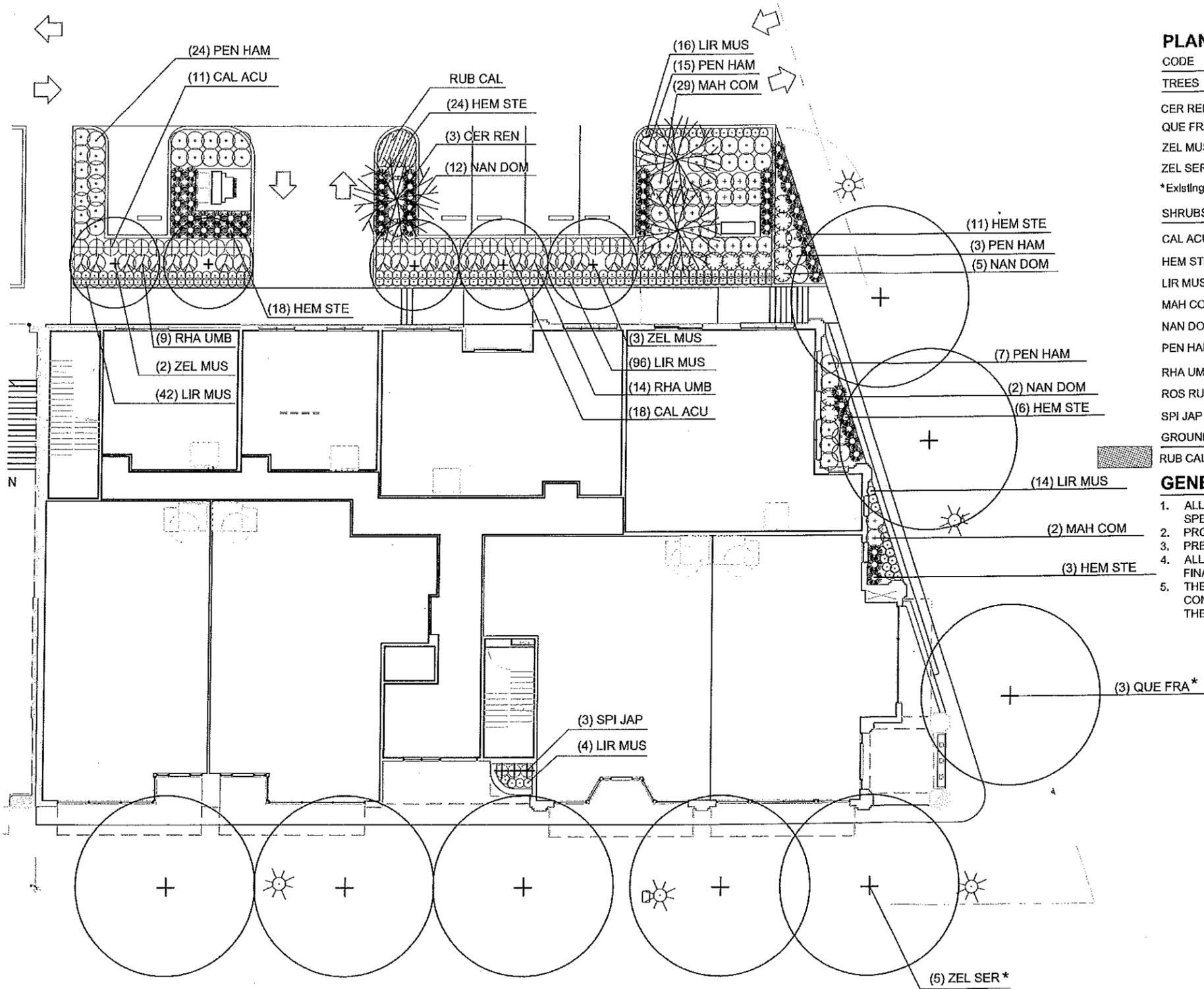
REVISIONS

PRELIMINARY
UTILITY AND
GRADING PLAN

PROJECT: 14-009
ISSUE DATE: 11-07-14
SHEET:

C1





PLANT SCHEDULE

CODE	LATIN NAME	COMMON NAME	SIZE
TREES			
CER REN	<i>Cercis reniformis</i> 'Oklahoma'	Oklahoma Red Bud	36" Box
QUE FRA	<i>Quercus frainetto</i> 'Schmidt'	Forest Green Oak	2" cal.
ZEL MUS	<i>Zelkova serrata</i> 'Musashino'	Musashino Zelkova	2" cal.
ZEL SER	<i>Zelkova serrata</i> 'Green Vase'	Green Vase Zelkova	2" cal.
* Existing Trees newly planted to remain.			
SHRUBS			
CAL ACU	<i>Calamagrostis acutiflora</i> 'Karl Foerster'	Foerster's Reed Grass	1 G
HEM STE	<i>Hemerocallis</i> 'Stella de Oro'	Stella de Oro Daylily	1 G
LIR MUS	<i>Liriope muscari</i> 'Silvery Sunproof'	Silvery Sunproof Lilyturf	1 G @ 18" o.c.
MAH COM	<i>Mahonia aquifolium</i> 'Compacta'	Compact Oregon Grape	5 G
NAN DOM	<i>Nandina domestica</i> 'Monfar'	Sienna Sunrise Nandina	5 G
PEN HAM	<i>Pennisetum a.</i> 'Hameln'	Dwarf Fountain Grass	1 G
RHA UMB	<i>Rhaphiolepis umbellata</i> 'Minor'	Dwarf Yedda Hawthorn	5 G
ROS RUG	<i>Rosa rugosa</i> 'Hansa'	Hansa Rugosa Rose	5 G
SPI JAP	<i>Spiraea japonica</i> 'Goldmound'	Goldmound Spiraea	5 G
GROUND COVER			
RUB CAL	<i>Rubus calycinoides</i>	Creeping Bramble	1 G @ 36" o.c.

GENERAL PLANTING NOTES

1. ALL SHRUB PLANTING AREAS SHALL RECEIVE 3" DEPTH OF BARK MULCH PER THE SPECIFICATIONS. TAPER TO 2" AT PERIMETER OF PLANTING BED.
2. PROVIDE IMPORTED TOPSOIL TO A MIN. DEPTH OF 12" IN ALL PLANTING SHRUB AREAS.
3. PRE-EMERGENT HERBICIDE SHALL BE APPLIED TO ALL SHRUB PLANTING AREAS PER SHEET L7.
4. ALL PROPOSED PLANT MATERIAL SHALL BE WARRANTED FOR ONE (1) YEAR FROM THE TIME OF FINAL ACCEPTANCE.
5. THE NUMERICAL TEXT QUANTITIES OF PLANTS SHOWN ON THE PLAN ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE QUANTITY OF PLANT MATERIAL SHOWN GRAPHICALLY ON THE PLAN.

NOT FOR CONSTRUCTION
 THESE DRAWINGS MAY NOT BE USED FOR BIDDING CONSTRUCTION RECORDATION CONVEYANCE ISSUANCE OF A PERMIT
PREAPPLICATION SUBMITTAL
 11-06-14



PLAZA CENTRAL AND PLAZA EAST COMMERCIAL & RESIDENTIAL CONDOMINIUMS
 LITHIA FIRST SUBDIVISION - LOTS 2 & 3
 OWNER: FIRST PARTNERS, LLC
 PROJECT ADDRESS: 175 LITHIA WAY ASHLAND, OREGON

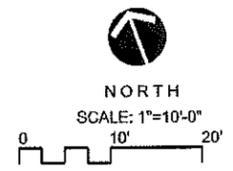
REVISIONS

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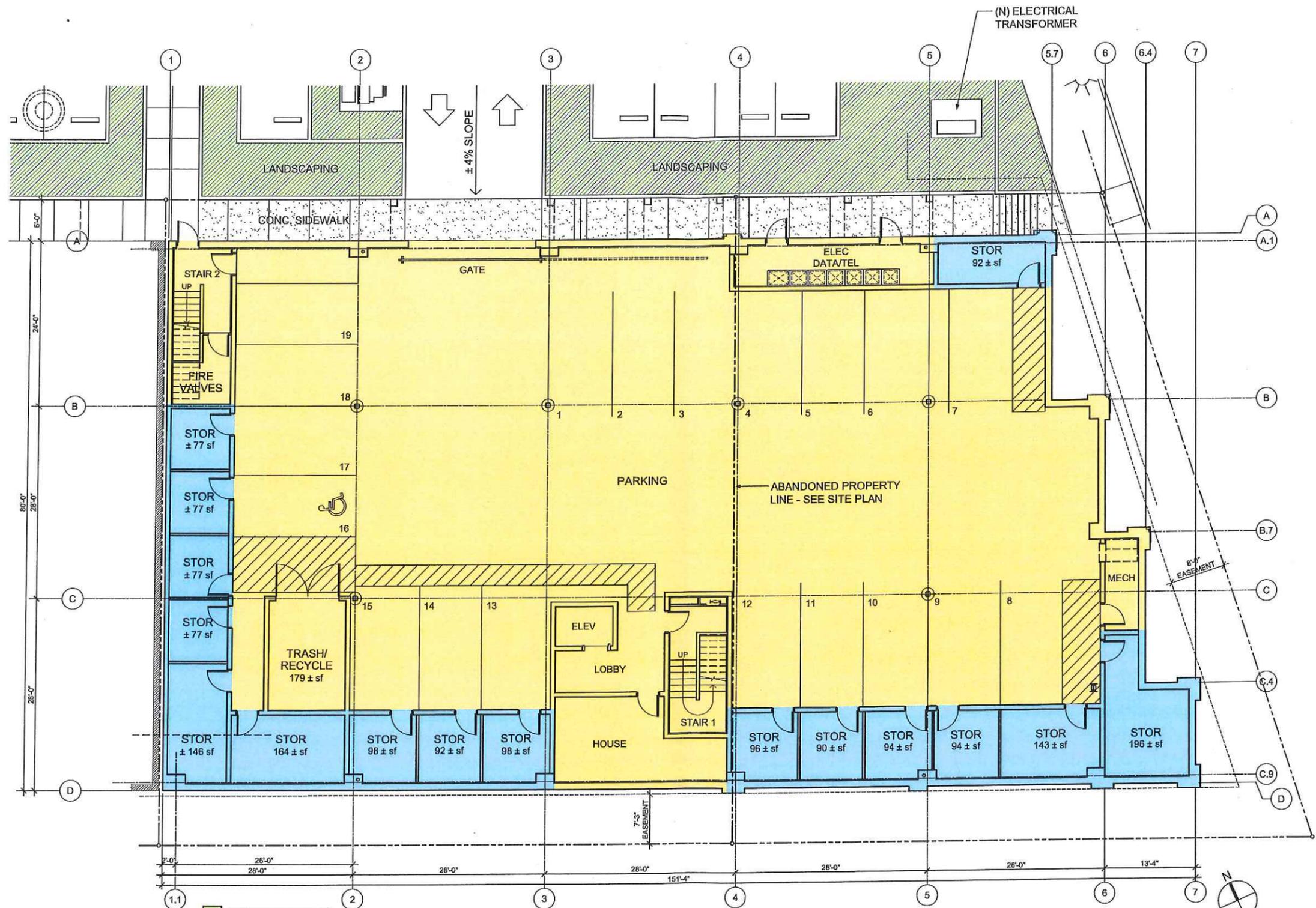
LANDSCAPE PLAN

PROJECT: 14-009
 ISSUE DATE: 11-07-14
 SHEET:

L1



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11,202 ± sf (gross)

BASEMENT FLOOR PLAN

11 x 17: 1/16" = 1'-0"
24 x 36: 1/8" = 1'-0"

kistler+
small
+white

66 WATER STREET
SUITE 101
ASHLAND, OR
97520
TEL.: 541.488.8200

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PLAZA CENTRAL AND PLAZA EAST
COMMERCIAL & RESIDENTIAL CONDOMINIUMS
LITHIA FIRST SUBDIVISION - LOTS 2 & 3
OWNER: FIRST PARTNERS, LLC
PROJECT ADDRESS: 175 LITHIA WAY ASHLAND, OREGON

REVISIONS

NOV 07 2014

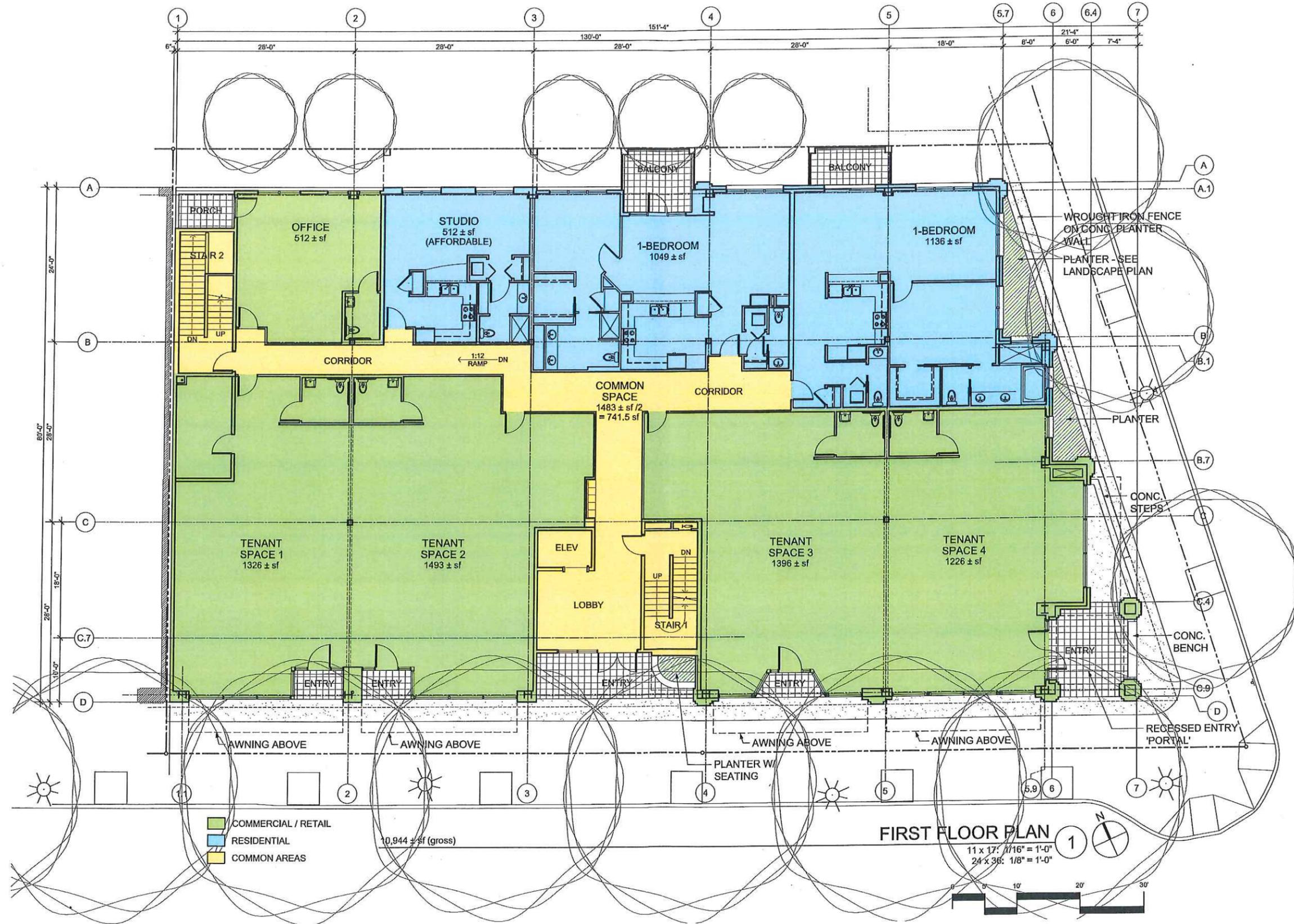
BASEMENT
FLOOR PLAN

PROJECT: 14-009
ISSUE DATE: 11-07-14

SHEET:

A2

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■ COMMERCIAL / RETAIL
■ RESIDENTIAL
■ COMMON AREAS

FIRST FLOOR PLAN

11 x 17: 1/16" = 1'-0"
 24 x 36: 1/8" = 1'-0"



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SUITE 101
ASHLAND, OR
97520
TEL.: 541.488.8200

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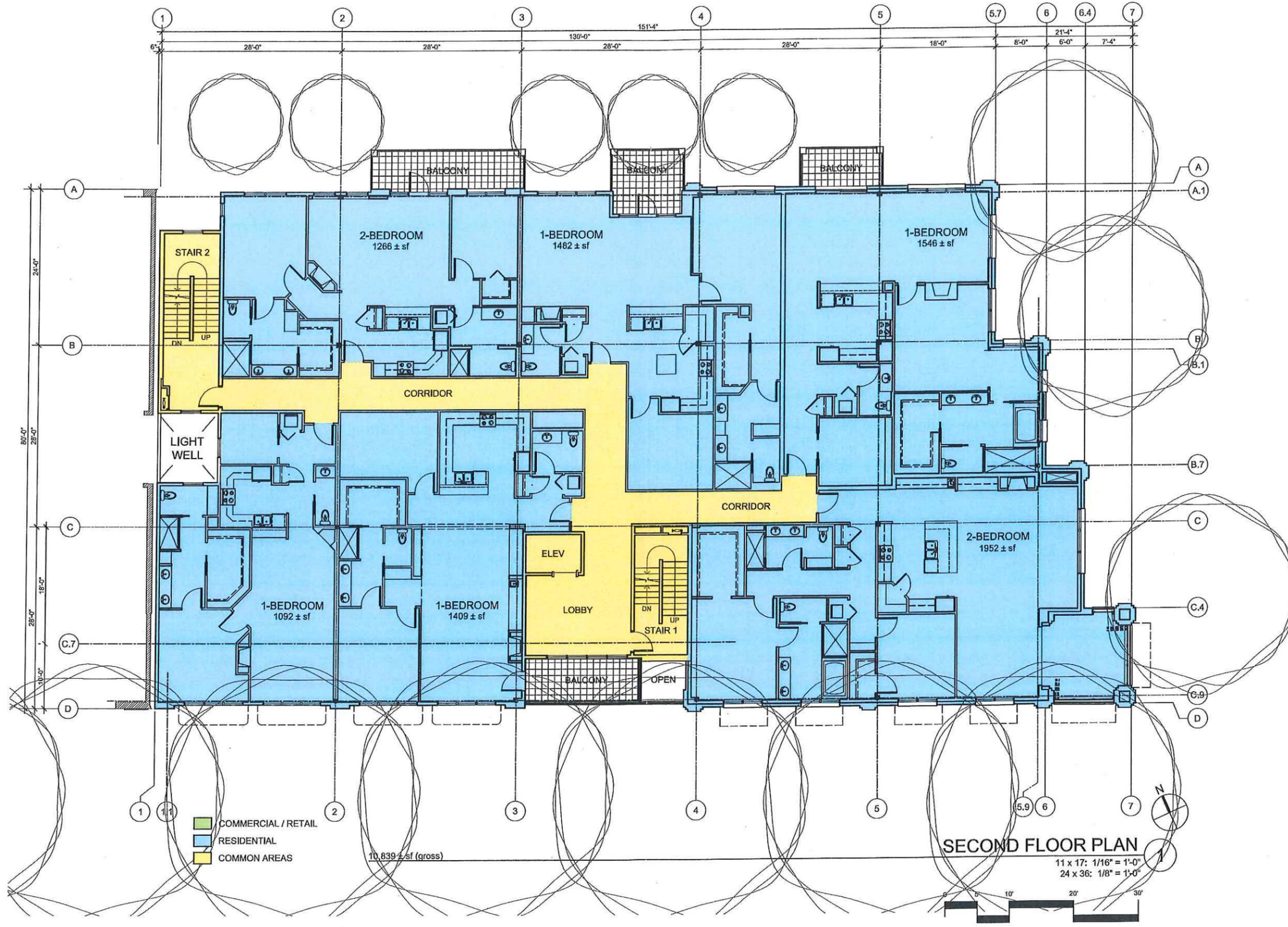
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FIRST FLOOR PLAN

PROJECT: 14-009
ISSUE DATE: 11-07-14
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■ COMMERCIAL / RETAIL
■ RESIDENTIAL
■ COMMON AREAS

10,839 ± sf (gross)

SECOND FLOOR PLAN

11 x 17: 1/16" = 1'-0"
 24 x 36: 1/8" = 1'-0"



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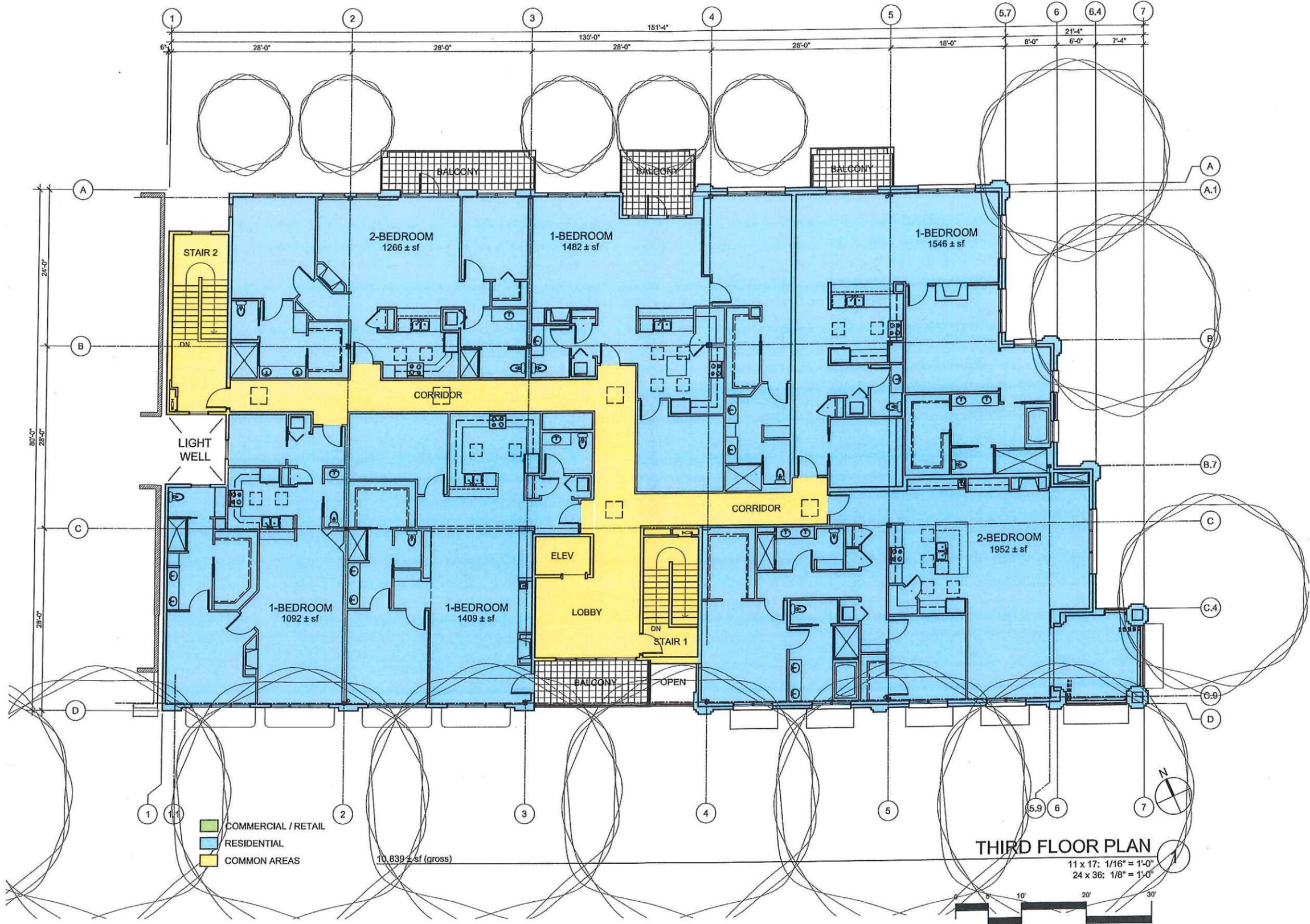
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SECOND FLOOR PLAN

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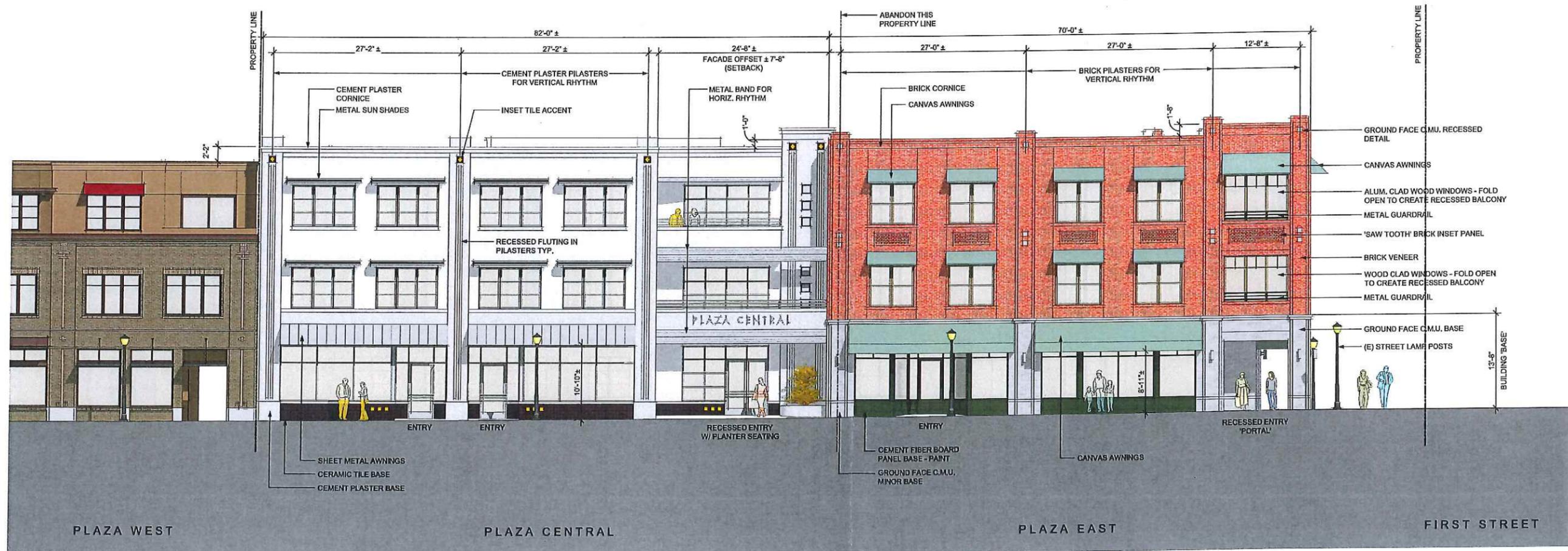
THIRD FLOOR
PLAN
PROJECT: 14-009
ISSUE DATE: 11-07-14
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1/8" = 1'-0" FULL SIZE 1/16" HALF SIZE

EAST ELEVATION - FIRST STREET



1/8" = 1'-0" FULL SIZE 1/16" HALF SIZE

SOUTH ELEVATION - LITHIA WAY

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COMMERCIAL & RESIDENTIAL CONDOMINIUMS
LITHIA FIRST SUBDIVISION - LOTS 2 & 3
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SOUTH & EAST
ELEVATIONS

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PLAZA WEST

PLAZA CENTRAL

PLAZA EAST

FIRST STREET

POST OFFICE

LITHIA WAY STREETSCAPE

NO SCALE



PLAZA EAST

PLAZA CENTRAL

PLAZA WEST

NORTH ELEVATION

PLAZA CENTRAL AND PLAZA EAST
COMMERCIAL & RESIDENTIAL CONDOMINIUMS
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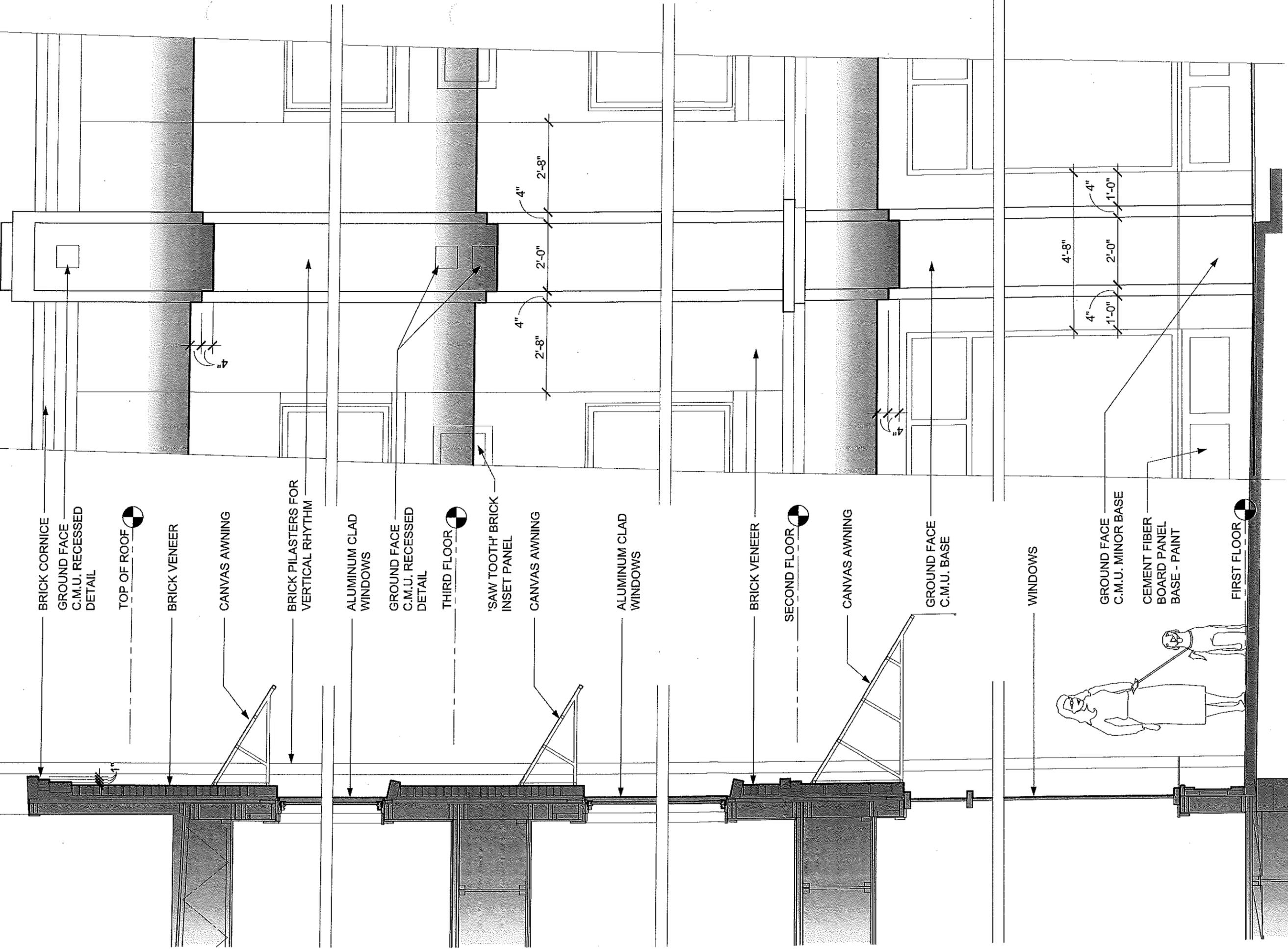
NORTH
ELEVATION AND
LITHIA WAY
STREETSCAPE

PROJECT: 14-009
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WALL SECTION

WALL ELEVATION

PLAZA EAST

3/4"=1'-0" FULL SIZE
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PROJECT: 14-009
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WALL SECTION

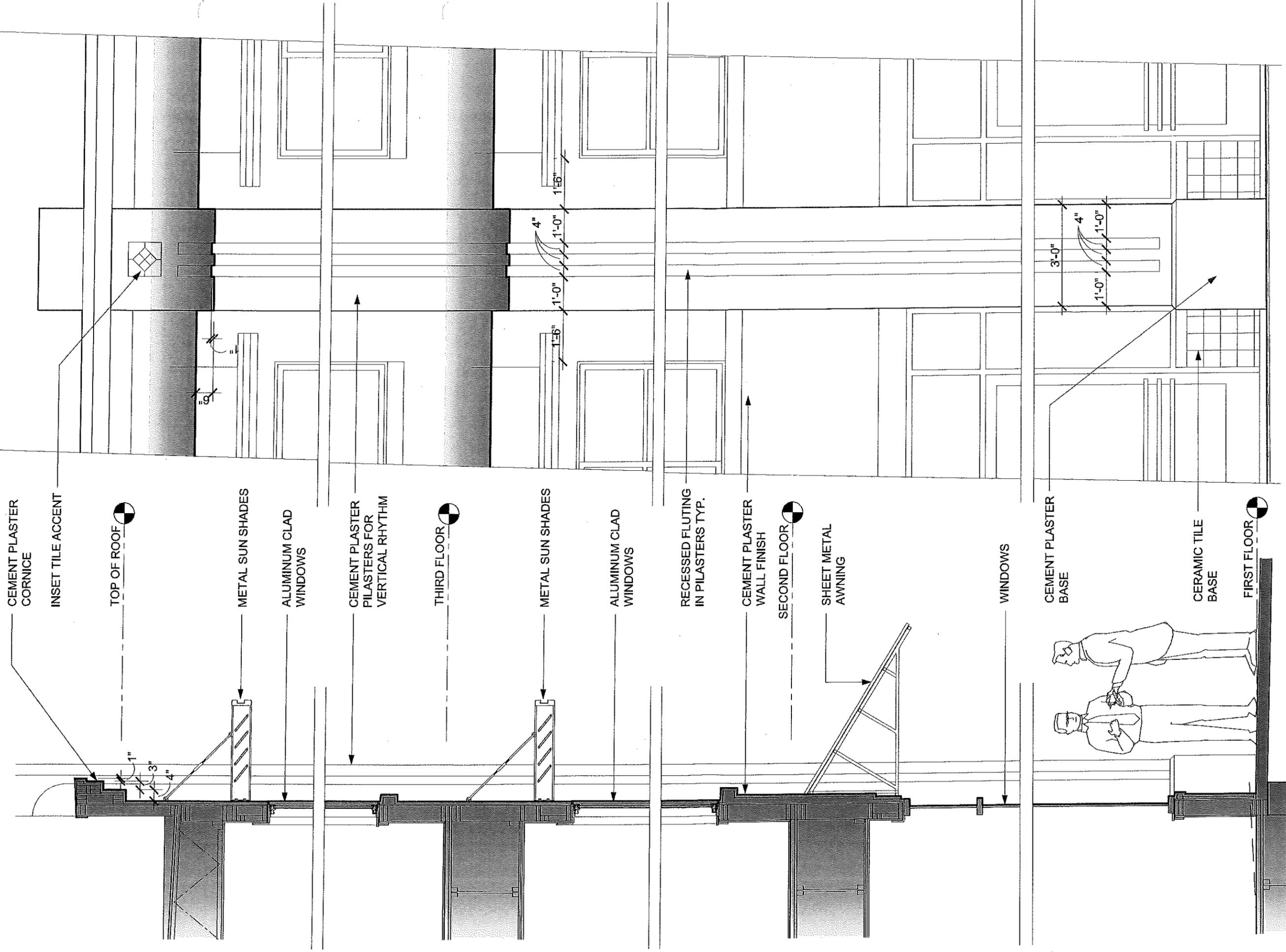
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PLAZA CENTRAL AND PLAZA EAST
 COMMERCIAL & RESIDENTIAL CONDOMINIUMS
 LITHIA FIRST SUBDIVISION - LOTS 2 & 3
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WALL SECTION

WALL ELEVATION

PLAZA CENTRAL

3/4"=1'-0" FULL SIZE
3/8"=1'-0" HALF SIZE

PLAZA CENTRAL AND PLAZA EAST
COMMERCIAL & RESIDENTIAL CONDOMINIUMS
LITHIA FIRST SUBDIVISION - LOTS 2 & 3
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WALL SECTION

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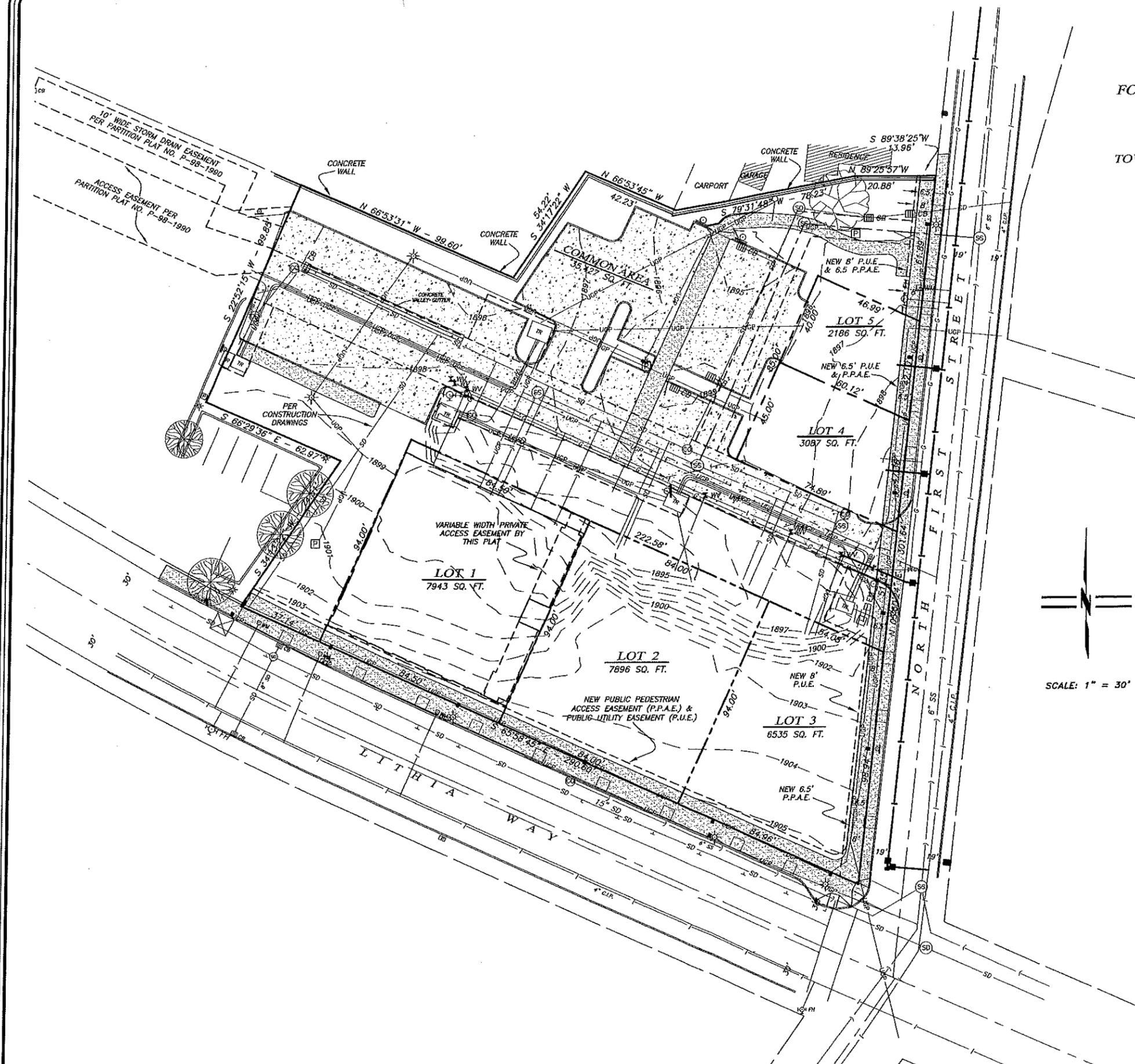
PRELIMINARY MAP
FIRST PLACE SUBDIVISION

OF
FORMER COPELAND LUMBER & TEMPCO MALL SITE
165 LITHIA WAY & 123 NORTH FIRST STREET

LYING SITUATE WITHIN
NORTHWEST QUARTER OF SECTION 9,
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON
FOR

FIRST PLACE PARTNERS LLC

815 ALDER CREEK DRIVE
MEDFORD, OREGON 97504



LEGEND

- PROPERTY BOUNDARY LINE
- NEW LOT LINE
- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- FENCELINE
- WATER LINE
- BURIED NATURAL GAS LINE
- BURIED PHONE LINE
- STORM DRAIN LINE
- SANITARY SEWER LINE
- BURIED POWER LINE
- OVERHEAD POWER LINE
- BURIED IRRIGATION LINE
- CONTOUR LINE
- GUY ANCHOR
- POWER POLE
- POWER TRANSFORMER
- POWER CABINET
- AREA LIGHT
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- CATCHBASIN
- STORM SEWER MANHOLE
- SANITARY SEWER MANHOLE
- CLEANOUT
- PHONE PEDESTAL
- GAS METER
- GAS VALVE
- IRRIGATION BOX
- CONCRETE SURFACE
- BUILDING
- DECIDUOUS TREE (AS DESCRIBED)

SCALE: 1" = 30'

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1988
SHAWN KAMPMANN
2883 LS

RENEWAL DATE: 6/30/2013

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

DATE: FEBRUARY 20, 2013
PROJECT NO. 220-04

COMBINED BUILDING AREAS:

BASEMENT	11,202 sf
1st FLOOR	10,944 sf
2nd FLOOR	10,839 sf
3rd FLOOR	10,839 sf
TOTAL AREA	43,624 sf

LANDSCAPE ELEMENT:

LOT AREA	63,058 sf
PARKING LOT AREA	18,832 sf
AREA PROPOSED	11,025 sf
15% OF LOT	9,459 sf
DIFFERENCE	+1,566 sf

IMPERVIOUS SURFACES:

LOT AREA	63,058 sf
PERVIOUS AREAS:	
LANDSCAPE	11,025 sf
CRUSHED ROCK PAVING	410 sf
TOTAL PERVIOUS	11,435 sf
PERCENTAGE PERVIOUS	18.1%
IMPERVIOUS AREAS:	
CONCRETE PAVING	43,800 sf
PERCENTAGE IMPERVIOUS	69.5%
BUILDING COVERAGE	20,239 sf
CONCRETE PAVING	4,729 sf
ASPHALT PAVING	18,832 sf

PROPOSED F.A.R. ALLOCATIONS:

BUILDING	AREA*	F.A.R.**
LOT 1	25,040 sf	39.7%
LOT 2	26,400 sf	41.9%
LOT 3	18,540 sf	29.4%
LOT 4	7,700 sf	12.2%
LOT 5	5,500 sf	8.7%
TOTAL	83,180 sf	131.9%

* EXCLUDES UNCONDITIONED BASEMENT PARKING
** PUBLIC SPACE SURPLUS FOR FUTURE BUILDINGS

PROPOSED LOT AREAS & PARKING ALLOCATIONS:

LOT	AREA	PARKING*
LOT 1	7,943 sf	27 Sp
LOT 2-3	14,431 sf	45 Sp
LOT 4-5	5,273 sf	15 Sp
UNALLOCATED COMMON AREA	35,411 sf	2 Sp
TOTAL LOT AREA	63,058 sf	89 Sp

* INCLUDES BASEMENT PARKING COUNTS.

RESIDENTIAL DENSITY:

LOT	ACREAGE	DWELLING UNITS
LOT 1	0.182 AC	10
LOT 2	0.181 AC	11
LOT 3	0.150 AC	4
LOT 4	0.071 AC	2
LOT 5	0.050 AC	2
COMMON	0.813 AC	N/A
TOTAL	1.448 AC	29*

* 30 D.U./AC IN C-1 DISTRICT ALLOWED D.U. = 43

AFFORDABLE UNITS REQUIRED: 2
AFFORDABLE UNITS PROVIDED: 2

SUBDIVISION PARKING SPACES:

(E) ON SITE SURFACE	49 Sp
(N) ON SITE SURFACE	5 Sp
(E) BASEMENT	12 Sp
(N) BASEMENT	21 Sp
(E) ON STREET (1st Street)	2 Sp
SUBDIVISION TOTAL	89 Sp

BICYCLE PARKING:

LOT	REQD	ON-SITE	BASEMENT
LOT 1	13 sp	3 sp	10 sp
LOT 2-3	22 sp	4 sp	18 sp
LOT 4-5	6 sp	2 sp	4 sp
COMMON	0 sp	0 sp	0 sp
TOTAL	41 sp	9 sp	32 sp

REQUIRED COVERED BIKE PARKING BASED ON 50% OF COMMERCIAL/ON-SITE SPACES: 5

PLAZA CENTRAL / EAST BUILDING SUMMARY

BUILDING AREA -

GROSS AREA	
BASEMENT	11,202 sf
1st FLOOR	10,944 sf
2nd FLOOR	10,839 sf
3rd FLOOR	10,839 sf
TOTAL	43,624 sf

BUILDING HEIGHT -

LOCATION (SEE PLAN): FIN. GRADE

POINT A	1904.89'
POINT B	1904.20'
POINT C	1897.03'
POINT D	1904.22'
	7610.34'

AVE. GRADE 1902.59'
MAX. BUILDING HEIGHT 1942.59'
PROPOSED HEIGHT 1942.53'

RESIDENTIAL MAKE-UP:

STUDIO - AFFORDABLE UNIT	1
1 BEDROOM	10
2 BEDROOM	4
TOTAL RESIDENTIAL UNITS	15

CONSTRUCTION TYPE: TYPE VB FULLY SPRINKLERED

OCCUPANCY TYPES:

BASEMENT	AREAS
S-1 STORAGE	2051 sf
S-2 PARKING	9151 sf
1st FLOOR	
A ASSEMBLY	0 sf
B GEN. OFFICE	548 sf
M MERCANTILE	5994 sf
R-2 RESIDENTIAL	2895 sf
2nd FLOOR	
R-2 RESIDENTIAL	9443 sf
3rd FLOOR	
R-2 RESIDENTIAL	9443 sf



LEGEND:

- LANDSCAPE AREA (PERVIOUS)
- PUBLIC SPACE
- LANDSCAPE AREA AND PUBLIC SPACE
- (N) A.C. PAVING
- (E) STREET TREE & GRATING IN (E) 5 FT. SO. TREE WELL
- (N) LAMP POST - (0) PLACES
- (E) LAMP POST - (9) PLACES
- COMMERCIAL / RETAIL
- RESIDENTIAL
- COMMON AREAS

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PLAZA CENTRAL AND PLAZA EAST COMMERCIAL & RESIDENTIAL CONDOMINIUMS

LITHIA FIRST SUBDIVISION - LOTS 2 & 3
OWNER: FIRST PARTNERS, LLC
PROJECT ADDRESS: 175 LITHIA WAY ASHLAND, OREGON

REVISIONS

ARCHITECTURAL SITE PLAN

PROJECT: 14-009
ISSUE DATE: 11-07-14
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LITHIA WAY APPROACH



VIEW FROM SOUTHEAST



VIEW FROM SOUTHWEST

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COMMERCIAL & RESIDENTIAL CONDOMINIUMS
LITHIA FIRST SUBDIVISION - LOTS 2 & 3
OWNER: FIRST PARTNERS, LLC
PROJECT ADDRESS: 175 LITHIA WAY ASHLAND, OREGON

REVISIONS

PERSPECTIVE
VIEWS

PROJECT: 14-009
ISSUE DATE: 11-07-14

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**FIRST PLACE
PLAZA NORTH
SITE REVIEW PERMIT**

PROJECT DESCRIPTION & FINDINGS OF FACT



**SUBMITTED TO
CITY OF ASHLAND**

**URBAN DEVELOPMENT SERVICES, LLC.
485 W. NEVADA STREET
ASHLAND, OR 97520**

NOVEMBER 7TH, 2014

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I. PROJECT INFORMATION:

PROJECT NAME: "First Place Subdivision – Plaza North"

ADDRESS & LEGAL DESCRIPTION: First Street; Map #391E 09BA, Tax Lots 10104 & 10105.

APPLICANTS & OWNERS:

First Place Partners, LLC
815 Alder Creek Drive
Medford, OR 97504

ARCHITECTS:

Steve Ennis Architect
2870 Nansen Drive
Medford, OR 97501

SURVEYOR:

Polaris Land Surveyor
P.O. Box 459
Ashland, Oregon 97520

LAND USE PLANNING:

Urban Development Services
485 W. Nevada Street
Ashland, OR 97520

DESIGNER:

Cascade Design Studio
815-B Alder Creek Dr.
Medford, OR 97504

ENGINEER:

Thornton Engineering
1238 Disk Drive, Suite 1
Medford, OR 97501

LANDSCAPE ARCHITECT

Galbraith & Associates
318 S. Grape Street
Medford, OR 97501

COMPREHENSIVE PLAN DESIGNATION:

Commercial

ZONING DESIGNATION:

C-1 (Retail Commercial District)

LOT AREA:

Lot #1:	7,943 sq. ft.	Lots #2 & 3:	14,431 sq. ft.
Lots #4 & 5:	5,273 sq. ft.	Common Area:	35,411 sq. ft.
Total Area:	63,058 sq. ft. (1.44 acres)		

APPLICABLE ORDINANCES:

- Parking, Chapter 18.92
- Pedestrian Places Overlay, Chapter 18.56.040
- Solar Access, Chapter 18.70
- Site Design & Use Standards, Chapter 18.72
- Site Design & Use Standards, Section C
 - Basic Site Review, Section II
 - Detail Site Review, Section II
 - Large Scale Standards, Section II
 - Parking Lot Landscaping & Screening Standards, Section II
 - Historic District Design Standards, Section IV
 - Downtown Design Standards, Section VI



RESIDENTIAL DENSITY:

Permitted:	43	
Proposed:	29	
Lot #1:	10	(Plaza West)
Lots #2 & 3:	15	(Plaza Central East)
Lots #4 & 5:	4	(Plaza North)
Affordable:	2	One affordable unit in Plaza West and one in Plaza Central

ADJACENT ZONING/ CURRENT USES:

WEST:	C-1;	City Parking Lot
EAST:	C-1;	First Street & U.S. Post Office
SOUTH:	C-1-D;	Lithia Way & Commercial, Professional and Mixed-Use
NORTH:	R-2;	Residential

HISTORY OF SITE: Prior to 2006, the property was used as a Lumber Yard (Copeland Lumber) and an office condominium complex called Tempest Court (see photos below). Between the years of 2006 – 2009, the entitlement activity on this property was fairly active which included a well publicized denial, changes of ownership, new applications and various approvals from the Planning Commission, followed by permits for building demolition, site excavation, plumbing, electric and right-of-way improvements. Unfortunately, during the final stages of the site’s final preparations, the property was foreclosed upon and sat vacant and in a derelict state of chaos with all previous approvals expired leaving a few items remaining to be completed such as street trees, a few street lights and in some areas the final installation of transformers.



Old Copeland Lumber Buildings



Old Tempest Court (Post Office in background)

In October of 2012, the Ashland Planning Commission approved Planning Action #2012-01122, which included the reconfiguration of property lines and a Site Review Permit to construct a three-story 18,577 sq. ft. mixed-use building. The building has been named “Plaza West” and its construction is nearing completion (See Photos Below).

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Plaza West (under construction)

Plaza West includes 3,800 square feet of commercial office / retail space and two residential units on the ground floor, plus four residential units on both second and third floors. Plaza West also included an affordable residential unit and the majority of the subdivision's common area amenities including the plaza space directly to its west (between the City parking lot and the building) and a large breezeway that connects a planned pedestrian path linking lower First Street through various properties and eventually to the upper Hargadine Street Parking lot.

Plaza West (under construction)





II. PROJECT DESCRIPTION:

Proposal: The applicants are requesting approval for the third phase of the First Place mixed use subdivision which includes a Site Review Permit for the development's two remaining lots along First Street, Lots #4 and #5 (*The second phase, Plaza Central East, is also pending for Lots #2 and #3 along the corner of Lithia Way and First Street, filed separately*). The proposed building has been named Plaza North due to its northerly location within the First Place Subdivision. The proposal includes a consolidation of the property line between Lots #4 and #5 in order to construct a 9,607 sq. ft. three-story mixed-use building similar in concept, function and quality as the building recently constructed to the west (Plaza West).

The application also includes two exception requests from the Downtown Design Standards to: 1) allow for a staggered street setback and 2) allow for two sets of windows to be more horizontal than vertical. The step back exception is primarily due to the front property line's reverse angle creating a somewhat unique design platform. The window exception is primarily to maintain the rest of the building's rhythm of window openings. Finally, the proposal also involves a request to modify minor common landscaping and parking areas to better accommodate the proposal.

Site: The subject property is part of the First Place Subdivision located on the northwest corner of Lithia Way and First Street, directly across from the U.S. Post Office, and zoned Commercial (C-1). The two lots in question consist of two small parcels consisting of 2,186 sq. ft. and 3,087 sq. ft. (.05 acres and .07 acres) which will be consolidated as part of this planning action. The property fronts onto First Street and there is a private access easement along the south side of the subject building that extends from First Street

over to Pioneer Street, through the City's parking lot. The property slopes approximately 3% from south to north and has no significant natural elements such as trees or rock outcroppings. Full sidewalk improvements have been installed as well as street trees in tree grates in accordance with City standards.

Proposed Use: The majority of the ground level will consist of two commercial spaces designed for either office or retail use. The remaining space is dedicated to two single car garages, storage space and an internal access and stairwell to circulate through the building. The second floor will consist of three residential units and the third floor one residential unit.

Building Design: The design of the building is traditional with a contemporary infusion. The design is largely driven due to the physical conditions of the property's reversed angle along First Street combined with its gentle south to north slope. The natural response to these conditions was to design a building that is divided into multiple vertical columns that step back at 90 degree angles as the front property line angles inward (see site plan).

- *Front Elevation (First Street):* Consistent with the Downtown Design Standards and the general context of the downtown building pattern, the approach is to orient the building towards First Street with its two ground floor commercial spaces entering directly from First Street and all vehicle access coming from the rear, via the subdivision's common parking lot area. The design respects the scale and proportions of a number of historic buildings in downtown Ashland while incorporating modern materials and details. The front elevation has a variety of recessed and projecting areas to create surface relief and visual interest. Upper floor window areas are generally proportioned vertically, either structurally or via a window grid system, and are kept to less than 50% of the total surface area. The ground floor windows have a slightly larger surface area to reinforce their commercial nature and the second and third floor windows are smaller with the intent to define a separate use from the first floor. The design acknowledges historic traditions while offering a contemporary interpretation that is compatible within the historic district. Other than three minor deviations, the design is consistent with the adopted Downtown Design Standards. The applicants have had preliminary discussions with both the Planning staff and Historic Commission in order to ensure the direction put forth mirrors the Downtown Design Standard's intent and the outcome is contextually compatible and architecturally attractive.

- *South Elevation (facing access drive - visible from Lithia Way):* The south elevation continues the window alignment and material patterns from the front side as the south side is also highly visible from Lithia Way and the one way street traffic along First Street.

- *North Elevation (facing public plaza – storm water retention pond):* The north elevation also wraps the window alignment and material patterns found on the rest of the building's four sides. The north elevation will primarily be seen from pedestrians either walking up First Street or through the pedestrian path that extends through the common plaza area

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adjacent to the building. The north elevation also includes a small deck second floor overlooking the common area.

- *Rear Elevation (facing rear parking lot):* The rear elevation also matches the material and window patterns found along the rest of the building, but is generally more utilitarian as this area serves two garages, storage areas and rear pedestrian access.

Design Standards Exceptions: As noted, the proposal does include two minor exceptions from the Downtown Design Standards. In accordance with Section VI-K, exceptions were contemplated with the adoption of the Standards primarily due to the fact the City Council and Downtown Design Standards' Committee understood that each site is unique and that nature of architecture cannot be too regulated as it would discourage architectural creativity. The two exceptions proposed herein are as follows:

- *Building Setback from Sidewalk:* Setback Standard VI-B-1 states: "Except for arcades, alcoves and other recessed features, buildings shall maintain a zero setback from the sidewalk or property line. Areas having public utility easements or similar restricting conditions shall be exempt from this standard." The proposed building does step back from the sidewalk's edge at various points primarily due to the fact the property is uniquely shaped with the First Street frontage running at an acute angle in respect to the otherwise rectangular parcel. This provided an opportunity to create a stepped façade that works better with the lot shape, and creates a more interesting streetscape. The design places the corners of each step at or near the First Street sidewalk, steps back a prescribed distance, and then steps again at the point the front wall intersects with the First Street sidewalk. The entrances are then recessed, in accordance with VI-B-2, to emphasize their respective locations.

- *Vertical vs. Horizontal Windows:* Openings Standard VI-D-3 states: "Upper floor window orientation shall primarily be vertical (height greater than width)." Since the building is a single design, the window pattern (alignment of) is the same from elevation to elevation and from column to column. But, because there are multiple stepped columns in the front's facade and with varying widths, the windows in the second column (from right to left) are more horizontal than vertical, but that's primarily to retain the rest of the building's window pattern. The design exception is mitigated by the fact the subject windows are divided into three giving each pane a vertical appearance.

Overall, the project Architects, Designers and property owners desire to design and construct buildings that are everlasting and appreciated for their attractiveness, quality, and compatibility within the Downtown Ashland building environment. The variations and quantity of materials proposed provide for a striking and complex palate of materials. In this regard, the two exception requests do not dramatically depart from the code's intended direction, but instead slightly deviate in response to the property's shape. In the end, the applicants believe the overall purpose of the Downtown Design Standards is being met.

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Vehicular Access: Similar to Plaza West and Plaza Central East, vehicular ingress and egress will continue to occur via First Street or through the City's parking lot fronting Lithia Way and Pioneer Streets. A 22' wide Public Access Easement was provided at the time of the subdivision from First Street through the City's parking lot (over which the applicant holds an access easement). This off-street circulation pattern provides for alternative vehicular movements without adding to unnecessary trips, curb cuts or turning movements within Lithia Way. Vehicular parking spaces are located within the center of the site – primarily screened from the adjacent rights-of-way. The parking spaces will be shared parking spaces with each lot having an allocated amount.

Common Area: In addition to the subdivision's shared parking arrangement allocated at the time of the property's subdivision, the project includes shared common area in various locations dispersed throughout the site. These include the "two" plaza spaces to the west of Plaza West, the internal pedestrian breezeway through Plaza West and the bio-swale / meandering pathway at the north end of the property adjacent to First Street and the subject building. *Note: The bio-swale is intended to provide for storm water detention improvements such as filtering roof and parking lot run-off that often includes oil and metal particles. In addition to the bio-swale being a visual and environmental amenity to the project, the bio-swale's meandering pedestrian path links with the breezeway through Plaza West which eventually aligns with a pathway system leading up to the Hargadine Street public parking lot. The applicants contend the corridor will be an important pedestrian link as Lithia Way continues to infill – similar to the open corridors between the Jasmine Building and future Vine building across the street, the open corridor adjacent to the Old Fortmiller's Building (next to Starbucks), the open corridor next to the Varsity Theatre or the open corridor next to Chateaulin (Chautauqua Walk) which leads to the Shakespeare facilities.*

Lastly, it should be clearly understood that as a subdivision with the common area platted, planned, owned and maintained under the ownership of the remaining lot owners, the common area's open space, landscaping and parking lot landscaping is equally owned and equally allocated to each buildable lot so that each lot already meets its minimum landscaping and plaza space requirements required in the C-1 zone and Site Design and Use Standards.

Modified Landscape/Parking Plan: The proposal includes a request to modify a small area of the site's parking and landscaping plan. The modification is to the area behind the just south of the bio-swale area where two parking spaces are to be converted to a trash/recycling enclosure and vehicular back-up area. The replacement parking spaces will be located within the footprint of the building. The end result with the proposed modification is an improved site plan layout.

Parking: The previous application (PA-2012-01122) proposed a total of 56 "open" parking spaces, with 54 on-site and two parking spaces along First Street as on-street parking credits. The current proposal also proposes 56 open parking spaces, but in a slightly altered arrangement to better accommodate additional garage parking and to provide more open space. Also, the first parking space adjacent to the First Street

entrance is intended to be removed with the pending Plaza Central East application. The removal eliminates a slightly difficult turning radius now proposed to be added landscaping. The three parking spaces in that location are now being relocated where the previous plan identified a second ingress/egress ramp which is now no longer necessary based on that building's proposed design.

As such, 56 spaces are proposed to be "open" and an additional 33 are to be located within the footprints of the three buildings. Plaza West has 12 enclosed basement parking spaces, Plaza Central East 19 enclosed basement parking spaces (separate application) and Plaza North two enclosed parking spaces for a total of 87 on-site parking spaces. With the two on-street parking credits along First Street, a total of 89 parking spaces are available.

With the 89 parking spaces available, it is the applicant's intentions to not only provide for the required number of parking spaces based on the provisions of Chapter 18.92, but to also provide for some flexibility for certain uses in the unforeseen future that may require a greater parking space demand (i.e., business retail to restaurant). In this vein, the Basic Parking Allocation Table below identifies the requirements for basic commercial uses such as Retail, General Office, Restaurant (by area) and Residential (by number of bedrooms) and a "surplus" parking column to accommodate possible swings in parking demand.

Basic Parking Table*

Building Name	Commercial Parking Demand (1:350)	Residential Parking Demand (AMC 18.92.030 A.)	Total Parking Demand	Surplus Parking Allocation
Plaza West	3,800 sq. ft. (12)	10 units (15)	27	2
Plaza Central East	7,296 sq. ft. (20.4)	15 units (23.5)	44	1
Plaza North	2,349 sq. ft. (6.7)	4 units (6.5)	14	2
Total (89 spaces)			84	5

* See Planning Summary on Sheet A1-1 for detailed building area, parking space and use details.

Bike Parking: Bike parking was provided at the time of the subdivision's improvements and is dispersed throughout the project site. A total of eight bike parking spaces are required based on one space per every five required commercial parking spaces (all residential units have enclosed storage or garage spaces). A six space bike parking area is located northwest Plaza West and three existing bike spaces are located on the east side of Plaza North.

Ground Floor Area Usage: In accordance with AMC 18.32.025 D., "at least 65% of the total gross floor area, or at least 50% of the total lot area if there are multiple buildings shall be designated for permitted or special permitted uses, excluding residential". In this case, Plaza North's ground floor area is 3,480 sq. ft. with 2,349 sq. ft. dedicated to commercial space (67.5%) and 793 sq. ft., including the stairwell and hallway, dedicated to residential space (33.5%).

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Utilities: All key facilities are available to service the proposed building. The design team has met with all of the utility departments, including Ashland Recology, to review and verify if there were remaining issues. The result of the meetings were that adequate City facilities existed, all permits for recent work were applied for and that such work was inspected and approved. Any future installations or modifications to such utilities will be completed under permit.

III. FINDINGS OF FACT:

The following information has been provided by the applicants to help the Planning Staff, Planning Commission and neighbors better understand the proposed project. In addition, the required *findings of fact* have been provided to ensure the proposed project meets the requirements and procedures outlined in the Ashland Municipal Code (AMC) pertaining to the Site Review Chapter 18.72 and Site Review Design Standards.

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

Section 18.72.070 Site Review Approval Criteria:

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

To the applicant's knowledge all City regulations are or will be complied with. The applicants are not requesting any Variances.

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

As noted below, all requirements listed in the Site Review Chapter (18.72) have or will be complied with. Specifically, the landscaping will be irrigated and maintained, and light and glare concerns will be addressed with down lighting and screening where necessary.

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

Parking lots are subject to the Parking Lot Landscaping and Screening standards noted in the Site Design Standards booklet, adopted August 4th, 1992. The standards regulate parking lot screening, refuse screening, landscaping percentages, etc. The applicants contend all of the standards are being.

D. That adequate capacity of City facilities for water, sewer, paved access to and

through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.

All key facilities are available to service the proposed lots. The applicants have met with all of the utility departments to verify if there were any capacity issues. The results of the meeting were that adequate City facilities are available to the subject site.

Chapter 18.72 Site Design & Use Standards

II-C-1 Basic Site Review 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.

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.

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.

The submitted building elevations show the primary orientation facing First Street and a rear door at the rear of the building facing the parking lot. The main entrances off of First Street are attractive, functional and will remain open during business hours.

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.

All of the site's street trees along First Street were installed at the time of Plaza West's construction.

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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 and Detail Site Review Zone. 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.**

The vast majority of the site's landscaping was installed with the construction of Plaza West. The proposed landscaping plan and modifications thereof were completed by a local professional Landscape Architect with the intent to provide for an attractive landscaped site that also complies with the landscaping standards. All landscaping will be installed by a licensed local landscaping company familiar with the above coverage requirements.

II-C-1d) Parking

- 1. Parking areas shall be located behind buildings or on one or both sides.**
- 2. Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.**

Parking is located to the rear of the proposed building. All surface parking areas have a number of landscaping areas that include shade trees and are buffered and screened by adjacent residential properties.

II-C-1e) Designated Creek Protection

- 1. Designated creek protection areas shall be considered positive design elements and incorporated in the overall design of a given project.**
- 2. Native riparian plan materials shall be planted in and adjacent to the creek to enhance the creek habitat.**

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

II-C-1f) Noise and Glare

Special attention to glare (AMC 18.72.110) and noise (AMC 9.08.170(c) & AMC 9.08.175) shall be considered in the project design to insure compliance with these standards.

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

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

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.

The site conforms to the adopted Site Design Standards and common areas remain in compliance with all conditions of approval.

II-C-2 Detail Site Review Standards

II-C-2a) Orientation and Scale

1. Developments shall have a minimum Floor Area Ratio (FAR) of .50. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR. Projects including existing buildings or vacant parcels of a half an acre or greater in size shall achieve the required minimum FAR, or provide a shadow plan that demonstrates how development may be intensified over time to meet the required minimum FAR.

The overall site is 1.44 acres in area with a minimum FAR of .5 or .77 acres of the subject property (31,363 square feet). Plaza West's FAR is 315% of its parcel or 39.7% of the entire subdivision, including the common area. Plaza Central East and Plaza North will have an FAR of 303% and 182% respectively for their parcels or 69% and 15% of the entire subdivision. In the end, the entire site's FAR will be 124% and in compliance with the FAR standards.

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

The proposed building frontage is roughly 80' but nevertheless, the front façade has multiple offsets, jogs and distinctive changes in the building façade as regulated by the Downtown Design Standards, Section VI-C. The architecture incorporates a number of distinctive elements such as pronounced entrances, changes of materials, windows, various architectural relief components, vertical pilasters and horizontal band features.

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.

Because of the building's various stepped columns, the walls, windows and doors have a varying distance from the edge of the First Street sidewalk. Nevertheless, the submitted elevations illustrate how the windows and doors comply with the above standard.

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

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

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

The proposed building is part of a master planned subdivision attempting to line Lithia Way and First Street with attractive buildings along the sidewalk that encourage pedestrian activity and streetscape interest. The overall vision of the plan was to create a continuous street façade similar to many of the other buildings found in the Downtown core.

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

The proposed design incorporates covered entrances and roof overhangs for rain and sun protection to pedestrians.

II-C-2b) Streetscape

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

A portion of the sidewalk along the front is private property, but appearing as public sidewalk space. This area is intended to be wider in order to create a more inviting and comfortable environment for pedestrian usage and congregation. The sidewalk's color will match the color palette required for the Downtown area designating "people" area per the streetscape standard.

2. A building shall be setback not more than 5 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 5 feet of the sidewalk.

As noted, the building jogs and steps back from the sidewalk due to the reverse orientation of the property line. Nevertheless, the areas in the front of the building and the sidewalk are landscaped and include planter areas for sitting. Further, considering the property is part of an overall master plan, common areas have been dispersed throughout the property for pedestrian activities. Lastly, the subject building frontage is roughly 80' and the combined street frontage from Plaza West to Plaza East is roughly 240' or 67% of the entire site's building frontage along the public sidewalk.

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.

The proposal complies with the above standard as the common parking lot has perimeter landscaping buffers designed as a part of the subdivision's master plan. In addition, there is an existing 6-8' cinderblock wall between the neighboring residential property to the east. The subject building is roughly 50' from the nearest adjacent property.

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.

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

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

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

II-C-3 Additional Standards for Large Scale Projects

II-C-3a) Orientation and Scale

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1. Developments shall divide large building masses into heights and sizes that relate to human scale by incorporating changes in building masses or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.

The proposed building design incorporates elements to the façade that are articulating and within a human scale.

2. Outside of the Downtown Design Standards Zone, new buildings or expansions of existing buildings in the Detail Site Review Zone shall conform to the following standards:

a. Buildings sharing a common wall or having walls touching at or above grade shall be considered as one building.

b. Buildings shall not exceed a building footprint area of 45,000 square feet as measured outside of 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.

c. 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. For the purpose of this section, basement means any floor level below the first story in a building. First story shall have the same meaning as provided in the building code.

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

Not applicable as the proposed building is within the Downtown Design Standards zone (see below standard for applicability).

Inside the Downtown Design Standards Zone, new buildings or expansions of existing buildings shall not exceed a building footprint area of 45,000 square feet or a gross floor area of 45,000 square feet, including roof top parking, with the following exception:

Automobile parking areas locate within the building foot print and in the basement shall not count toward the total gross floor area. For the purpose of this section, basement means any floor level below the first story in a building. First story shall have the same meaning as provided in the building code.

Not applicable as the proposed building is less than 45,000 sq. ft.

3. Buildings not connected by a common wall shall be separated by a distance equal to the height of the tallest building. If buildings are more than 240 feet in length, the separation shall be 60 feet.

The proposed building remains consistent with the initial master planning efforts as well as the Downtown Design Standards where buildings are built to the sidewalk's edge, infilling asphalt parking areas and creating a continuous store-front façade along the street. Also, as the building relates to Plaza Central East, the separation is roughly 60' and the building's height is only 40' and therefore complies with the standard.

II-C-3b) Public Spaces

1. One square foot of plaza or public space shall be required for every 10 square feet of gross floor area.

As noted on Sheet A1, the subject building, as well as Plaza West and Plaza Central East have a combined gross floor area, exclusive of basement, totaling 60,761 square feet requiring 6,076 square feet (10%) of plaza or public space. The project currently includes 7,428 square feet of public plaza space or a surplus of 1,352 square feet.

2. A plaza or public spaces shall incorporate at least 4 of the 6 following elements:

a. Sitting Space – at least one sitting space for each 500 square feet shall be included in the plaza. Seating shall be a minimum of 16 inches in height and 30 inches in width. Ledge benches shall have a minimum depth of 30 inches.

b. A mixture of areas that provide both sunlight & shade.

c. Protection from wind by screens and buildings.

d. Trees – provided in proportion to the space at a minimum of 1 tree per 500 square feet, at least 2 inches in diameter at breast height.

e. Water features or public art.

f. Outdoor eating areas or food vendors.

The existing plaza space(s) do incorporate at least 4 of the 6 elements listed above. Specifically, there will be a number of sitting areas throughout the subdivision including the large plaza area west of Plaza West, the pedestrian way extending through that building and the area directly north of the this building. The plaza space(s) also incorporates areas that provide both sunlight and shade opportunities, protection from wind, trees and outdoor eating areas. Public art has yet to be explored, but the applicants are open to dialogue with the Ashland Public Arts Commission once the project is completed and spaces are less two-dimensional. Nevertheless, the project complies with the above plaza standards.

II-C-3c) Transit Amenities

Transit amenities, bus shelters, pullouts, and designated bike lanes shall be required in accordance with the City's Transportation Plan and guidelines established by the Rogue Valley Transportation District.

There is a bus shelter and pull-out along Lithia Way just south of the post office, within approximately 200' from the subject subdivision. There are no plans to relocate the shelter according to the City's Transportation Plan and Rogue Valley Transit District (RVTD) staff. In fact, the applicants have been in contact with City and RVTD staff and have offered unobligated financial support to improve the shelter's appearance and function.

II-C-3d) Recycling

Recycling areas shall be provided at all developments.

Trash and recycling facilities are to be located directly behind the building.

II-D PARKING LOT LANDSCAPING & SCREENING STANDARDS

All parking lots, which for purposes of this section include areas of vehicle maneuvering, parking, and loading, shall be landscaped and screened as follows:

II-D-1) Screening at Required Yards

- 1) Parking abutting a required landscaped front or exterior yard shall incorporate a sight obscuring hedge screen into the required landscaped yard.**
- 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 lot and retaining wall.**

The project's parking areas are screened from the adjacent rights-of-way by the buildings and landscaping.

II-D-2) Screening Abutting Property Lines

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

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The property abutting the rear and side property is screened by a 6' to 8' concrete wall and a minimum 5' landscape strip, and for the majority of the property a much greater width.

II-D-3) Landscape Standards:

1) Parking lot landscaping shall consist of a minimum of 7% of the total parking area plus a ratio of 1 tree for each seven parking spaces to create a canopy effect.

Approximately 8% of the parking area consists of landscaping with approximately three trees per seven parking spaces to provide parking lot shading.

2) The tree species shall be an appropriate large canopied shade tree and shall be selected from the street tree list to avoid root damage to pavement and utilities, and damage from droppings to parked cars and pedestrians.

The majority of the parking lot's trees were installed at the time Plaza West was completed and the existing parking lot upgraded. The trees were chosen by a professional Landscape Architect with the intent to provide shade and a canopy effect over parked automobiles. All trees were chosen from the City's adopted street tree list which included a variety of tree species recommended for parking lots and urban environments.

3) The tree shall be planted in a landscaped area such that the tree bole is a least 2 feet from any curb or paved area.

All new trees to be planted near a hard surface area will be setback at least 2'. All new or revised landscaping will be installed by a licensed local landscaping company familiar with the above standard.

4) The landscaped area shall be planted with shrubs and/or living ground cover to assure 50% coverage within 1 year and 90% within 5 years.

The proposed parking lot landscaping plans were completed by a professional landscape architect with the intent to provide for an attractive landscaped site that also complies with the above standard. The majority of the approved landscaping was installed by a licensed local landscaping company familiar with the above coverage requirements. Any new or modified landscape areas will also be installed in accordance with the above standard.

5) Landscaped areas shall be evenly distributed throughout the parking area and parking perimeter at the required ratio.

The existing and proposed landscape plan shows the parking lot landscaping being evenly distributed throughout the parking lot. All landscaping has and will continue to be installed by a licensed local landscaping company familiar with the above standard.

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6) That portion of a required landscaped yard, buffer strip or screening strip abutting parking stalls may be counted toward required parking lot landscaping but only for those stalls abutting landscaping as long as the tree species, living plant material, coverage and placement distribution criteria are also met. Front or exterior yard landscaping may not be substituted for the interior landscaping required for interior parking stalls.

The project complies with the above standard.

II-D-4 Residential Screening

Parking areas adjacent to residential dwellings shall be setback at least 8 feet from the building, and shall provide a continuous hedge screen.

The proposed parking is 8' from the proposed building and is in compliance with the standard.

VI DOWNTOWN DESIGN STANDARDS:

VI-A) Height

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

The proposed building is a stand-alone building unlike the "common wall" buildings along Lithia Way or Main Street. However, the building does have stepping heights primarily to address the building's architecture, solar access and sloping street grade.

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

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

VI-B) Setback

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

The applicants are requesting an exception to this standard (*not a Variance*) due to the fact the property is uniquely shaped with the First Street frontage running at an acute angle in respect to the otherwise rectangular parcel. This provided an opportunity to create a stepped façade that works better with the lot shape, and creates a more interesting streetscape. The design places the corners of each step at or near the First Street

boundary, steps back a prescribed distance, and then steps again at the point the front wall intersects with the First Street property line. The entries were then recessed to emphasize the respective locations.

The exception criteria and justification for the balconies are as follows:

VI-K) Exception to Standards:

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

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

There is a demonstrable difficulty in meeting this specific setback requirement primarily due to the unique shape of the lot with the First Street frontage running at an acute angle in respect to the otherwise rectangular parcel. This provided an opportunity to create a stepped façade that works better with the lot shape, and creates a more interesting streetscape. The design places the corners of each step at or near the First Street sidewalk, steps back a prescribed distance, and then steps again at the point the front wall intersects with the First Street sidewalk. The entrances are then recessed, in accordance with VI-B-2, to emphasize their respective locations.

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

The project Architect contends the alternative design accomplishes the intent of the Downtown Design Standards as the alternative solution would be to design a building with an odd acute angle at the southeast corner of the building (entrance to subdivision) that is not typically reflected in the Downtown's character. In fact, the vast majority of the buildings found in the Downtown are based their underlying 90 degree property lines where the subject property line is roughly 120 degrees based on the combination of the street and access corridor. As such, the proposed design is based more on the traditional building setting in the downtown and not the shape of the lot.

The purpose Downtown Design Standards was to be as compatible with the Downtown's built environment. With this particular standard, the purpose was to ensure pedestrians and the users of the space had an opportunity to engage and that products within the storefront window were visible. The concept can encourage walking as the opportunity is there to engage with the inside space and make the

walk more enjoyable versus along a parking lot or field. In the end, the applicants contend the building still provides that opportunity, but also respects many of the other Downtown standards.

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

The exception requested is the minimum necessary as the Architect has attempted to abut the back of the sidewalk where possible and still retain the integrity of the building's design.

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

The building has two primary commercial entrances both with features that create a "sense of entry" as envisioned by the Standards, such as recessed covered entrances as well as obvious surface treatments leading to the doors.

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

A balcony is proposed along the side of the building and is not part of the front façade. Also, an upper floor deck is also proposed, but it is enclosed with roof, walls and accordion type windows.

VI-C) Width

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

The width of the building extends from side property line to side property line other than where required handicap access occurs along the south side in order to access the rear parking lot.

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

The two lots are intended to be consolidated into a single lot with roughly 89' of frontage along First Street. As such, the Architect has designed the building with multiple vertical columns that reflect the forced step back issue noted previously. The vertical columns, along with strong horizontal components make for an attractive traditional façade.

VI-D) Openings

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

The front elevation includes storefront windows and glass doors similar in size to other storefront widows found in the Downtown.

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

Not applicable as the building is new.

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

Of the building's six front façade columns, one column does have windows on the second and third floors that are more horizontal than they are vertical which requires an exception request. The criteria and justification is as follows:

VI-K) Exception to Standards:

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

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

There is a demonstrable difficulty in meeting this particular design standard that stems back to the shape of the property causing there to be multiple columns that step back and forth due to the angle of the front lot line. But, because there are multiple stepped columns in the front's facade with varying widths, the windows in the second column (from right to left) are more horizontal than vertical, but that's primarily to retain the rest of the building's window pattern. The design exception is mitigated by the fact the subject windows are divided into three giving each pane a vertical appearance.

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

The applicants believe the proposed design accomplishes the purpose and intent of

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the Downtown Design Standards and Downtown Plan as the slightly more horizontal windows within the single column does not overwhelm the building's architecture, but instead compliments it as described above. In this case, the design maintains the rhythm of openings as desired by the Standards, specifically Section VI-E Horizontal Rhythms. In the end, the Architects feel, bolstered by Historic Commissions input, the design approach taken is superior and accomplishes the Design Standards intent.

3) *The exception requested is the minimum necessary to alleviate the difficulty of meeting the Downtown Design Standards.* The exception requested is the minimum necessary and the applicants have attempted to mitigate the request by designing the subject windows within Plaza North building with vertical window elements in order to give a more vertical window pattern appearance. The windows chosen for the design are tall, rectangular units with transoms on the first floor, and double hung units on the top two floors. The window widths are primarily 36" and are combined in multiples of two or three. Since the building is a singular design, the window pattern is the same throughout. Divided lights have been utilized in the upper sashes and the main floor transoms for a more vintage look. The glass utilized at the central brick element are the same "ganged" double hung units with transoms added to provide a special feature for the building.

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

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

5) Ground level entry doors shall be primarily transparent.

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

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

The building's architecture provides for a variety of architectural interest such as the variation of materials, use of materials, multiple columns and the staggering setbacks of columns. The building will have transparent windows and doors on the ground level facing First Street.

VI-E) Horizontal Rhythms

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

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The submitted elevations show a mixed-use building with prominent horizontal lines in the use of window patterns, cornice treatments, floor heights and awning patterns.

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

The proposed building facades show a clear visual division between the ground floor and two upper floors. The division is created due to the horizontal elements such as the difference in ground floor height vs. upper floors, change in materials and colors, window alignment and awnings.

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

The design of the building base is shown extending the full height of the first floor, but the standard is written more as a recommendation (“typically”). In this case, due to the change in grade at the building perimeter and the multiple floor elevations needed to meet accessibility requirements, a truncated base at the lower window sills is not a practical or viable solution. Instead, a material has been chosen for the first story, a ground faced concrete block that will suggest a cut stone look, and provide the desired “sense of strength”. Cut stone has been utilized as a base extending the height of the first story in other historical buildings in the past not only in Ashland, but other main street environments and accomplishes the same intent. The block will have a distinct separation from the materials used on the upper floors by a metal clad coping that surrounds the building. The full height base will better address the varying grades and first floor heights that occur on this unique site.

VI-F) Vertical Rhythms

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

Plaza North’s vertical columns reflect the vertical rhythms intended by this standard. The vertical columns, combined with the horizontal elements noted previously, provide for a very traditional and attractive main street building within the Downtown.

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

Not applicable as the proposed building is new.

VI-G) Roof Forms

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

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

VI-H) Materials

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

The exterior building materials are consistent with building materials found within the Downtown core with the majority of the building's skin being concrete, stucco, block and brick.

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

The proposed design incorporates multiple surface materials for added visual interest as well as a framed entrance, recessed and projecting entrances, transom windows, etc.

VI-I) Awnings, Marquees or Similar Pedestrian Shelters

1) Awnings, marquee or similar pedestrian shelters shall be proportionate to the building and shall not obscure the building's architectural details. If mezzanine or transom windows exist, awning placement shall be placed below the mezzanine or transom windows where feasible.

No awnings are proposed with Plaza North due the building's orientation.

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

No awnings are proposed with Plaza North due the building's orientation.

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

Plaza North's prominent horizontal lines will shall be maintained as no awnings or sidewalk coverings are proposed primarily due to the building's design configuration.

VI-J) Other

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

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

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

Not applicable as the property is currently vacant.

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

Not applicable as the property is currently vacant.

4) Parking lots adjacent to the pedestrian path are prohibited (Refer to Design and Use Standards, Section II-D, for Parking Lot Landscaping and Screening Standards). An exception to this standard would be paths required for handicapped accessibility.

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

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

The proposed building virtually incorporates all of these elements.

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

The proposal does not include any uses that are automotive in nature or would require a

Conditional Use Permit. The planned uses for the building include professional offices, retail and residential space.

AMC 18.61 TREE PRESERVATION & PROTECTION

18.61.042 Approval & Permit Required

No trees are proposed to be removed with this application.

18.61.200 – Tree Protection

All of the site's trees are healthy recently planted trees. All are less than 2" caliper and will be segregated by construction fencing in accordance with the attached Tree Protection Plan in an attempt to minimize accidental damage by construction. Fencing will be installed prior to any construction or site alteration and at the time of the project's Certificate of Occupancy, verification by staff can occur insuring the subject trees have not been damaged.

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COMBINED BUILDING AREAS:

BASEMENT	11,202 sf
1st FLOOR	
COMMERCIAL (66.9%)	9,645 sf
RESIDENTIAL (33.1%)	4,789 sf
2nd FLOOR	14,561 sf
RESIDENTIAL	14,561 sf
3rd FLOOR	13,204 sf
RESIDENTIAL	13,204 sf
TOTAL AREA	53,412 sf

LANDSCAPE REQUIREMENT:

LOT AREA	63,058 sf
PARKING LOT AREA	18,832 sf
AREA PROPOSED	11,025 sf
15% OF LOT DIFFERENCE	+1,568 sf

PROPOSED LOT AREAS & PARKING ALLOCATIONS:

LOT	AREA	PARKING*
LOT 1	7,943 sf	27 Sp
LOT 2-3	14,431 sf	45 Sp
LOT 4-5	5,273 sf	15 Sp
UNALLOCATED COMMON AREA	35,411 sf	2 Sp
TOTAL LOT AREA	63,058 sf	89 Sp

RESIDENTIAL DENSITY:

LOT	ACREAGE	DWELLING UNITS
LOT 1	0.182 AC	10
LOT 2	0.181 AC	11
LOT 3	0.150 AC	4
LOT 4	0.071 AC	2
LOT 5	0.050 AC	2
COMMON	0.813 AC	N/A
TOTAL	1.446 AC	29*

PUBLIC SPACE REQUIREMENT:

TOTAL BUILDING AREA*	60,781 sf
AREA REQUIRED (10%)	6,078 sf
AREA PROVIDED ON LOT 1	754 sf
AREA PROVIDED ON LOTS 2-3	463 sf
AREA ON LOTS 4-5	0 sf
AREA ON COMMON LOT	9,211 sf
TOTAL PUBLIC SPACE**	7,428 sf

IMPERVIOUS SURFACES:

LOT AREA	63,058 sf
PERVIOUS AREAS:	
LANDSCAPE	11,025 sf
CRUSHED ROCK PAVING	410 sf
TOTAL PERVIOUS	11,435 sf
PERCENTAGE PERVIOUS	18.1%
IMPERVIOUS AREAS	43,800 sf
PERCENTAGE IMPERVIOUS	69.6%
BUILDING COVERAGE	20,239 sf
CONCRETE PAVING	4,729 sf
ASPHALT PAVING	18,832 sf

SUBDIVISION PARKING SPACES:

(E) ON SITE SURFACE	49 Sp
(N) ON SITE SURFACE	5 Sp
(E) BASEMENT	12 Sp
(N) BASEMENT	21 Sp
(E) ON STREET (1st Street)	2 Sp
SUBDIVISION TOTAL	89 Sp

BICYCLE PARKING:

LOT	REQ'D	ON-SITE	BASEMENT
LOT 1	13 sp	3 sp	10 sp
LOT 2-3	22 sp	4 sp	18 sp
LOT 4-5	6 sp	2 sp	4 sp
COMMON	0 sp	0 sp	0 sp
TOTAL	41 sp	9 sp	32 sp

PROPOSED F.A.R. ALLOCATIONS:

BUILDING	AREA*	F.A.R.**
LOT 1	25,040 sf	39.7%
LOT 2	28,400 sf	41.9%
LOT 3	18,540 sf	29.4%
LOT 4	7,700 sf	12.2%
LOT 5	5,500 sf	08.7%
TOTAL	83,180 sf	131.9%

* NOT INCLUDING BASEMENT AREAS
 ** F.A.R. RELATIVE TO TOTAL LOT AREA. NO RESTRICTIONS IN HISTORIC DISTRICT.

PLAZA NORTH BUILDING SUMMARY

BUILDING AREA -

1st FLOOR	3,480 sf
2nd FLOOR	3,742 sf
3rd FLOOR (EXCLUDES OUTDOOR DECK)	2,385 sf
TOTAL	9,607 sf

BUILDING HEIGHT -

LOCATION (SEE PLAN): GROSS AREA

POINT A	1897.75'
POINT B	1896.00'
POINT C	1896.67'
POINT D	1898.54'
	7688.96'

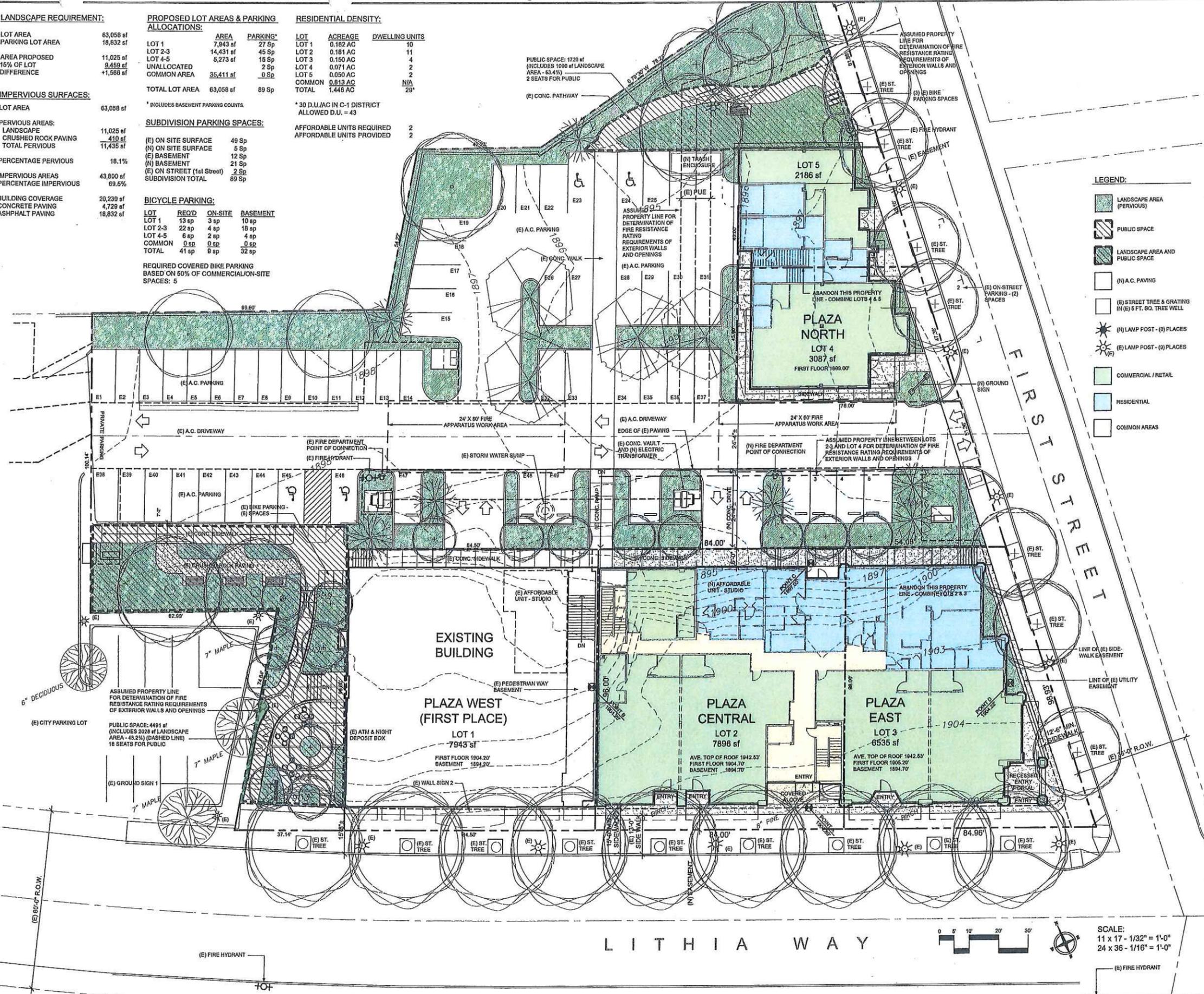
AVE. GRADE: 1897.24'
 MAX. BUILDING HEIGHT: 1837.24'

CONSTRUCTION TYPE:

TYPE VB
 FULLY SPRINKLERED

OCCUPANCY TYPES:

FLOOR	AREAS
1st FLOOR	
M	2349
R-2 RESIDENTIAL	1131
2nd FLOOR	
R-2 RESIDENTIAL	3742
3rd FLOOR	
R-2 RESIDENTIAL	2847



- LEGEND:**
- LANDSCAPE AREA (PERVIOUS)
 - PUBLIC SPACE
 - LANDSCAPE AREA AND PUBLIC SPACE
 - (N) A.C. PAVING
 - (E) STREET TREE & GRATING IN (E) 5 FT. 80. TREE WELL
 - (N) LAMP POST - (S) PLACES
 - (E) LAMP POST - (S) PLACES
 - COMMERCIAL / RETAIL
 - RESIDENTIAL
 - COMMON AREAS

MARK DATE	REVISION

STEVE ENNIS ARCHITECT
 P.O. BOX 4051
 2870 NANSSEN DRIVE
 MEDFORD, OREGON 97501

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PROJECT FOR
FIRST PLACE PARTNERS, LLC

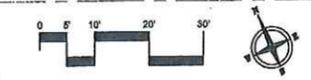
PROJECT NAME
PLAZA NORTH COMMERCIAL AND RESIDENTIAL CONDOMINIUMS

PROJECT ADDRESS
**LITHIA FIRST SUBDIVISION LOTS 4&5
 175 LITHIA WAY
 ASHLAND, OREGON**

SHEET TITLE
ARCHITECTURAL SITE PLAN

FILE NAME x1417SP	SHEET NO. A1
PROJECT NUMBER 1417	DATE 11/07/14

LITHIA WAY



SCALE:
 11 x 17 - 1/32" = 1'-0"
 24 x 36 - 1/16" = 1'-0"

MARK DATE	REVISION

P 541-772-7315
F 541-772-4079

1120 EAST JACKSON
TO 308-650
MEDFORD, OR 97504

MARQUES
YOUR PROFESSIONAL ENGINEERING TEAM SINCE 1957
STRUCTURAL | MECHANICAL | ELECTRICAL | CONSTRUCTION TESTING
CIVIL | 600 S. BENTLEY

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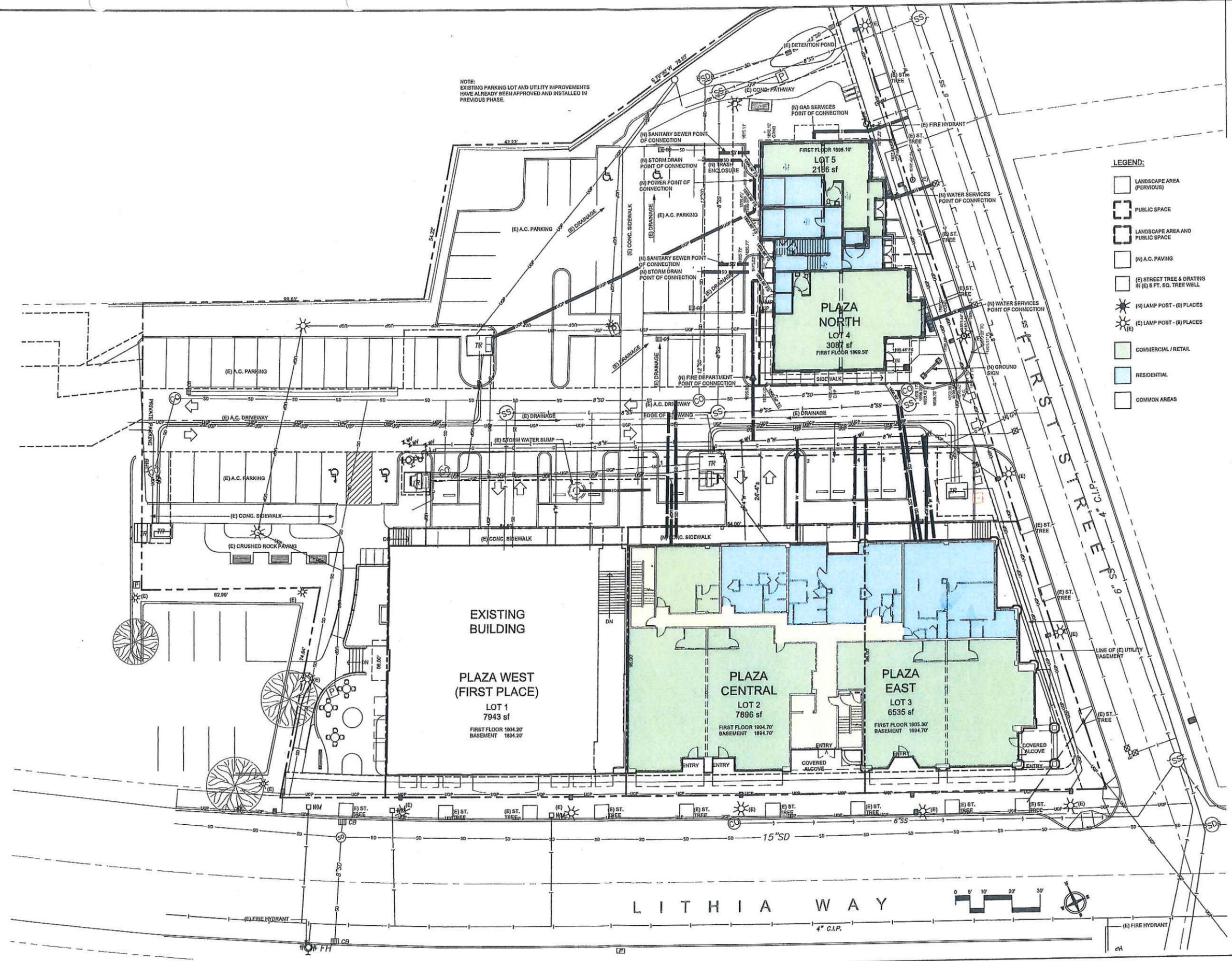
PROJECT FOR
FIRST PLACE PARTNERS, LLC

PROJECT NAME
PLAZA NORTH COMMERCIAL AND RESIDENTIAL CONDOMINIUMS

PROJECT ADDRESS
**LITHIA FIRST SUBDIVISION
LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON**

SHEET TITLE
PRELIMINARY UTILITY AND GRADING PLAN

FILE NAME x1417SP	SHEET NO. C1
PROJECT NUMBER 1417	
DATE 11/07/14	



MARK	DATE	REVISION

galbraith
AND ASSOCIATES

LANDSCAPE ARCHITECTURE
& SITE PLANNING
318 S. GRAPE STREET
MEDFORD, OR 97501
PH: 541.770.7964
FAX: 541.770.5164

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

PROJECT FOR
FIRST PLACE PARTNERS, LLC

PROJECT NAME
PLAZA NORTH COMMERCIAL AND RESIDENTIAL CONDOMINIUMS

PROJECT ADDRESS
**LITHIA FIRST SUBDIVISION
LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON**

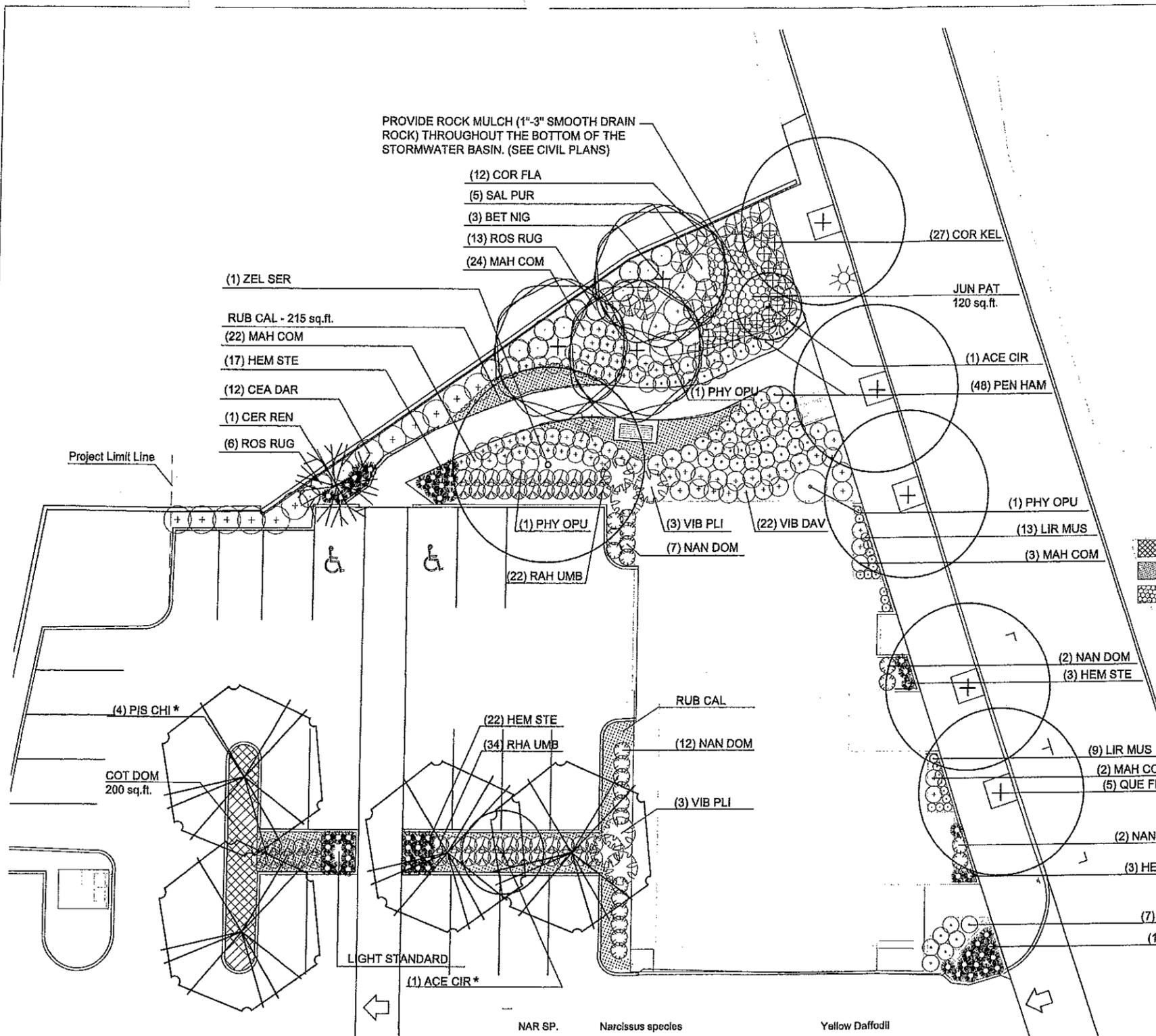
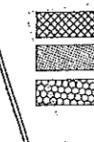
SHEET TITLE
LANDSCAPE PLAN

NOV 07 2014

FILE NAME x1417SP	SHEET NO. L1
PROJECT NUMBER 1417	DATE 11/07/14

PLANT SCHEDULE

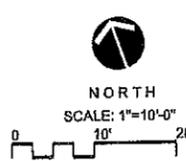
CODE	LATIN NAME	COMMON NAME	SIZE
TREES			
ACE CIR	<i>Acer circinatum</i>	Vine Maple	8' ht. min.
BET NIG	<i>Betula nigra</i> 'Dura Heat'	River Birch	10' clump
CER REN	<i>Cercis reniformis</i> 'Oklahoma'	Oklahoma Red Bud	36" Box
PIS CHI	<i>Pistacia chinensis</i>	Chinese Pistache	2" cal.
QUE FRA	<i>Quercus frainetto</i> 'Schmidt'	Forest Green Oak	2" cal.
ZEL SER	<i>Zelkova serretata</i> 'Green Vase'	Green Vase Zelkova	2" cal.
* Existing Trees newly planted to remain.			
SHRUBS			
CEA DAR	<i>Ceanothus</i> 'Dark Star'	Dark Star Ceanothus	5 gal.
COR FLA	<i>Cornus sericea</i> 'Flaviramea'	Yellow Twig Dogwood	1 gal.
COR KEL	<i>Cornus sericea</i> 'Kelsii'	Kelsey Dogwood	1 gal.
HEM STE	<i>Hemerocallis</i> 'Stella de Oro'	Stella de Oro Daylily	1 gal., 16" o.c.
LIR MUS	<i>Liriope muscari</i> 'Silvery Sunproof'	Silvery Sunproof Lilyturf	5 gal.
MAH COM	<i>Mahonia aquifolium</i> 'Compacta'	Compact Oregon Grape	5 gal.
NAN DOM	<i>Nandina domestica</i> 'Monfar'	Sienna Sunrise Nandina	1 gal.
PEN HAM	<i>Penniselium a.</i> 'Hamain'	Dwarf Fountain Grass	5 gal.
PHY OPU	<i>Physocarpus opulifolius</i> 'Monlo'	Diablo Ninebark	5 gal.
PRU LUS	<i>Prunus lusitanica</i>	Portuguese Laurel	5 gal.
RHA UMB	<i>Rhapholepis umbellata</i> 'Minor'	Dwarf Yedda Hawthorn	5 gal.
ROS RUG	<i>Rosa rugosa</i> 'Hanea'	Hansa Rugosa Rose	5 gal.
VIB DAV	<i>Viburnum davidii</i>	David Viburnum	5 gal.
VIB PLI	<i>Viburnum plicatum tomentosum</i> 'Mariesii'	Doublefile Viburnum	1 gal., 36" o.c.
GROUNDCOVER			
COT DAM	<i>Coloneaster dameri</i> 'Lowfast'	Lowfast Coloneaster	1 gal., 36" o.c.
RUB CAL	<i>Rubus calycinoides</i>	Creeping Bramble	1 gal., 24" o.c.
JUN PAT	<i>Juncus patens</i>	California Gray Rush	bulb, 8" o.c.
NAR SP.	<i>Narcissus</i> species	Yellow Daffodil	



PROVIDE ROCK MULCH (1"-3" SMOOTH DRAIN ROCK) THROUGHOUT THE BOTTOM OF THE STORMWATER BASIN. (SEE CIVIL PLANS)

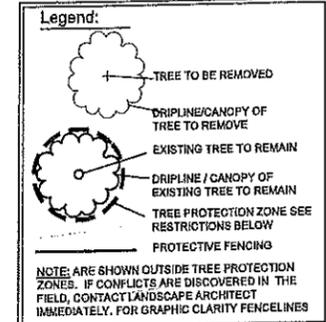
GENERAL PLANTING NOTES

- ALL SHRUB PLANTING AREAS SHALL RECEIVE 3" DEPTH OF BARK MULCH PER THE SPECIFICATIONS. TAPER TO 2" AT PERIMETER OF PLANTING BED.
- PROVIDE IMPORTED TOPSOIL TO A MIN. DEPTH OF 12" IN ALL PLANTING SHRUB AREAS. 3. PRE-EMERGENT HERBICIDE SHALL BE APPLIED TO ALL SHRUB PLANTING AREAS PER SHEET L7.
- ALL PROPOSED PLANT MATERIAL SHALL BE WARRANTED FOR ONE (1) YEAR FROM THE TIME OF FINAL ACCEPTANCE.
- THE NUMERICAL TEXT QUANTITIES OF PLANTS SHOWN ON THE PLAN ARE FOR THE CONTRACTOR'S CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE QUANTITY OF PLANT MATERIAL SHOWN GRAPHICALLY ON THE PLAN.

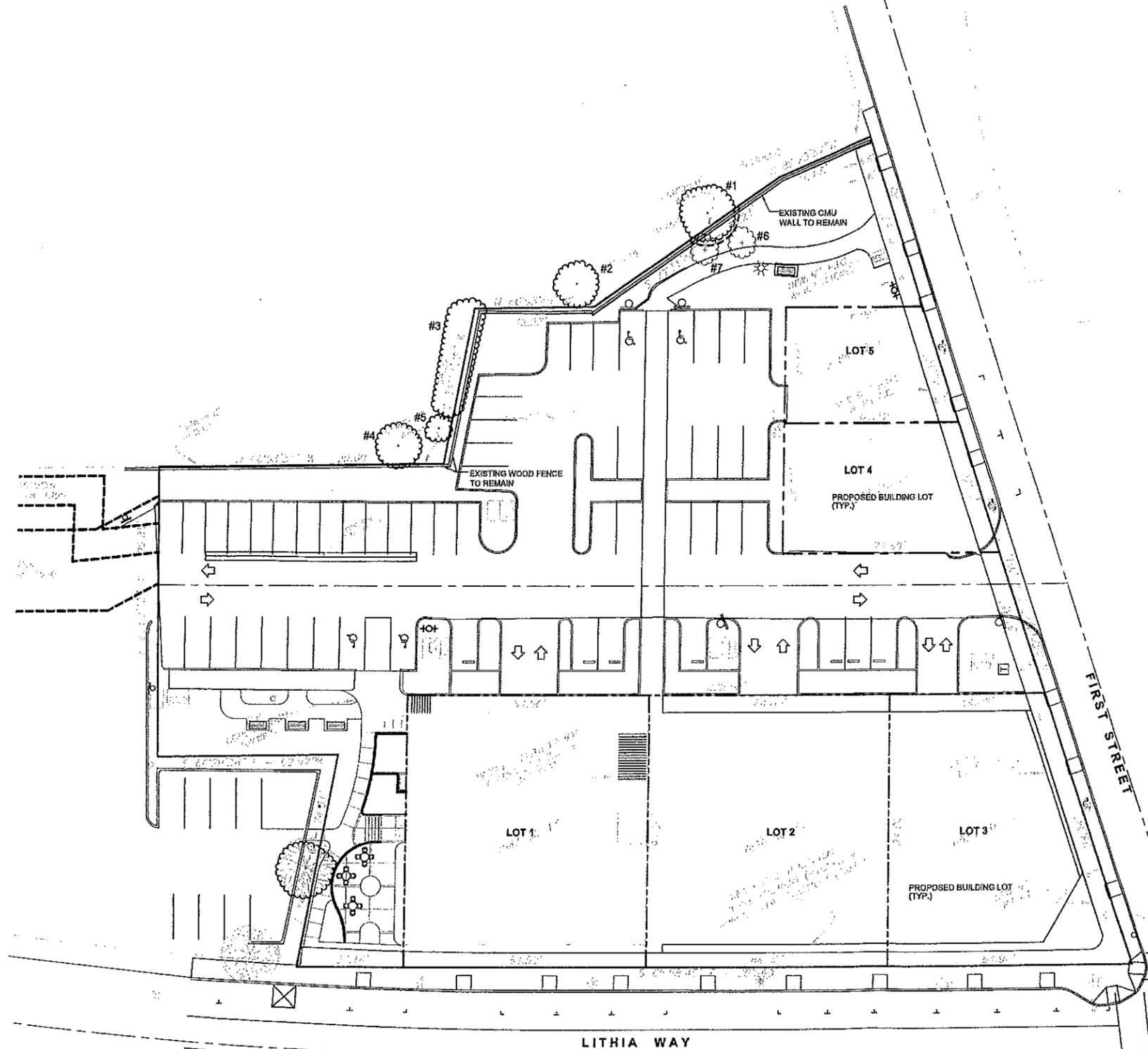


MARK	DATE	REVISION

#	SPECIES	DBH	HEALTH, HAZARD CONDITION	RECOMMENDATIONS
(1)	Morus alba 'Stubling'	Multi- 4"	Good	Off-site, protect & retain
(2)	Malus species	Multi- 4"	Good	Off-site, protect & retain
(3)	Leyland Cypress Grove	8"	Good, Grove	Off-site, protect & retain
(4)	Apple	Multi- 4"+	Good, Grove	Off-site, protect & retain
(5)	Carpinus	Multi- 3"	Included bark, good health	Off-site, protect & retain
(6)	Populus species	Multi- 4"+	Fair, Invasive volunteer tree	To be removed *
(7)	Populus species	Multi- 4"+	Fair, Invasive volunteer tree	To be removed *



* These rapidly growing, invasive trees are located too close to the existing sidewalk and should be removed. Additional appropriate trees will be planted near the adjacent bioswale.



Tree Preservation Notes.

Development Contact: Galbraith & Associates, (541) 770-7854

NOTIFICATION/NOTICE TO PROCEED: PRIOR TO COMMENCING ANY ACTIVITIES ON THE SITE, THE GENERAL CONTRACTOR SHALL CONTACT THE LANDSCAPE ARCHITECT FOR A PRE-CONSTRUCTION MEETING PRIOR TO COMMENCING ANY WORK ON THE SITE. THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED BY THE CONTRACTOR 48 HRS. IN ADVANCE FOR ALL SITE VISITS REQUESTED. CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FROM THE OWNER'S REPRESENTATIVE THAT CONSTRUCTION MAY BEGIN AFTER ALL OF THE DESCRIBED FENCING IS IN PLACE. FENCING SHALL REMAIN IN PLACE UNTIL THE PROJECT IS COMPLETED. BEFORE ANY EQUIPMENT ARRIVES ON SITE THE LANDSCAPE ARCHITECT SHALL CONSULT WITH EXCAVATION SUPERVISOR.

SIGNAGE/TAGGING: AN APPROVED SIGN SHALL BE ATTACHED TO THE CHAIN LINK FENCE STATING THAT INSIDE THE FENCING IS A TREE PROTECTION ZONE. NOT TO BE DISTURBED UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE STAFF ADVISOR FOR THE PROJECT. TREES BEING REMOVED SHALL BE TAGGED WITH PINK RIBBON. TREES BEING RETAINED SHALL BE TAGGED WITH GREEN RIBBON.

TREE PROTECTION FENCING: PRIOR TO DEMOLITION AND REMAINING THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL CONSTRUCT A TEMPORARY CHAIN LINK FENCE WITH 2" DIA. STEEL POST @ 10' O.C. MAX. AROUND ALL EXISTING TREES TO REMAIN AND ALL AREAS AS SHOWN BY THE LANDSCAPE ARCHITECT ON THIS PLAN. STEEL POSTS SHALL NOT HAVE ANY PERMANENT CONCRETE FOOTINGS WHEN INSTALLED.

TREE PRESERVATION PROCEDURE: BEFORE REMOVAL OF ANY STRUCTURES OR PLANTS AROUND EXISTING TREES TO REMAIN, THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED TO INSTRUCT THE CONTRACTOR AND ANY OPERATORS ON PROPER PROCEDURE OF TREE PRESERVATION AROUND SPECIFIC TREES. THE LANDSCAPE ARCHITECT SHALL DETERMINE IF MANUAL ROOT PRUNING SHOULD BE DONE BEFORE CONSTRUCTION BEGINS. AFTER ALL DEMOLITION IS COMPLETE, THE CONTRACTOR SHALL RELOCATE THE CONSTRUCTION FENCE, AS DIRECTED BY THE LANDSCAPE ARCHITECT, BEFORE ANY NEW CONSTRUCTION BEGINS. BORING UNDER EXISTING TREES SHALL BE UNDER THE DIRECTION OF THE LANDSCAPE ARCHITECT. HAND DIGGING MAY BE USED ONLY UNDER THE DIRECTION OF THE LANDSCAPE ARCHITECT. ALL HEAVY EQUIPMENT SHALL STAY INSIDE FOUNDATION OF BUILDING DURING CONSTRUCTION.

CONSTRUCTION/STORAGE AROUND TREES: NO CONSTRUCTION ACTIVITY OF ANY SORT SHALL OCCUR WITHIN THE TREE PROTECTION ZONE, INCLUDING, BUT NOT LIMITED TO, DUMPING OR STORAGE OF MATERIALS SUCH AS BUILDING SUPPLIES, SOIL, WASTE, EQUIPMENT, OR PARKED VEHICLES.

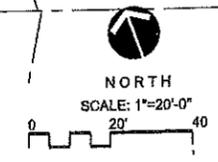
PRUNING OF TREES: DO NO PRUNING OF TREES IMMEDIATELY PRIOR TO, DURING, OR IMMEDIATELY AFTER CONSTRUCTION IMPACT. PERFORM ONLY THAT PRUNING WHICH IS UNAVOIDABLE DUE TO CONFLICTS WITH PROPOSED DEVELOPMENT.

CHEMICAL MATERIAL DISPOSAL: PAINTS, THINNERS, CLEANING SOLUTIONS, PETROLEUM PRODUCTS, AND CONCRETE OR DRY WALL EXCESS, CONSTRUCTION DEBRIS, OR M-OFF.

GRADE CHANGES: NO GRADE CHANGES MAY OCCUR WITHIN THE DRIP LINE OF EXISTING TREES TO REMAIN.

REPAIRING OF TREES: ANY TREE DAMAGED BY CONSTRUCTION OPERATIONS SHALL BE REPAIRED IMMEDIATELY IN A MANNER ACCEPTABLE TO THE LANDSCAPE ARCHITECT.

TREE MITIGATION: MITIGATION OF TREES WITH TREES SIMILAR CHARACTER IS PLANNED ON THIS SITE. MANY TREES BEYOND THOSE REQUIRED FOR MITIGATION WILL BE PLANTED. SEE PLANTING PLAN.



galbraith & associates
LANDSCAPE ARCHITECTURE
& SITE PLANNING
318 S. GRAPE STREET
MEDFORD, OR 97501
TEL: 541.770.7964
FAX: 541.770.5164



PROJECT FOR
FIRST PLACE PARTNERS, LLC

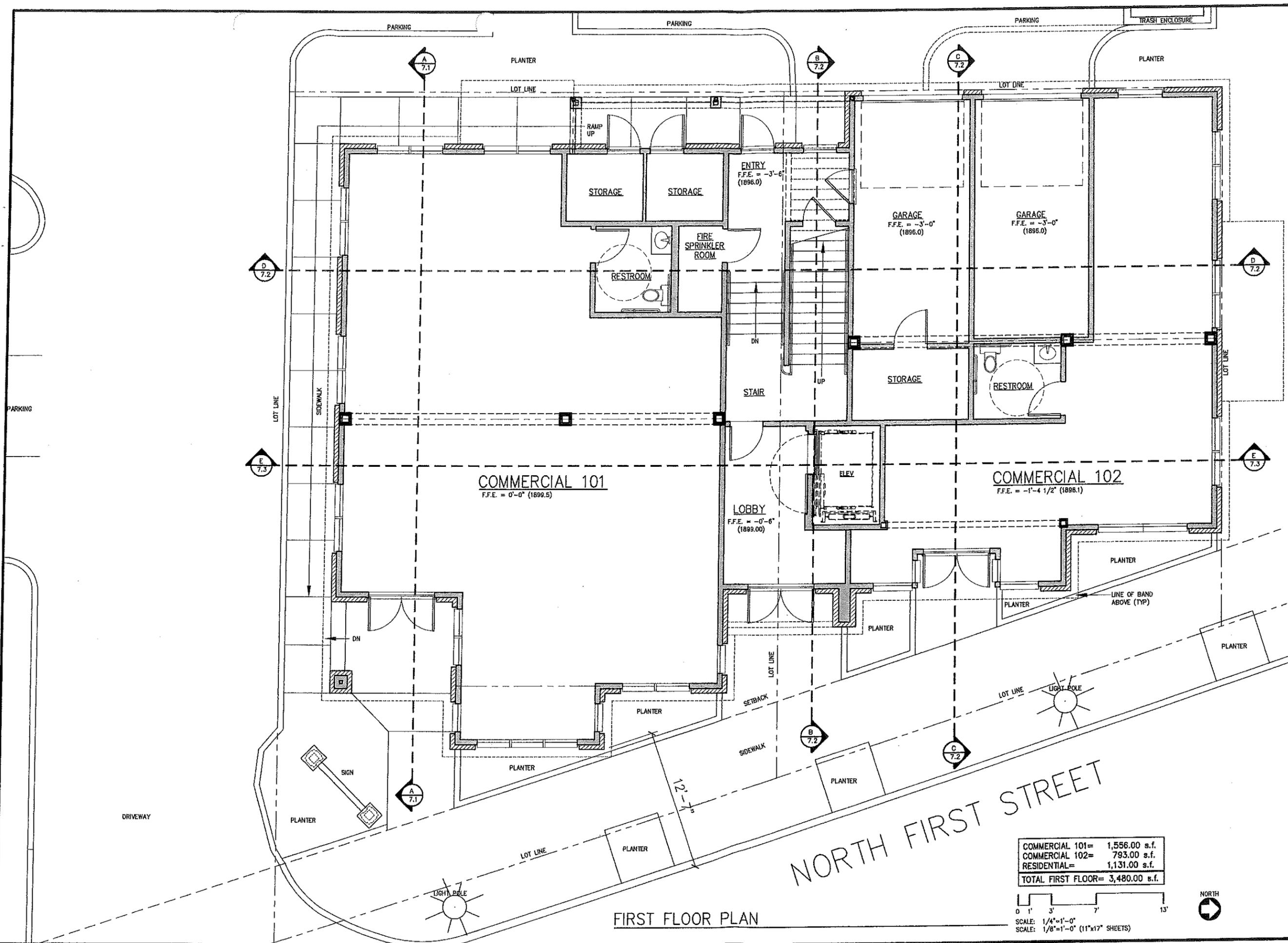
PROJECT NAME
PLAZA NORTH COMMERCIAL AND RESIDENTIAL CONDOMINIUMS

PROJECT ADDRESS
**LITHIA FIRST SUBDIVISION LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON**

SHEET TITLE
TREE REMOVAL & PROTECTION PLAN

NOV 07 2014

FILE NAME: X1417SP
PROJECT NUMBER: 1417
DATE: 11/07/14
SHEET NO.: **L2**



MARK	DATE	REVISION

**STEVE ENNIS
ARCHITECT**
P.O. BOX 4051
2870 NANSEN DRIVE
MEDFORD, OREGON 97501

NOV 07 2014

PROJECT FOR
FIRST PLACE PARTNERS, LLC

PROJECT NAME
PLAZA NORTH COMMERCIAL AND RESIDENTIAL CONDOMINIUMS

PROJECT ADDRESS
LITHIA FIRST SUBDIVISION
LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON

SHEET TITLE
FIRST FLOOR PLAN

COMMERCIAL 101=	1,556.00 s.f.
COMMERCIAL 102=	793.00 s.f.
RESIDENTIAL=	1,131.00 s.f.
TOTAL FIRST FLOOR=	3,480.00 s.f.

0 1' 3' 7' 13'
SCALE: 1/4"=1'-0"
SCALE: 1/8"=1'-0" (11"x17" SHEETS)



FIRST FLOOR PLAN

FILE NAME x1417FP1	SHEET NO. A2
PROJECT NUMBER 1417	
DATE 11/07/14	

MARK	DATE	REVISION

**STEVE ENNIS
ARCHITECT**
P.O. BOX 4051
2870 NANSEN DRIVE
MEDFORD, OREGON 97501

NOV 07 2014

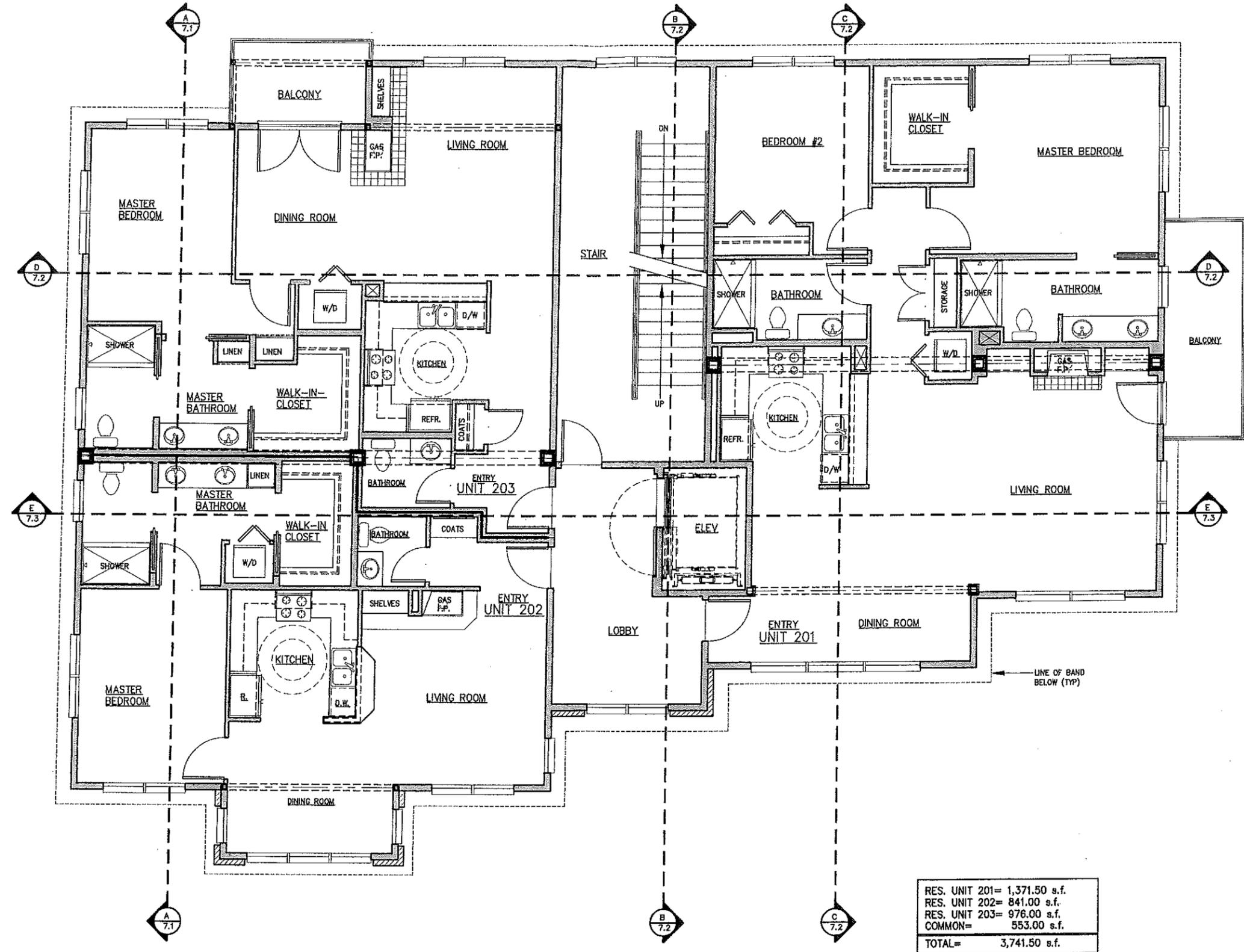
PROJECT FOR
**FIRST PLACE
PARTNERS, LLC**

PROJECT NAME
**PLAZA NORTH
COMMERCIAL AND
RESIDENTIAL
CONDOMINIUMS**

PROJECT ADDRESS
LITHIA FIRST SUBDIVISION
LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON

SHEET TITLE
**SECOND
FLOOR PLAN**

FILE NAME x1417FP2	SHEET NO. A3
PROJECT NUMBER 1417	DATE 11/07/14

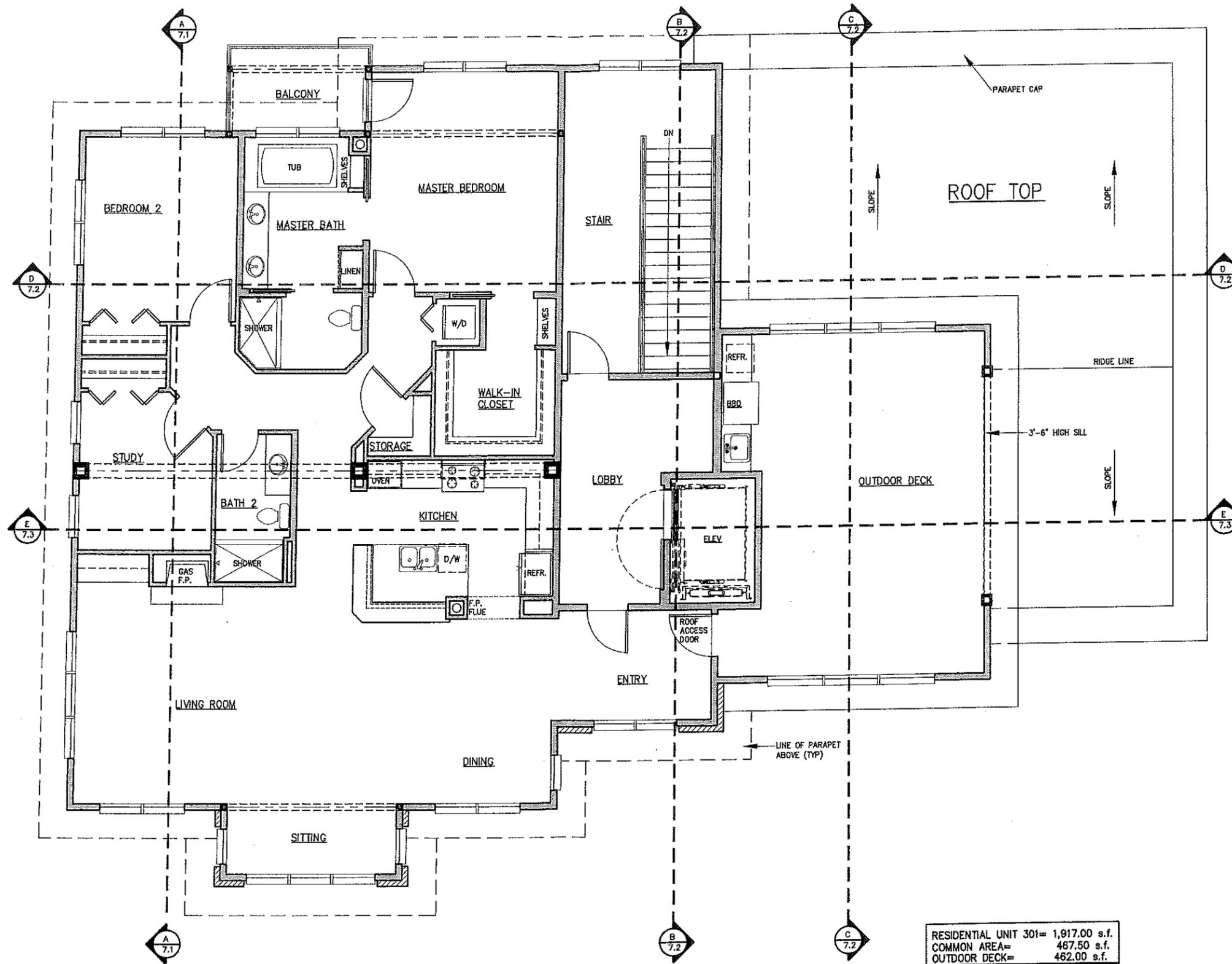


RES. UNIT 201=	1,371.50 s.f.
RES. UNIT 202=	841.00 s.f.
RES. UNIT 203=	976.00 s.f.
COMMON=	553.00 s.f.
TOTAL=	3,741.50 s.f.

0 1' 3' 7' 13'
SCALE: 1/4"=1'-0"
SCALE: 1/8"=1'-0" (11"x17" SHEETS)



SECOND FLOOR PLAN



THIRD FLOOR PLAN

RESIDENTIAL UNIT 301=	1,917.00 s.f.
COMMON AREA=	467.50 s.f.
OUTDOOR DECK=	462.00 s.f.
TOTAL THIRD FLOOR=	2,846.50 s.f.

0 1' 3' 7' 13'
 SCALE: 1/4"=1'-0"
 SCALE: 1/8"=1'-0" (11"x17" SHEETS)



MARK	DATE	REVISION

STEVE ENNIS ARCHITECT
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 2870 NANSSEN DRIVE
 MEDFORD, OREGON 97501

NOV 07 2014

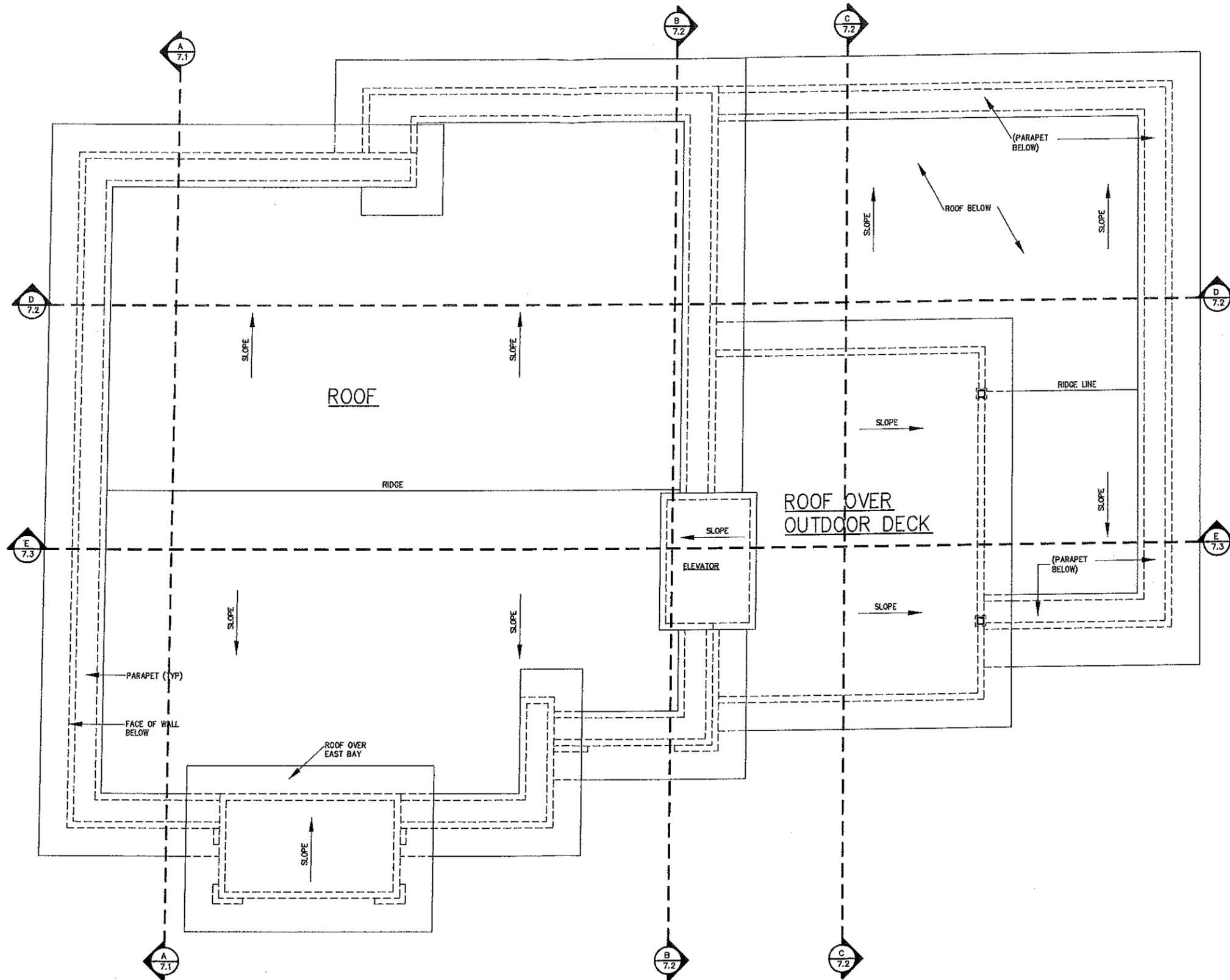
PROJECT FOR
FIRST PLACE PARTNERS, LLC

PROJECT NAME
PLAZA NORTH COMMERCIAL AND RESIDENTIAL CONDOMINIUMS

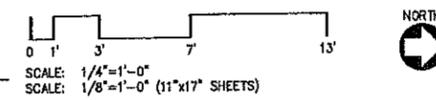
PROJECT ADDRESS
 LITHIA FIRST SUBDIVISION
 LOTS 4&5
 175 LITHIA WAY
 ASHLAND, OREGON

SHEET TITLE
THIRD FLOOR PLAN

FILE NAME x1417FP3	SHEET NO. A4
PROJECT NUMBER 1417	
DATE 11/07/14	



ROOF PLAN



MARK	DATE	REVISION

**STEVE ENNIS
ARCHITECT**
P.O. BOX 4051
2870 NANSEN DRIVE
MEDFORD, OREGON 97501

11/07/2014

PROJECT FOR
**FIRST PLACE
PARTNERS, LLC**
PROJECT NAME
**PLAZA NORTH
COMMERCIAL AND
RESIDENTIAL
CONDOMINIUMS**

PROJECT ADDRESS
LITHIA FIRST SUBDIVISION
LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON

SHEET TITLE
ROOF PLAN

FILE NAME x1417RP1	SHEET NO. A5
PROJECT NUMBER 1417	
DATE 11/07/14	

MARK	DATE	REVISION

**STEVE ENNIS
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MEDFORD, OREGON 97501

NOV 07 2014

PROJECT FOR
FIRST PLACE PARTNERS, LLC

PROJECT NAME
PLAZA NORTH COMMERCIAL AND RESIDENTIAL CONDOMINIUMS

PROJECT ADDRESS
LITHIA FIRST SUBDIVISION
LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON

SHEET TITLE
EXTERIOR ELEVATIONS

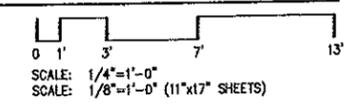
FILE NAME x1417EE1	SHEET NO. A6
PROJECT NUMBER 1417	
DATE 11/07/14	



FIRST STREET ELEVATION

SCALE: 1/4"=1'-0"

EAST ELEVATION

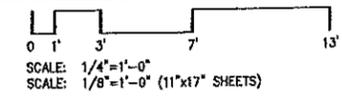


MARK	DATE	REVISION



SOUTH ELEVATION

SCALE: 1/4"=1'-0"



STEVE ENNIS
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MEDFORD, OREGON 97501

NOV 07 2014

PROJECT FOR
FIRST PLACE
PARTNERS, LLC

PROJECT NAME
PLAZA NORTH
COMMERCIAL AND
RESIDENTIAL
CONDOMINIUMS

PROJECT ADDRESS
LITHIA FIRST SUBDIVISION
LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON

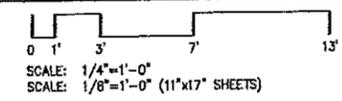
SHEET TITLE
EXTERIOR
ELEVATIONS

FILE NAME x1417EE1	SHEET NO.
PROJECT NUMBER 1417	A7
DATE 11/07/14	



WEST ELEVATION

SCALE: 1/4"=1'-0"



MARK	DATE	REVISION

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MEDFORD, OREGON 97501

NOV 07 2014

PROJECT FOR
FIRST PLACE
PARTNERS, LLC

PROJECT NAME
PLAZA NORTH
COMMERCIAL AND
RESIDENTIAL
CONDOMINIUMS

PROJECT ADDRESS
LITHIA FIRST SUBDIVISION
LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON

SHEET TITLE
EXTERIOR
ELEVATIONS

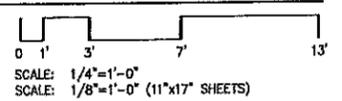
FILE NAME x1417EE1	SHEET NO. A8
PROJECT NUMBER 1417	
DATE 11/07/14	

MARK	DATE	REVISION



NORTH ELEVATION

SCALE: 1/4"=1'-0"



STEVE ENNIS
ARCHITECT

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MEDFORD, OREGON 97501

NOV 07 2014

PROJECT FOR
FIRST PLACE
PARTNERS, LLC

PROJECT NAME
PLAZA NORTH
COMMERCIAL AND
RESIDENTIAL
CONDOMINIUMS

PROJECT ADDRESS
LITHIA FIRST SUBDIVISION
LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON

SHEET TITLE
EXTERIOR
ELEVATIONS

FILE NAME x1417EE1	SHEET NO. A9
PROJECT NUMBER 1417	
DATE 11/07/14	

MARK	DATE	REVISION

STEVE ENNIS ARCHITECT
P.O. BOX 4051
2870 NANSEN DRIVE
MEDFORD, OREGON 97501

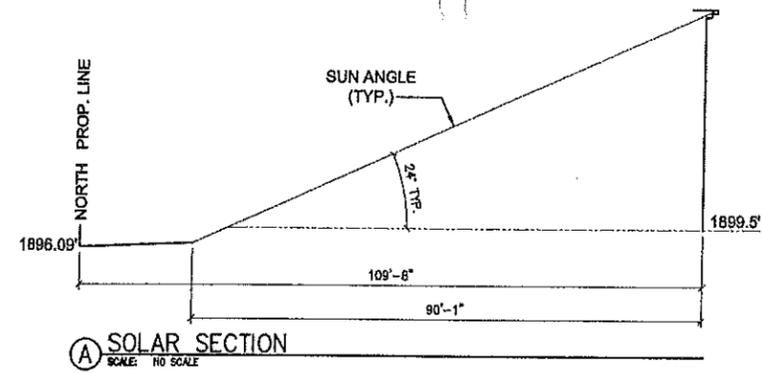
NOV 07 2014

PROJECT FOR
FIRST PLACE PARTNERS, LLC
PROJECT NAME
PLAZA NORTH COMMERCIAL AND RESIDENTIAL CONDOMINIUMS

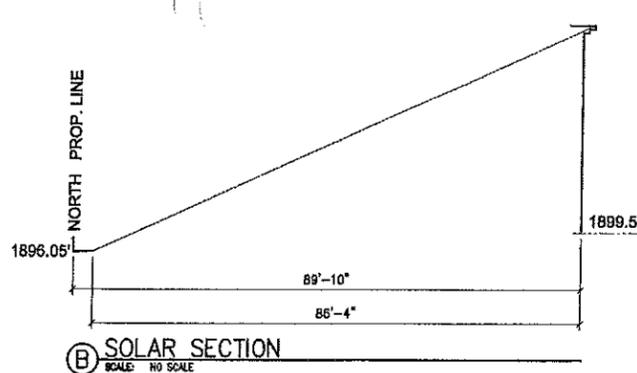
PROJECT ADDRESS
LITHIA FIRST SUBDIVISION
LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON

SHEET TITLE
SOLAR SECTIONS

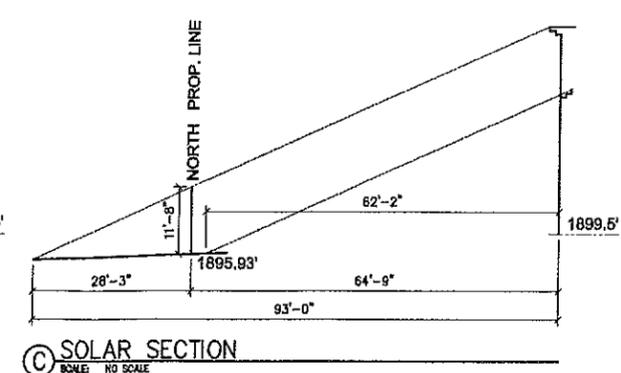
FILE NAME x1417SOLAR	SHEET NO. A10
PROJECT NUMBER 1417	
DATE 11/07/14	



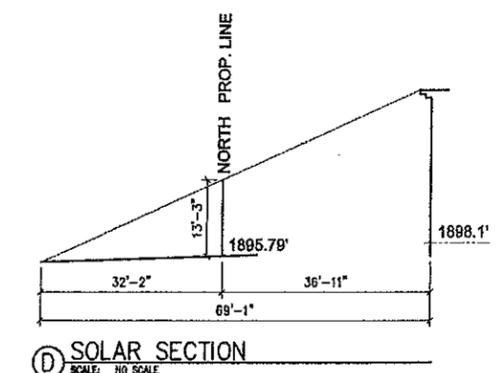
A SOLAR SECTION
SCALE: NO SCALE



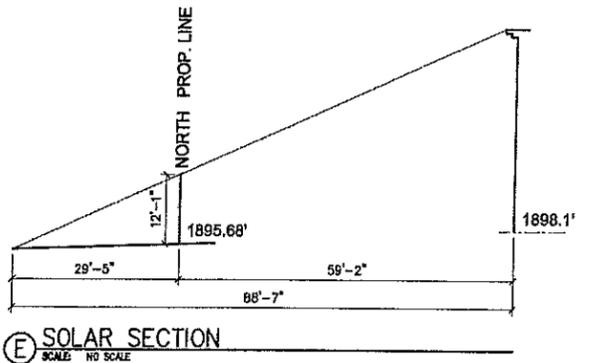
B SOLAR SECTION
SCALE: NO SCALE



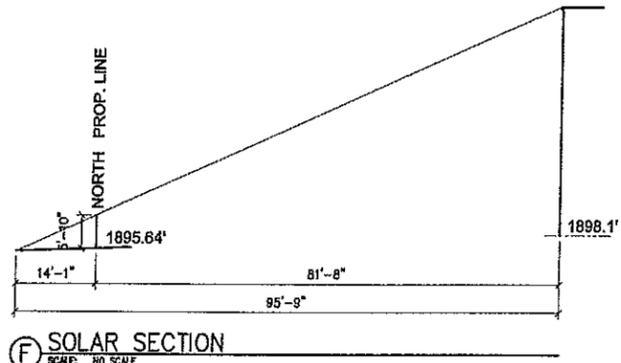
C SOLAR SECTION
SCALE: NO SCALE



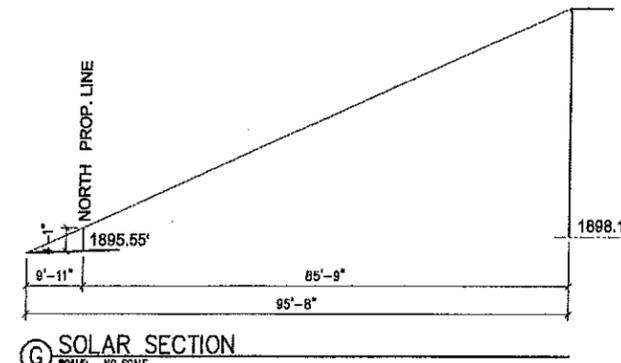
D SOLAR SECTION
SCALE: NO SCALE



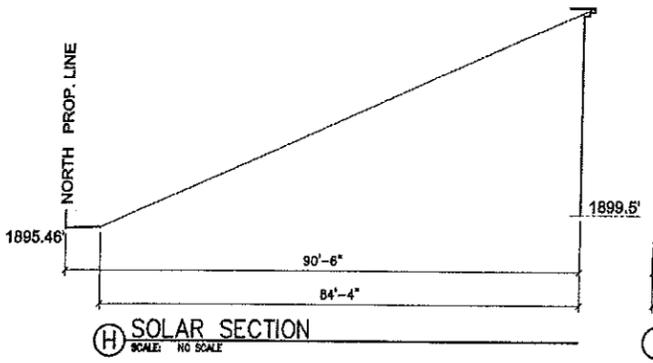
E SOLAR SECTION
SCALE: NO SCALE



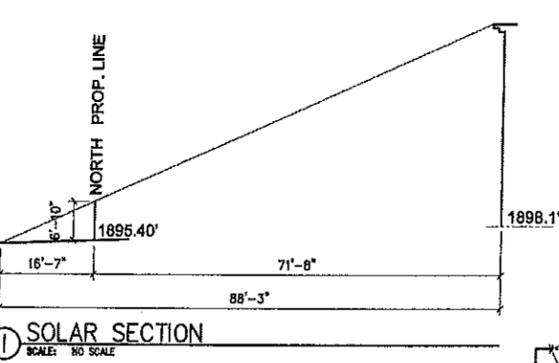
F SOLAR SECTION
SCALE: NO SCALE



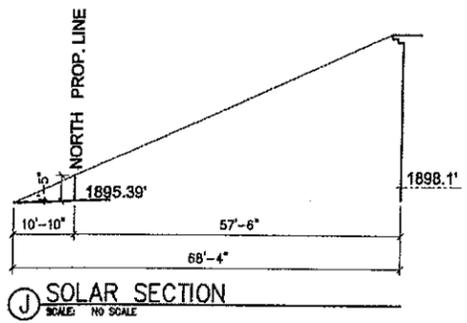
G SOLAR SECTION
SCALE: NO SCALE



H SOLAR SECTION
SCALE: NO SCALE



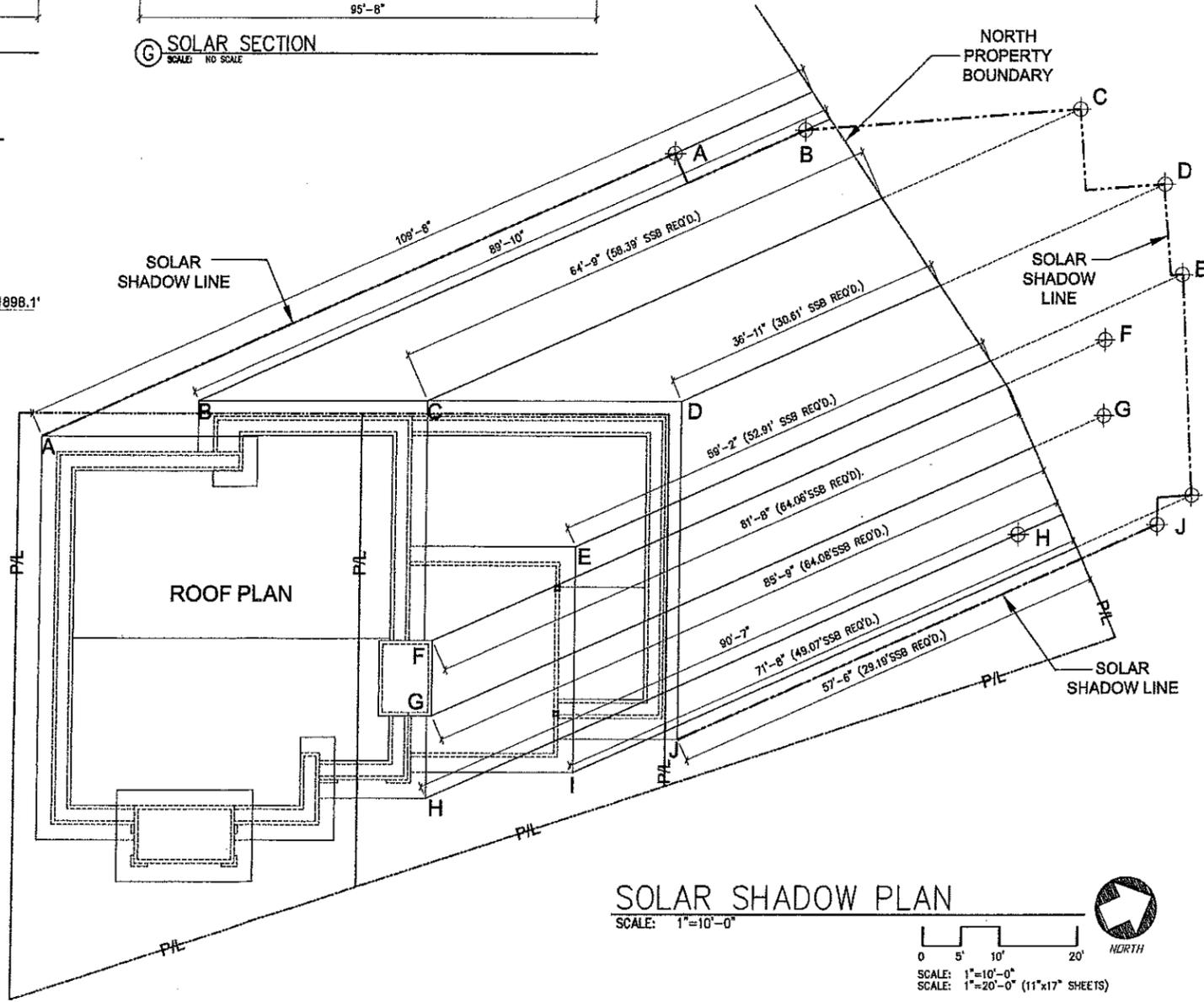
I SOLAR SECTION
SCALE: NO SCALE



J SOLAR SECTION
SCALE: NO SCALE

SOLAR NOTES & CALCULATIONS
1. SOLAR CALCULATIONS BASED ON SETBACK FORMULA "B" (16'-0" FENCE ON PL).
2. NORTH/SOUTH SLOPE: -.034

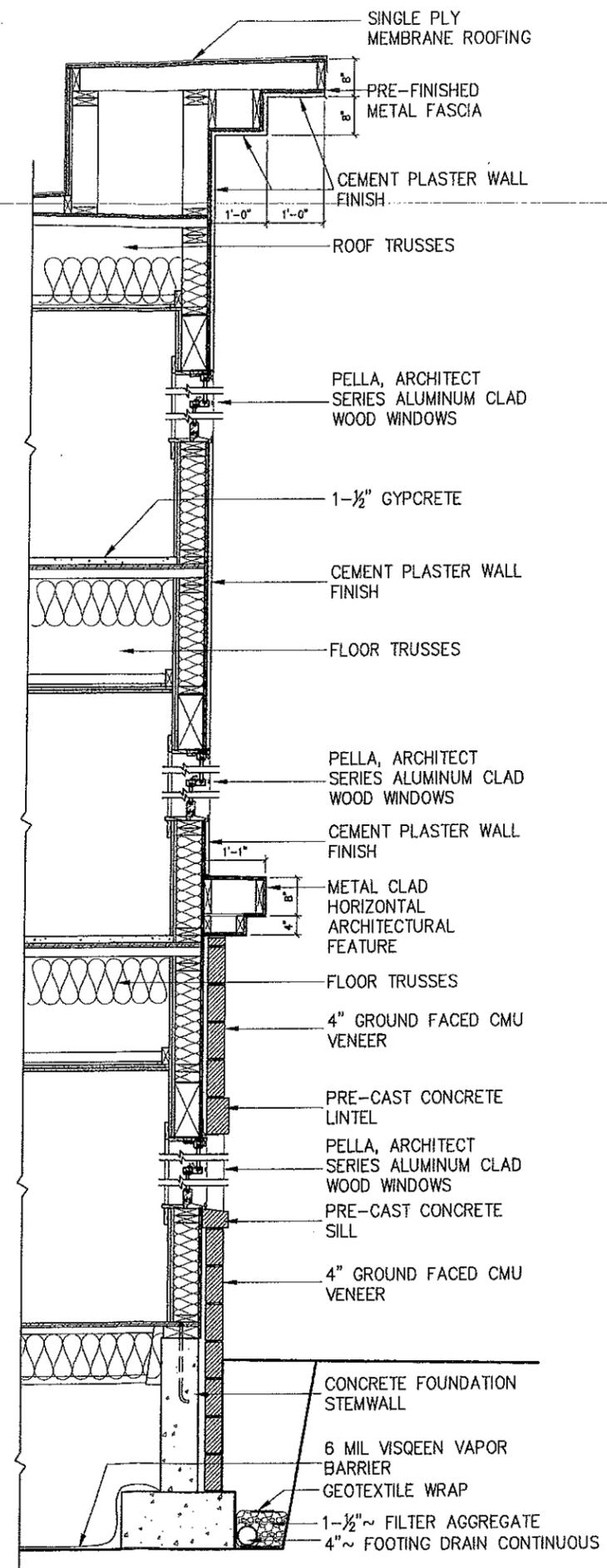
"C": $40'-16' / .411 = 58.39'$ S.S.B. REQUIRED.
"D": $28.58'-16' / .411 = 30.61'$ S.S.B. REQUIRED.
"E": $37.75'-16' / .411 = 52.91'$ S.S.B. REQUIRED.
"F": $42.34'-16' / .411 = 64.06'$ S.S.B. REQUIRED.
"G": $36.17'-16' / .411 = 49.07'$ S.S.B. REQUIRED.
"J": $28'-0"-16' / .411 = 29.19'$ S.S.B. REQUIRED.



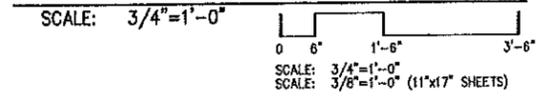
SOLAR SHADOW PLAN
SCALE: 1"=10'-0"

0 5' 10' 20'
SCALE: 1"=10'-0"
SCALE: 1"=20'-0" (11"x17" SHEETS)

NORTH



WALL SECTION



MARK	DATE	REVISION

**STEVE ENNIS
ARCHITECT**
P.O. BOX 4051
2870 NANSEN DRIVE
MEDFORD, OREGON 97501

NOV 07 2014

PROJECT FOR
FIRST PLACE PARTNERS, LLC

PROJECT NAME
PLAZA NORTH COMMERCIAL AND RESIDENTIAL CONDOMINIUMS

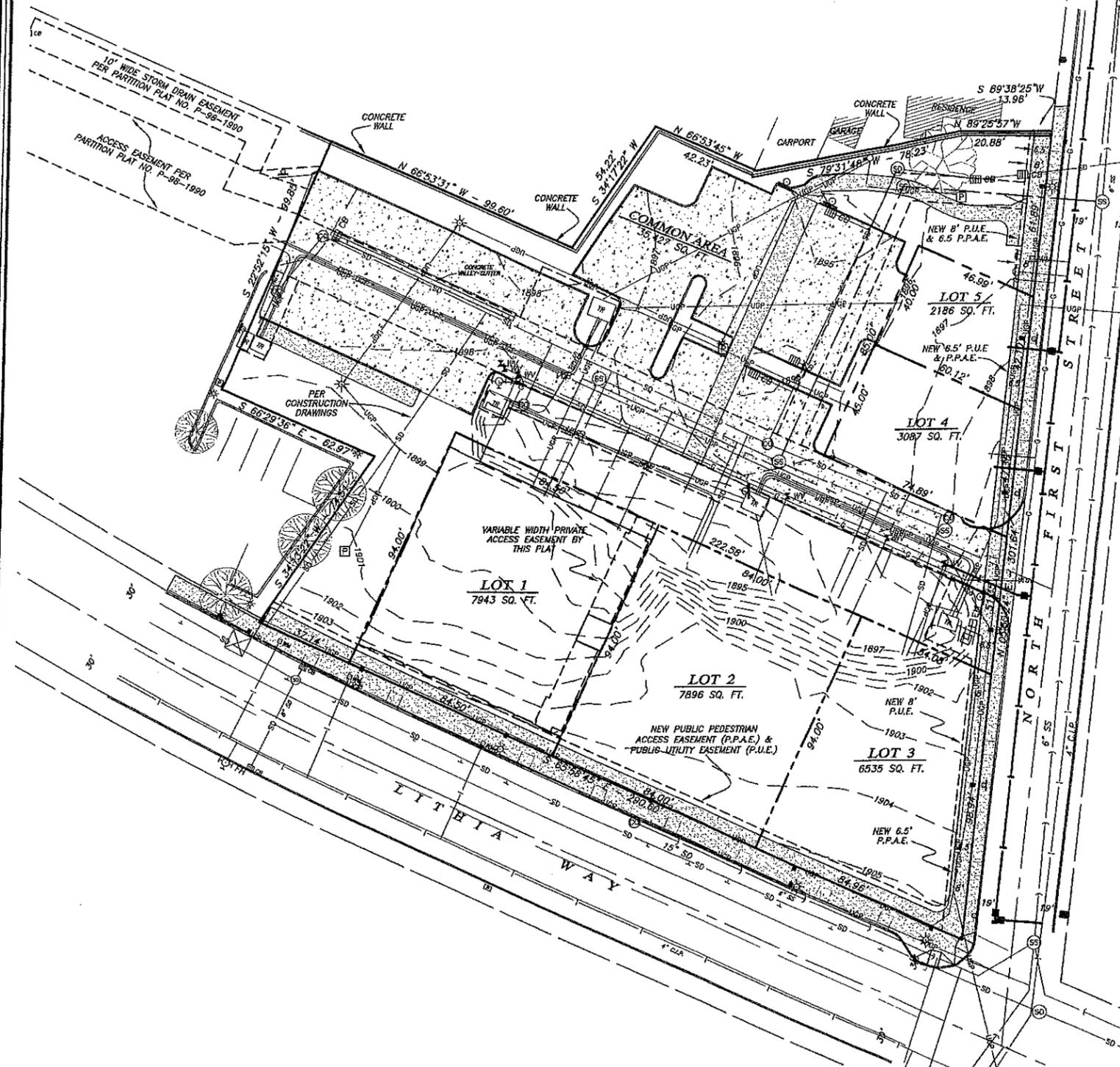
PROJECT ADDRESS
LITHIA FIRST SUBDIVISION
LOTS 4&5
175 LITHIA WAY
ASHLAND, OREGON

SHEET TITLE
WALL SECTIONS

FILE NAME
x1417ED1
PROJECT NUMBER
1417
DATE
11/07/14

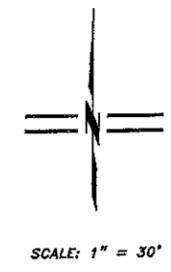
SHEET NO.
A11

PRELIMINARY MAP
FIRST PLACE SUBDIVISION
 OF
FORMER COPELAND LUMBER & TEMPCO MALL SITE
 165 LITHIA WAY & 123 NORTH FIRST STREET
 LYING SITUATE WITHIN
 NORTHWEST QUARTER OF SECTION 9,
 TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
 CITY OF ASHLAND, JACKSON COUNTY, OREGON
 FOR
FIRST PLACE PARTNERS LLC
 815 ALDER CREEK DRIVE
 MEDFORD, OREGON 97504



LEGEND

- PROPERTY BOUNDARY LINE
- - - - NEW LOT LINE
- BOUNDARY LINE
- CENTERLINE
- - - - EASEMENT LINE
- x - x - FENCELINE
- - - - WATER LINE
- o - BURIED NATURAL GAS LINE
- - - - BURIED PHONE LINE
- SD - STORM DRAIN LINE
- S - SANITARY SEWER LINE
- UGP - BURIED POWER LINE
- OHP - OVERHEAD POWER LINE
- IR - BURIED IRRIGATION LINE
- 1864 - CONTOUR LINE
- GUY ANCHOR
- PP POWER POLE
- POWER TRANSFORMER
- POWER CABINET
- ★ AREA LIGHT
- WM WATER METER
- ⊥ WV WATER VALVE
- ⊙ FH FIRE HYDRANT
- CB CATCHBASIN
- ⊙ SM STORM SEWER MANHOLE
- ⊙ SS SANITARY SEWER MANHOLE
- ⊙ CN CLEANOUT
- ⊙ PH PHONE PEDESTAL
- ⊙ GM GAS METER
- ⊙ GV GAS VALVE
- ⊙ IB IRRIGATION BOX
- ▭ CONCRETE SURFACE
- ▭ BUILDING
- ⊙ DECIDUOUS TREE (AS DESCRIBED)



REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

OREGON
 JULY 14, 1995
 SHAWN KAUFMANN
 2983 LS

RENEWAL DATE: 6/30/2013

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

DATE: FEBRUARY 20, 2013
 PROJECT NO. 220-04

NOV 07 2013