Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note that the public testimony may be limited by the Chair and normally is not allowed after the Public Hearing is closed.

ASHLAND PLANNING COMMISSION
REGULAR MEETING
JANUARY 10, 2017
AGENDA

I. CALL TO ORDER: 7:00 PM, Civic Center Council Chambers, 1175 E. Main Street

II. ANNOUNCEMENTS

III. AD-HOC COMMITTEE UPDATES

IV. CONSENT AGENDA

A. Approval of Minutes

1. December 13, 2016 Regular Meeting.

V. PUBLIC FORUM

VI. UNFINISHED BUSINESS

A. Adoption of Findings for PA-2016-02060, 639 Tolman Creek Road.

VII. TYPE II PUBLIC HEARINGS

A. PLANNING ACTION: PA-2016-01894
SUBJECT PROPERTY: 1651 Ashland Street
OWNER/APPLICANT: Rogue Credit Union/Kistler, Small & White Architects, LLC
DESCRIPTION: A request for Site Design Review approval to construct a 4,508 square foot, single-story credit union building with drive-up window as part of the phased development of the properties located at 1651 Ashland Street. Also included are requests for a Property Line Adjustment and a Tree Removal Permit to remove eight of the site's 24 trees. COMPREHENSIVE PLAN DESIGNATION: Commercial; ZONING: C-1; ASSESSOR'S MAP: 39 1E 10DC; TAX LOT #: 8700 & 9201.

VIII. DISCUSSION ITEMS

A. Cottage Housing Standards

IX. ADJOURNMENT

CITY OF ASHLAND

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development office at 541-488-5305 (TTY phone is 1-800-735-2900). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title 1).

CITY OF ASHLAND

ASHLAND PLANNING COMMISSION
REGULAR MEETING
MINUTES
DECEMBER 13, 2016

CALL TO ORDER

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

Commissioners Present:	Staff Present:
Troy J. Brown, Jr.	Bill Molnar, Community Development Director
Michael Dawkins	Derek Severson, Associate Planner
Debbie Miller	April Lucas, Administrative Supervisor
Melanie Mindlin	
Haywood Norton	
Roger Pearce	
Lynn Thompson	
Absent Members:	**Council Liaison:**
None	Greg Lemhouse, absent

ANNOUNCEMENTS/AD HOC COMMITTEE UPDATES

Community Development Director Bill Molnar stated Commission Chair Mindlin presented the annual commission update to the City Council and did a great job; and noted Councilor Marsh commended the commission for all their hard work. Mr. Molnar announced the December study session has been cancelled, and noted the January regular meeting will have at least one public hearing.

CONSENT AGENDA

A. Approval of Minutes.
   1. October 25, 2016 Study Session.
   2. November 8, 2016 Regular Meeting.
   3. November 22, 2016 Study Session.

Commissioner Thompson requested "on B Street" be added to the motion listed on page 3 of the November 8 minutes.

Commissioners Miller/Pearce m/s to approve the Consent Agenda with the noted correction to the November 8, 2016 minutes. Voice Vote: all AYES. Commissioner Brown abstained from voting on the November 22, 2016 minutes.

PUBLIC FORUM

No one came forward to speak.

UNFINISHED BUSINESS

A. Adoption of Findings for PA-2016-01504, 1098 B Street.

No ex parte contact was reported.

Commissioners Brown/Dawkins m/s to approve the Findings for PA-2016-01504. Voice Vote: all AYES. Motion passed 7-0.

B. Adoption of Findings for PA-2016-01896, 601-691 Fair Oaks Avenue.
No ex parte contact was reported.

Commissioners Thompson/Miller m/s to approve the Findings for PA-2016-01896. Voice Vote: all AYES. Motion passed 7-0.

TYPE II PUBLIC HEARINGS

A. PLANNING ACTION: PA-2016-02060
SUBJECT PROPERTY: 639 Tolman Creek Road
OWNER/APPLICANT: Southern Oregon Goodwill
DESCRIPTION: A request for Site Design Review approval for a renovation and addition to the existing Southern Oregon Goodwill store located at 639 Tolman Creek Road. The application includes a proposed 7,461 square foot addition consisting of retail and warehouse space and the relocation and expansion of the covered drop-off area. Also included is a request for a Tree Removal Permit to remove six trees that are greater than six-inches in diameter from the property. COMPREHENSIVE PLAN DESIGNATION: Commercial; ZONING: C-1; ASSESSOR'S MAP: 39 1E 14BA; TAX LOT #: 1400.

Commissioner Mindlin read aloud the public hearing procedures for land use hearings.

Ex Parte Contact

Commissioners Norton, Pearce, Dawkins, and Mindlin declared site visits. No ex parte contact was reported.

Staff Report

Associate Planner Derek Severson explained the applicants are requesting approval to add a 7,461 sq.ft. addition to the Southern Oregon Goodwill store located at 639 Tolman Creek Road. The addition consists of both retail and warehouse space as well as the relocation and expansion of the covered drop off area. Also included in the request is a tree removal permit to remove six trees that are greater than six inches in diameter. Mr. Severson presented several photos of the existing building, parking areas, and drop off area, as well as images of the new building and proposed circulation.

Mr. Severson reviewed the applicants shadow plan for the site. He explained for properties greater than ½ acre the Site Design and Development Standards provide that the floor area ratio standard can be addressed with a shadow plan illustrating how development could be intensified over time to meet the minimum floor area ratio (FAR). In this case, the applicants have provided a shadow plan showing how an addition consisting of 11,124 sq.ft. of second and third story office and classroom space could be added to meet the minimum FAR at a later date. Mr. Severson clarified the shadow plan itself is not being approved and the applicants will have to come back for site review and approval. He commented on the parking component and clarified it is clear the applicants can meet the future parking space requirements. Lastly, he spoke regarding future fire apparatus access and clarified the applicants are working with the Fire Department on this issue. Mr. Severson clarified it would be possible to widen the driveway and remove some of the landscaped area on the side of the property to meet any future aerial truck requirement.

Mr. Severson concluded his presentation and stated staff is highly supportive of the proposal and recommend approval with the conditions as presented.

Questions of Staff

Mr. Severson commented further on future requirements from the fire department when the site gets built out and clarified he raised this issue to show that while some modifications may be needed, there is adequate space on the site to accomplish the requirements of the Fire Department. Comment was raised expressing concern with the potential future removal of the bio-swale.

Mr. Severson clarified the applicant is under no obligation to build the site out further as shown in the shadow plan. He also clarified the applicant could choose to modify their approved shadow plan.

Fire Marshall Margueritte Hickman was asked if the applicants need to meet the fire apparatus requirement at this point. Ms. Hickman clarified the requirements for the commission and stated only phase two of the project would require an expanded access requirement. She acknowledged that the proposed height for the entry of the building is taller but stated there is already 26 ft. clearance on Tolman Creek Rd. on the front side of the building where the tallest point is. The applicants would not need 26 ft. all the way around the building until the additional stories shown on the shadow plan are built.

Applicant's Presentation

Jeff Bender/2950 E. Barnett Rd, Medford/Stated they understand the access issues and are confident they can work with the Fire Department to address any fire access issues. Mr. Bender commented on the future parking requirements and stated they are currently working through a number of options available in the code to provide adequate parking when and if phase two ever moves forward. He stated he is happy to answer any questions the commission may have about the project and remarked that they are supportive of the conditions of approval presented in the staff report.

Questions of the Applicant

Commissioner Pearce requested the applicant clarify the trip generation figure listed in the letter from Sandow Engineering. Mr. Bender clarified 7.67 trips per 1,000 sq.ft. of building area is the correct number.

Commissioner Mindlin asked about the soil on the north side of the building and questioned if this could be removed and still meet storm water requirements. Mr. Bender clarified they do not see the necessity to move it from the current location and stated adjustments could be made without diminishing its capacity to meet requirements in the future. Mindlin commented on making sure the fire access and soil requirements be addressed in the shadow plan, but Mr. Severson clarified the shadow plan is not being approved tonight and if the applicants have to make changes those would be evaluated during the site review for phase two.

Public Testimony

No one came forward to speak.

Applicant's Rebuttal

Jeff Bender/Stated he looks forward to moving forward with the project and is happy to answer any other questions the commission may have.

Commissioner Mindlin closed the record and the public hearing at 7:50 p.m.

Deliberations and Decision

Commissioners Pearce/Brown m/s to approve PA-2016-02060. DISCUSSION: Pearce commented that the current proposal is a good design and works well; and stated the applicants will need to meet the future site design requirements if they decide to pursue phase two. Roll Call Vote: Commissioners Dawkins, Pearce, Brown, Miller, Norton, Thompson, and Mindlin, YES. Motion passed 7-0.

ADJOURNMENT

Meeting adjourned at 8:00 p.m.

Submitted by,
April Lucas, Administrative Supervisor

FINDINGS

PA-2016-02060
639 Tolman Creek Road

BEFORE THE PLANNING COMMISSION
January 10, 2017

IN THE MATTER OF PLANNING ACTION #2016-02060, A REQUEST FOR SITE DESIGN REVIEW APPROVAL FOR A RENOVATION AND ADDITION TO THE EXISTING SOUTHERN OREGON GOODWILL STORE LOCATED AT 639 TOLMAN CREEK ROAD. THE APPLICATION INCLUDES A PROPOSED 7,461 SQUARE FOOT ADDITION CONSISTING OF RETAIL AND WAREHOUSE WAREHOUSE SPACE AND THE RELOCATION AND EXPANSION OF THE COVERED DROP-OFF AREA. ALSO INCLUDED IS A REQUEST FOR A TREE REMOVAL PERMIT TO REMOVE SIX TREES THAT ARE GREATER THAN SIX INCHES IN DIAMETER FROM THE PROPERTY.	)	**FINDINGS, CONCLUSIONS & ORDERS**
APPLICANT/OWNER: Southern Oregon Goodwill	)	

RECITALS:

1) Tax lots #1400 of Map 39 1E 14BA is located at 639 Tolman Creek Road and is zoned C-1 (Commercial).

2) The applicants are requesting Site Design Review approval for a renovation and addition to the existing Southern Oregon Goodwill store located at 639 Tolman Creek Road. The application includes a proposed 7,461 square foot addition consisting of retail and warehouse space and the relocation and expansion of the covered drop-off area. Also included is a request for a Tree Removal Permit to remove six trees that are greater than six-inches in diameter from the property. Site improvements are outlined on the plans on file at the Department of Community Development.

3) The criteria for Site Design Review approval are described in AMC 18.5.2.050 as follows:

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

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

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

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

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

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

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

4) The approval criteria for a Tree Removal Permit to Remove a Tree That is Not a Hazard are detailed in AMC 18.5.7.040.B.2 as follows:

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

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

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

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

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

5) The Planning Commission, following proper public notice, held a public hearing on December 13, 2016 at which time testimony was received and exhibits were presented. Subsequent to the closing of the hearing, the Planning Commission approved the application subject to conditions pertaining to the appropriate development of the site.

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

SECTION 1. EXHIBITS

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

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

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

SECTION 2. CONCLUSORY FINDINGS

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

2.2 The Planning Commission finds that the proposal for Site Design Review and Tree Removal Permit approval meets all applicable criteria for Site Design Review approval described in Chapter 18.5.2.050, and for Tree Removal described in AMC 18.5.7.040.B.2 with the attached conditions of approval. The site plan and elevation drawings provided delineate the proposed building location, design and associated site improvements.

2.3 The Planning Commission finds that the first approval criterion for Site Design Review is that, "*The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.*" The subject property is located in the C-1 base zone and the Detail Site Review and Pedestrian Places overlay zones. Commercial retail sales and services and their associated accessory uses are permitted outright in the C-1 zone. Within this zone, there is no minimum lot area, width or depth, or maximum lot coverage; or minimum front, side or rear yard. Along arterial streets like Tolman Creek Road, there is a required arterial setback of "*not less than 20 feet, or the width required to install sidewalk and park row improvements, consistent with the street standards in chapter 18.4.6, whichever is less.*" In this instance, the applicants propose to install city standard sidewalk and park row improvements and will thus comply with the arterial setback requirements. The C-1 zone allows building heights of up to 40 feet, and where buildings are located more than 100 feet from a residential zone, buildings may be greater than 40 feet but less than 55 feet in height with the approval of a Conditional Use Permit. As proposed, the height of the building is only approximately 21.58 feet, and with the later phase illustrated in the shadow plan, the height would be 38.17 feet. Lot coverage is limited to 85 percent and 15 percent of the site must be landscaped within the C-1 zone, and the proposal notes that 78 percent of the site would be covered and 22 percent landscaping provided.

The second approval criterion is that, "*The proposal complies with applicable overlay zone requirements (part 18.3).*" The Planning Commission finds that the property is located within the Detail Site Review

overlay zone, and is subject to specific standards which apply as part of the Site Development and Design Standards in AMC 18.4.2.040.C. and which are addressed below. The subject property is also located within the Pedestrian Places overlay zone. The Pedestrian Place overlay requirements apply to proposed development that requires a planning application approval, and involves development of new structures or additions other than single-family dwellings. Pedestrian Place overlay provisions supplement those of the applicable base zoning district and other applicable ordinance requirements. The Commission finds that because the proposal does not involve mixed-use development in a residential zone, the Pedestrian Places overlay only impacts the subject property in two ways: 1) Building Setbacks - The solar access setback in chapter 18.4.8 Solar Access applies only to those lots abutting a residential zone to the north, and in this instance, because the lot to the north is zoned C-1 the solar access setbacks do not apply; and 2) Plazas and Landscaping Ratio - Outdoor seating areas, plazas, and other useable paved surfaces may be applied toward meeting the landscaping area requirements in chapter 18.4.4 Landscaping, Lighting, and Screening, as long as they do not constitute more than 50 percent of the required area.

The third criterion is that, "*The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below*." The Site Development and Design Standards note:

> *One area in which Ashland's commercial (*development*) differs from that seen in many other cities is the relationship between the street, buildings, parking areas, and landscaping. The most common form of modern commercial development is the placement of a small buffer of landscaping between the street and the parking area, with the building behind the parking area at the rear of the parcel with loading areas behind the building. This may be desirable for the commercial use because it gives the appearance of ample parking for customers. However, the effect on the streetscape is less than desirable because the result is a vast hot, open, parking area which is not only unsightly but results in a development form which the City discourages.*
>
> *The alternative desired in Ashland is to design the site so that it makes a positive contribution to the streetscape and enhances pedestrian and bicycle traffic.*

The Planning Commission finds that in this instance, the existing building and site planning were completed before the current standards were adopted and reflect the "*less than desirable*" arrangement described, with "*a small buffer of landscaping between the street and the parking area, with the building behind the parking area at the rear of the parcel with loading areas behind the building.*" With the current application, the applicants propose to bring the site more in line with the "*alternative desired in Ashland*" by widening the sidewalk and adding street trees, removing parking and circulation between the building and the street, and bringing the building to the sidewalk to better engage the streetscape. Parking is to be shifted to the side and rear of the building, site landscaping and plaza space added, and the donation drop-off and processing area which is currently near the front corner of the building is to be moved behind the building where it will have the least visual impact from the street.

The Planning Commission finds that with the proposed renovation and additions the building and site design become consistent with the City's Site Design and Use Standards for commercial development, addressing the standards for orientation and scale, streetscape, and landscaping.

Within the Detail Site Review Zone, properties are required to have a minimum 0.50 floor area ratio (FAR). This means that the building's floor area must be equal to at least one half of the lot area to meet the standard. The Commission finds that the existing building, with a .12 FAR (5,882/47,077 = 0.1249) does not conform to this standard; with the addition proposed, a .28 FAR – more than a 120 percent increase - is achieved. For properties greater than one-half acre, the Site Design and Development Standards provide that when appropriate the floor area ratio standard may be addressed with a "shadow plan" illustrating how the development could be intensified over time to meet the minimum FAR. This is to allow both for phased development of large vacant sites, and to allow for incremental phased redevelopment of currently underdeveloped non-conforming properties. In this case, the property is slightly over one acre and the applicants have provided a shadow plan showing how an addition consisting of 11,124 square feet of second and third story office and classroom space could be added to meet the minimum FAR at a later date. As illustrated, there would be 24,467 square feet of building area plus 2,160 square feet of plaza space which equates to an FAR of approximately .57.

In considering the proposed shadow plan, the Commission finds that that parking for the additional square footage illustrated is not addressed in the application materials and the building design illustrated does not fully respond to the Detail Site Review design standards in terms of providing "*offsets, jogs, or have other distinctive changes in the building façade*", "*changes in mass, surface or finish*", or "*changes in relief such as cornices, bases, fenestration, and fluted masonry.*"

The application provides a simple parking calculation for the first phase based on the entire building being used for retail and requiring one parking space per 350 square feet of floor area, and assuming that the canopied donation drop-off area will not contribute to parking demand:

Proposed Use	Square Footage	Parking Ratio	Parking Required	Parking Provided
Retail	12,160	1 per 350	34.74	36

Based on this calculation, 34.74 parking spaces are required and the 36 paved parking spaces proposed are within the maximum allowed number of spaces.

However, if the proposed shadow plan is looked at more closely, with consideration of the uses of the component spaces of the building, the parking calculation would be:

Proposed Use	Square Footage	Parking Ratio	Parking Required	Parking Provided
Ph. 1 Retail	9,590	1 per 350	27.4	
Ph. 1 Warehouse	2,570	1 per 1,000	2.57	
Ph. 1 Drop-Off Area	1,183	0	0	
Ph. 2 Office	5,562	1 per 500	11.124	
Ph. 2 Classroom	5,562 with 15 seats	1 per 4 seats	3.75	
TOTAL	24,467 (plus 2,160 plaza space equals an FAR of .5656)		44.844	38 off-street spaces plus 7 on-street credits equals 45 spaces

The Commission finds that the combination of available off-street parking; potential parking demand management strategies including on-street credits, mixed or joint use credits; and the possibility of reconfiguring the drop-off canopy and nearby landscape areas to accommodate additional off-street parking appear to provide sufficient options to address the parking requirement when a future development according to the proposed shadow plan is considered.

The Planning Commission finds that the shadow plan is an illustration demonstrating how the development could be intensified over time to meet the minimum F.A.R., and is not being considered for Site Design Review approval here. The Commission further finds that the shadow plan provided clearly demonstrates that the second and third story additions could be provided along the street frontage portion of the building to meet the F.A.R. and it appears that parking could support the additional square footage through allowed parking demand management strategies. However, the building design provided does not fully address the Detail Site Review design standards in terms of providing "*offsets, jogs, or have other distinctive changes in the building façade*", "*changes in mass, surface or finish*", or "*changes in relief such as cornices, bases, fenestration, and fluted masonry*." or the Additional Standards for Large Scale Developments which seek the division of "*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 Commission has accordingly attached a condition to make clear that the potential redevelopment strategy illustrated in the shadow plan is not being granted Site Design Review approval here, and would require a subsequent Site Design Review to address all requirements including clarifying the proposed uses and parking and addressing the Basic, Detail and Large Scale development standards to break up the building mass to better relate to the human scale.

The Commission finds that with the proposed additions, the building will infill the space adjacent to the proposed widened sidewalk and the walls adjacent to the street and plaza space provide windows to create and engaging streetscape, and the entry is emphasized with a roof gable, covered entry and hardscape plaza.

The Commission further finds that the Additional Standards for Large Scale Developments call for one square foot of plaza or public space to be provided for every ten square feet of gross floor area, and that this plaza space must incorporate four of six required elements: sitting space, a mixture of areas that provide both

sunlight and shade, protection from wind by screens and buildings, trees, water features or public art, and outdoor eating areas or food vendors. The application notes that 13,343 square feet of building area are initially proposed and 2,160 square feet of plaza space – or one foot of plaza space per 6 ¼ square feet of building area - is identified. The application notes that this space is on the south side of the building and provides a mix of trees, areas providing sun and shade, a seating wall, and outdoor eating areas for employees.

The fourth criterion for approval is that, "*The proposal complies with the applicable standards in section 18.4.6 Public Facilities and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property and adequate transportation can and will be provided to the subject property.*" Public Works, Engineering and Electric Department staff have noted the following with regard to utilities:

- **Sanitary Sewer** - The property is currently served by a ten-inch sanitary sewer main in the Tolman Creek Road right-of-way.
- **Water** - The property is currently served by an eight-inch water main in the Tolman Creek Road right-of-way.
- **Storm Drainage** - The property is currently served by a 12-inch storm sewer main in the Tolman Creek Road right-of-way.
- **Electric:** The Electric Department indicates that the existing building is served by a 400-amp, 3-phase overhead service sourced from a transformer on the BiMart property to the north. To accommodate the addition, at a minimum a new 400-amp, 3-phase underground service in a new location will be necessary, and the Electric Department has indicated that there is likely capacity from the existing source to accommodate this service. The applicants are discussing the logistics of providing a new 600-amp, 3-phase underground service which would service development of the property to include the second and third story additions illustrated in the shadow plan, and which would likely require a new transformer be installed as well. A condition has been added to require that the applicants provide a final electric service plan for the review of the Electric, Building and Planning Departments prior to building permit issuance, and that electric service be installed according to the approved plan at the applicants' expense, inspected and approved prior to final building inspection or occupancy permit issuance for the additions.

With regard to considerations of paved access and adequate transportation, the Commission finds that Tolman Creek Road is Boulevard and city-standard frontage improvements for a Boulevard include irrigated street trees planted in five-foot square planters with tree grates spaced every 30 feet and an eight- to ten-foot wide sidewalk along the full property frontage. The applicants have proposed to install the required frontage improvements with the proposal, and conditions requiring their installation have been included below along with a condition to require that any additional right-of-way necessary to accommodate the required frontage improvements be dedicated, or public pedestrian access easements provided.

For proposals accessing a boulevard, directly or indirectly, a Traffic Impact Analysis (TIA) is required where the proposed land use meets one or more of the following thresholds:

- Generating **50 new vehicle trips** inbound and outbound during the adjacent street's peak hour;
- Installing any **traffic control device** or construction of any geometric improvements affecting the progression or operation of traffic; or
- Generating **20 new heavy vehicle trips** (inbound and outbound) during the day.

A T.I.A. is not required for projects that do not exceed one of these thresholds, and the application materials provided include an assessment by Kelly Sandow, P.E. of Sandow Engineering which concludes that the proposal will not trigger any of the thresholds to require a full T.I.A.

The Commission finds that as proposed, the 22- to 24-foot two-way driveway aisle on the south side exceeds the requirement for a 20-foot driveway to serve seven or more parking spaces, and the northern one-way aisle primarily serves as egress from the drop-off area. The Commission further finds that the applicants have been in discussion with the Fire Marshal to address fire apparatus access, and based on the testimony by the applicants, Planning and Fire Department staff, fire apparatus access to serve the building can be provided with the potential for some minor modifications to the site planning to accommodate areas where aerial truck access may be necessary. A condition requiring that Fire Department requirements, including fire apparatus access, be met in the final permit submittals has been included below.

2.4 The Planning Commission finds that the final approval criterion for Site Design Review has to do with Exceptions to the Site Development and Design Standards. The Site Development and Design Standards call for a building to occupy a large majority of the street frontage. In this instance, the lot has 270 feet of frontage along Tolman Creek Road, and the building with the proposed additions is to occupy only 100 feet, or approximately 37 percent, of that frontage. An additional approximately 40 feet of the frontage is to be provided in paved pedestrian plaza space near the building entrance. The application notes that the existing frontage does not comply with this standard, and the proposed addition improves compliance however the site's geometry and the existing building location preclude the development from fully meeting this requirement and the applicants have used landscaping and hard durable surfaces to highlight additional pedestrian areas along the frontage. The Commission finds that the location of the existing building well back from the street on a triangular parcel which narrows at the rear and a use which accommodates not only circulation related to parking but also the need for drop-off of donations pose demonstrable difficulties, and the approval of an Exception will not negatively impact adjacent properties given that the adjacent property to the south is railroad right-of-way and to the north is a driveway circulating behind the rear of a large shopping center. The Commission finds that Exception here is in keeping with the purpose and intent of the standards and is the minimum necessary to alleviate the difficulty while bringing the building and site circulation into line with standards, and the widening of the sidewalk, removal of parking and circulation between the building and the street, and addition of plaza space along the street at the building entry more than mitigate the necessary Exception.

2.5 The Planning Commission finds that the plans provided identify seven trees on the property, six of which are six-inches in diameter at breast height (d.b.h.) or greater. All of the site's trees are proposed for removal with the current proposal as they are noted as being in areas that will be disturbed with the building additions and associated site work for parking, circulation, plaza space and frontage

improvements. The application materials provided explain that the trees to be removed are not hazardous, but are proposed to be removed to allow for parking and site access along the southern boundary of the property to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4. The application indicates that removals will not have a significant negative impact on erosion or soil stability, and that the trees are not part of a windbreak or larger tree canopy and that the site stands apart from its neighbors, but with the proposed redevelopment will provide new landscaping and trees which provide significant shade and coverage of the site as the trees mature as well as new street trees to soften the proposed development from the street. The application emphasizes that the new plantings will mitigate the removals requested.

The Planning Commission finds that the Tree Commission reviewed the application at its regular meeting on December 8, 2016 meeting and recommended approval with the addition of three conditions: 1) that tree guards be temporarily installed on all trees to protect against deer rub; 2) that evergreen species be included on the planting list in conformance with the landscaping standards detailed in AMC 18.4.4.030; and 3) that the caliper size of proposed trees be increased to a minimum of two-inches.

The Planning Commission finds that the request meets the standards for a Tree Removal Permit as the application is responding to Site Development and Design Standards while seeking to expand the existing use and improve site circulation, and has included a condition below which incorporates the recommendations of the Tree Commission as conditions of the approval.

2.6 The Planning Commission finds that the existing building pre-dates current standards and is in many ways typical of an earlier development pattern still evident in many cities that is now discouraged in Ashland's design standards. With the current proposal, the sidewalk is to be widened, parking and circulation between the building and the street removed and the building brought to the back of the sidewalk, with a stronger sense of entry created and reinforced by new plaza space and landscaping added along the streetscape while parking and circulation are shifted to the side and rear of the building to meet current standards and the drop-off area relocated out of sight behind the building. The applicants have worked with staff for some time to craft a proposal which brings the building and site in line with the current standards, and the Commission finds that it merits approval.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the proposal for Site Design Review approval, including a 7,461 square foot addition with retail and warehouse space and the relocation and expansion of the covered drop-off area, and six Tree Removal Permits is supported by evidence contained within the whole record.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve Planning Action #2016-02060. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2016-02060 is denied. The following are the conditions and they are attached to the approval:

1) That all proposals and stipulations contained within the application shall be conditions of approval unless otherwise modified herein.

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

3) That the potential redevelopment strategy illustrated in the shadow plan is not being granted Site Design Review approval here. Site Design Review approval will require a separate Site Design Review application to address all applicable criteria and standards including clarifying the proposed uses and parking, and addressing the Basic, Detail and Large Scale development standards to break up the building mass to better relate to the human scale.

4) That the applicants shall obtain necessary Public Works permits prior to any construction within the public rights-of-way, including but not limited to sidewalk or driveway installation.

5) That the recommendations of the Tree Commission from their December 8, 2016 meeting shall be conditions of approval where consistent with applicable standards and with final approval by the Staff Advisor.

6) That a sign permit shall be obtained prior to installation of any new signage. Signage shall meet the requirements of Chapter 18.4.7.

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

8) That the front entrance adjacent to Tolman Creek Road shall remain functional and open to the public during all business hours.

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

   a) The building permit submittals shall include identification of all easements, including any public or private utility easements, access easements, public pedestrian access easements, and fire apparatus access easements.

   b) That the applicants shall provide a revised landscape and irrigation plan which addresses the recommendations of the Tree Commission from their December 8, 2016 meeting where consistent with the applicable standards and with final approval by the Staff Advisor. The landscape and irrigation plan shall include: 1) identification of size, species and placement of six mitigation trees to be planted to mitigate the removals approved here; 2) final details of the plaza space treatment including four requisite elements (trees, seating areas, areas of sun and shade, and outdoor eating areas); 3) irrigation details satisfying the requirements of the Site Design and Use Standards Water Conserving Landscaping Guidelines and Policies.

   c) That the applicant shall provide revised civil drawings detailing: 1) a revised final utility plan for the parcels to include the location of connections to all public facilities including the locations of water lines and meter sizes, sanitary sewer lines, storm drain lines, electric services to serve the proposed buildings; 2) revised details of the

frontage improvements along Tolman Creek Road which include irrigated street trees planted in five-foot square planters with tree grates spaced every 30 feet, and an eight- to ten-foot wide sidewalk along the full property frontage with appropriate transitions to the existing sidewalks to the north and south, with any additional right-of-way necessary to accommodate the required frontage improvements either dedicated to the city, or public pedestrian access easements provided; 3) a storm drainage plan which demonstrates that post-development peak flow are less than or equal to the pre-development peak flow for the site as a whole, and which includes necessary storm water quality mitigation.

d) That the applicants shall submit a final electric distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment to serve the proposed development for the review and approval of the Electric, Building and Planning Departments. This plan shall clearly identify any additional services, conduit, etc. necessary. All services shall be undergrounded and any additional transformers or cabinets (*if necessary*) shall be located in those areas least visible to the public, while considering the access needs of the Electric Department. Electric services shall be installed according to the approved plan at the applicants' expense, inspected and approved prior to final building inspection or occupancy permit issuance.

e) Lot coverage calculations including all building footprints, driveways, parking, and circulation areas shall be included with the building permit submittals. Lot coverage shall be limited to no more than 85 percent as allowed in the C-1 zoning district.

f) That storm water from all new impervious surfaces and runoff associated with peak rainfalls must be collected on site and channeled to the City storm water collection system (i.e., curb gutter at public street, public storm pipe or public drainage way) or through an approved alternative in accordance with Ashland Building Division policy BD-PP-0029. On-site collection systems shall be detailed on the building permit submittals.

g) That the requirements of Ashland Fire & Rescue shall be adequately addressed, including that adequate fire apparatus access and firefighter access pathways, approved addressing, fire flow, fire hydrant clearance, fire department connection (FDC), and key box(es) shall be provided, and that any gates, fences or other obstructions to fire access shall be clearly shown on the plans for review and approval by Ashland Fire and Rescue.

h) That exterior building materials and paint colors shall be detailed in the building permit submittals, and shall be compatible with the surrounding area and consistent with the exterior building colors reviewed as part of this application.

i) That bicycle parking shall be shown in the building permit submittals. Inverted u-racks shall be used for the bicycle parking, and all bicycle parking shall be installed in accordance with the rack design, spacing and coverage standards in AMC 18.4.3.070 prior to the issuance of the certificate of occupancy.

10) That prior to the approval of the final building inspection or issuance of a certificate of occupancy:

a) That all required landscaping, hardscaping and irrigation shall be installed according to the approved plans, inspected and approved by the Staff Advisor.

b) That all required frontage improvements including sidewalks and irrigated street trees shall be completed according to the approved plans, inspected and approved by the Staff Advisor. Street trees shall be selected from and planted according to the standards in the city's Recommended Street Trees guide.

c) That all exterior lighting shall be directed on the property and shall not directly illuminate adjacent proprieties. Lighting specifications and shrouding details shall be included in the building permits submittals and their installation site-verified prior to occupancy.

d) That the screening for the trash and recycling enclosure shall be installed in accordance with the Site Design and Use Standards.

_____	January 10, 2017
Planning Commission Approval	Date

TYPE II
PUBLIC HEARING

PA-2016-01894
1651 Ashland Street

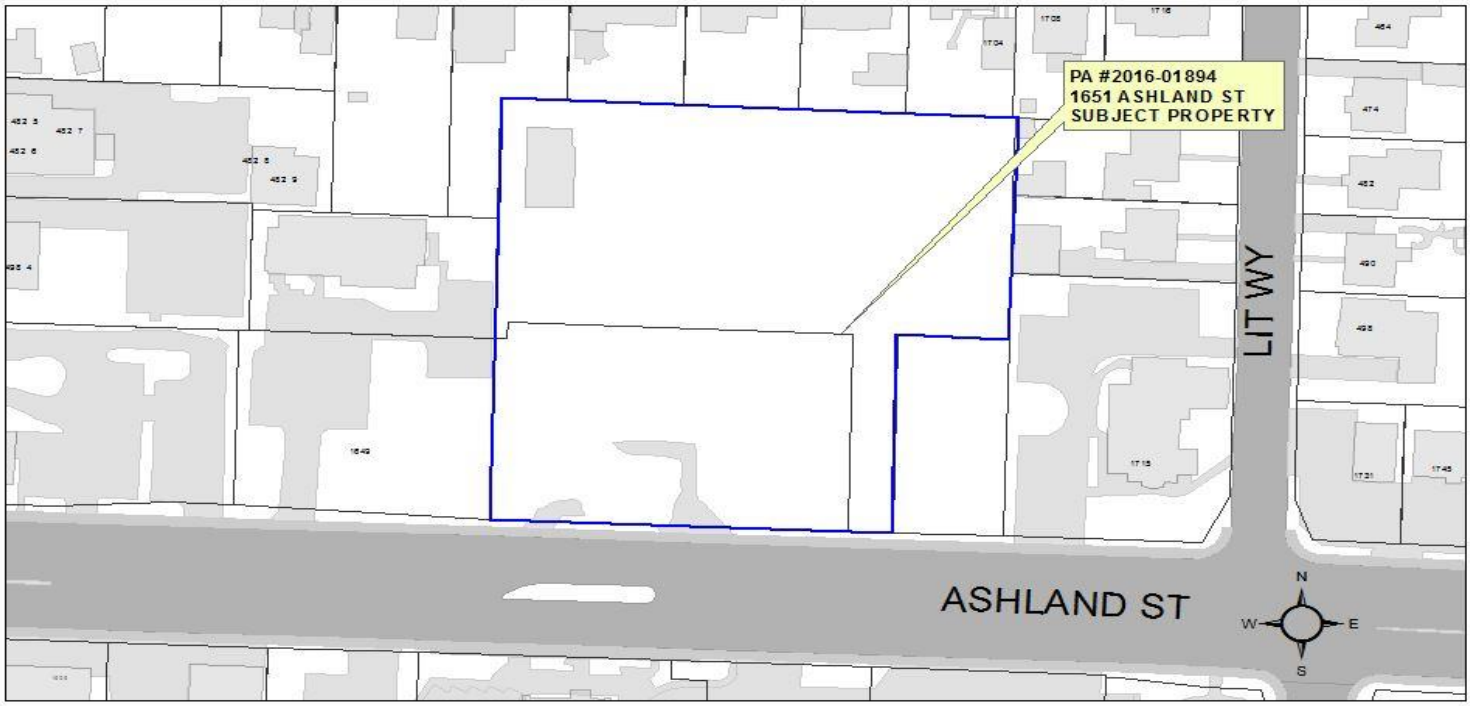
Planning Department, 51 Winburn Way, Ashland, Oregon 97520
541-488-5305 Fax: 541-552-2050 www.ashland.or.us TTY: 1-800-735-2900

CITY OF ASHLAND

PLANNING ACTION: 2016-01894
SUBJECT PROPERTY: 1651 Ashland Street
OWNER/APPLICANT: Rogue Credit Union/Kistler, Small & White Architects, LLC
DESCRIPTION: A request for Site Design Review approval to construct a 4,508 square foot, single-story credit union building with drive-up window as part of the phased development of the properties located at 1651 Ashland Street. Also included are requests for a Property Line Adjustment and a Tree Removal Permit to remove eight of the site's 24 trees. **COMPREHENSIVE PLAN DESIGNATION:** Commercial; **ZONING:** C-1; **ASSESSOR'S MAP:** 39 1E 10DC; **TAX LOT #:** 8700 & 9201.

NOTE: The Ashland Tree Commission will also review this Planning Action on **Thursday, January 5, 2017 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room), located at 51 Winburn Way.

ASHLAND PLANNING COMMISSION MEETING: ***Tuesday*** **January 10, 2017** ***at 7:00 PM, Ashland Civic Center, 1175 East Main Street***



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

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

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

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

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

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

SITE DESIGN AND USE STANDARDS
18.5.2.050

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

A. Underlying Zone: The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.
B. Overlay Zones: The proposal complies with applicable overlay zone requirements (part 18.3).
C. Site Development and Design Standards: The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.
D. City Facilities: The proposal complies with the applicable standards in section 18.4.6 Public Facilities and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property and adequate transportation can and will be provided to the subject property.
E. Exception to the Site Development and Design Standards. The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 if the circumstances in either subsection 1 or 2, below, are found to exist.
    1. There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty.; or
    2. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards.

PROPERTY LINE ADJUSTMENTS
18.5.3.120.B

The Staff Advisor shall approve or deny a request for a property line adjustment in writing based on all of the following criteria.

1. Parcel Creation. No additional parcel or lot is created by the lot line adjustment.
2. Lot Standards. Except as allowed for nonconforming lots, pursuant to chapter 18.1.4, or as required by an overlay zone in part 18.3, all lots and parcels conform to the lot standards of the applicable zoning district, including lot area, dimensions, setbacks, and coverage, per part 18.2. If a lot does not conform to the lots standards of the applicable zoning district, it shall not be made less conforming by the property line adjustment. As applicable, all lots and parcels shall identify a buildable area free of building restrictions for physical constraints (i.e., flood plain, greater than 35 percent slope, water resource protection zones).
3. Access Standards. All lots and parcels conform to the standards in section 18.4.3.080 Vehicle Area Design. Lots and parcels that do not conform to the access standards shall not be made less conforming by the property line adjustment.

TREE REMOVAL PERMIT
18.5.7.040.B

1. Hazard Tree. A Hazard Tree Removal Permit shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
    a. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard (i.e., likely to fall and injure persons or property) or a foreseeable danger of property damage to an existing structure or facility, and such hazard or danger cannot reasonably be alleviated by treatment, relocation, or pruning. See definition of hazard tree in part 18.6.
    b. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.
2. Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
    a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.10.
    b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.
    c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.
    d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.
    e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

ASHLAND PLANNING DEPARTMENT
STAFF REPORT

January 10, 2017

PLANNING ACTION: 2016-01894

OWNER/APPLICANT: Rogue Credit Union/Kistler, Small & White Architects, LLC

LOCATION: 1651 Ashland Street

ZONE DESIGNATION: C-1

COMP. PLAN DESIGNATION: Commercial

ORDINANCE REFERENCES:

(See also http://www.ashland.or.us/SIB/files/AMC_Chpt_18_current.pdf)

13.16	Street Trees
18.2.2	Base Zones and Allowed Uses
18.2.4	General Regulations for Base Zones
18.2.6	Standards for Non-Residential Zones.
18.3.12	Site Development & Design Overlays
18.4.2	Building Placement, Orientation & Design
18.4.3	Parking, Access & Circulation
18.4.4	Landscaping, Lighting & Screening
18.4.6	Public Facilities
18.5.2	Site Design Review
18.5.7	Tree Removal Permits

APPLICATION DEEMED COMPLETE ON: December 28, 2016

REQUEST: A request for Site Design Review approval to construct a 4,508 square foot, single-story credit union building with drive-up window as part of the phased development of the properties located at 1651 Ashland Street. Also included are requests for a Property Line Adjustment and a Tree Removal Permit to remove eight of the site's 24 trees. The application proposes the use of a shadow plan involving adjoining properties that will be outside the future control of the applicant as a means for complying with the minimum Floor Area Ratio (F.A.R.) of 0.5.

I. Relevant Facts

1) Background - History of Application

In September of 2015, a request for a Conditional Use Permit to allow the temporary installation and use of six ten-foot by 20-foot enclosed portable canopy utility structures for the temporary storage of landscape maintenance equipment was administratively approved (**PA #2015-01292**). While the portable canopies are not in place, the site remains in use for the storage of landscape maintenance equipment for a local landscaping business. This temporary use was approved to continue for not more than 24 months.

In October of 2006, a request for the modification the previously approved Site Review for a mixed-use commercial and residential development was approved by the Planning Commission. The previous approval was for two, three-story mixed-use commercial and residential buildings, both of which will consist of office and retail uses on the ground floors, and residential units on the first, second and third floors. A total of 23 residential units were originally approved. The modifications approved involved a redesign of the south elevation, along the Ashland Street side of Building One, and the conversion of two of the four affordable units to an alternative affordability standard **(PA #2016-01548).** This decision was subsequently granted a one-year extension **(PA #2007-01616)** and another 18-month extension **(PA #2008-01762**).

In December of 2005, Site Review approval was granted for a mixed-use commercial and residential development consisting of two, three-story mixed-use commercial and residential buildings, with office and retail uses on the ground floors, and 23 residential units between the first, second and third floors of the two buildings. The original approval also included an Administrative Variance from the Site Design and Use Standards for the distance between the buildings, and a Tree Removal Permit to remove 18 trees on site. **(PA #2005-01673).**

In August 2003, a Tree Removal Permit for two hazard trees was approved **(PA #2003-00114).**

In January 2000, an application was submitted for a bank **(PA #2000-00131)**. The application was withdrawn before a decision was made.

In October 1994, the Planning Commission granted Site Review and Conditional Use Permit approval for two commercial buildings: an oil, lube and coffee shop in one building and an office with a second story residence in a second building **(PA #1994-00125).**

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

2) Detailed Description of the Site and Proposal

Site Description

The project site is located on the north side of Ashland Street, between Walker Avenue and Lit Way. The site is 1.6 acres in size and is comprised of two parcels,

with a .58-acre rectangular parcel fronting on Ashland Street and a 1.02-acre flag lot situated behind the front lot.

A veterinary clinic is to the west, a church and homes are to the east, and the rear of the property abuts the rear yards of single-family homes along Parker Street. The Ashland Street Shopping Center including Wendy's Restaurant is located across Ashland Street to the south.

The subject property is zoned C-1 (Commercial) and is within the Detail Site Review and Pedestrian Places Overlay zones. Development of the property as proposed is subject to Basic, Detail Site Review and the additional standards for Ashland Street development. The area to the north is located in the Single-Family zoning district, and is zoned R-1-5. There is one parcel to the west of the site that fronts on Walker Avenue that is located in the High Density Multi-Family Residential (R-3) zoning district.

The site is moderately sloped with a roughly five percent downhill slope to the north. The application includes a tree inventory which identifies 24 trees six inches in diameter at breast height (d.b.h.) and greater; eight of these trees are proposed for removal in conjunction with the current application.

Ashland Street is a considered to be a Boulevard in this vicinity, and is paved with bike lanes, curbs, gutters and curbside sidewalks in place along the subject property's frontage. Standard street frontage improvements for a Boulevard include irrigated street trees planted in five-foot square planters with tree grates spaced every 30 feet and an eight- to ten-foot wide sidewalk along the full property frontage. The sidewalks are narrower than called for under the street standards, and while there are a few trees behind the sidewalk there are not regular spaced or appropriately selected street trees along the property's frontage.

Current Proposal

The current application requests Site Design Review approval to construct a 4,508 square foot, single-story credit union building with drive-up window as part of the phased development of the properties located at 1651 Ashland Street. Also included are requests for a Property Line Adjustment and a Tree Removal Permit to remove eight of the site's 24 trees.

Within the Detail Site Review Zone, properties are required to have a minimum 0.50 floor area ratio (F.A.R.). This means that the building's floor area must be equal to at least one half of the lot area to meet the standard. As proposed, the 4,508 square foot single-story building achieves a .247 F.A.R. For properties greater than one-half acre, the Site Design and Development Standards provide that the floor area ratio standard may be addressed with a "shadow plan" illustrating how the development could be intensified over time to meet the minimum F.A.R. This is intended to allow both for phased development of large vacant sites, and to allow for incremental phased redevelopment of currently underdeveloped

properties. In this case, the applicants have provided a shadow plan showing how additional buildings could be constructed to achieve an F.A.R. of .624 on Lot 1, a contiguous property under their ownership, and if considered together this would yield a combined F.A.R. of .506 between the two parcels when the contiguous parcel is developed.

II. Project Impact

Within the C-1 zone and the Detail Site Review overlay, buildings less than 10,000 square feet or less than 100 feet in length are subject to "Type I" review and allow a decision be made at the staff level, after proper public notice and a public comment period. Type I decisions provide an opportunity for appeal to the Planning Commission. Buildings of 10,000 square feet or more, or longer than 100 feet, require a Type II procedure with a decision through a hearing before the Planning Commission and the potential for appeal to Council. While the proposal involves a building less than 10,000 square feet and less than 100 feet in length which would allow for an administrative decision, the Staff Advisor questioned whether the proposed use of a shadow plan was consistent with the intent of the shadow plan provisions in the land use code, and felt that this issue was best considered through a public hearing before the Planning Commission.

The application includes written findings that respond to the approval criteria for the Site Design Review, Property Line Adjustment and Tree Removal Permit requests.

Site Design Review

The Site Design Review request involves Site Design Review approval to construct a 4,508 square foot, single-story credit union building with drive-up window as part of the phased development of the properties located at 1651 Ashland Street. Also included are requests for a Property Line Adjustment and a Tree Removal Permit to remove eight of the site's 24 trees.

Base Zone Requirements

The first approval criterion for Site Design Review is that, "*The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards."* The subject property is located in the C-1 base zone and the Detail Site Review and Pedestrian Places overlay zones. Commercial services, offices and their associated accessory uses are permitted outright in the C-1 zone. In addition, drive-up uses are a special permitted use and the applicants have provided plans and narrative to demonstrate compliance with the special use standards along with evidence that they hold one of the 12 drive-up use permits in the city (**Permit #PA-2012-01506**). Within this zone, there is no minimum lot area, width or depth, or maximum lot coverage; or minimum front, side or rear yard. Along arterial streets like Ashland Street, there is a required arterial setback of "*not less than 20 feet, or the width required to install sidewalk and park row improvements, consistent with the street standards in chapter 18.4.6, whichever is less.*" In this instance, the applicants propose to install city standard sidewalk and park row improvements and will thus comply

with the arterial setback requirements. The C-1 zone allows building heights of up to 40 feet, and where buildings are located more than 100 feet from a residential zone, buildings may be greater than 40 feet but less than 55 feet in height with the approval of a Conditional Use Permit. As proposed, the height of the building is only approximately 24.0 feet. Lot coverage is limited to 85 percent and 15 percent of the site must be landscaped within the C-1 zone, and the proposal notes that 78.6 percent of the site would be covered and 21.4 percent landscaping provided.

Overlay Zone Requirements

The second approval criterion is that, "*The proposal complies with applicable overlay zone requirements (part 18.3).*" The property is located within the Detail Site Review overlay zone, the Pedestrian Places overlay zone, and is subject to additional standards applicable to development of the Ashland Street boulevard corridor.

The Detail Site Review overlay triggers specific standards that apply as part of the Site Development and Design Standards in AMC 18.4.2.040.C. Compliance with these standards is addressed below.

The Pedestrian Places overlay requirements apply to proposed development that requires a planning application approval, and involves development of new structures or additions other than single-family dwellings. Pedestrian Place overlay provisions supplement those of the applicable base zoning district and other applicable ordinance requirements. Because the proposal does not involve mixed-use development in a residential zone, the Pedestrian Places overlay only impacts the subject property in two ways:

1. **Building Setbacks.** The solar access setback in chapter 18.4.8 Solar Access applies only to those lots abutting a residential zone to the north. (*In this instance, because the lot to its north is zoned R-1-5, solar access setbacks do apply for Lot 1.*)

2. **Plazas and Landscaping Ratio.** Outdoor seating areas, plazas, and other useable paved surfaces may be applied toward meeting the landscaping area requirements in chapter 18.4.4 Landscaping, Lighting, and Screening, but shall not constitute more than 50 percent of the required area.

Site Development & Design Standards

The third criterion is that, "*The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.*"

The application materials explain that proposed parking is located to the rear of the building, and the proposed building on Lot #2 occupies 70.1 percent of the street frontage and with development of the proposed shadow plan the 63 percent of the two frontages will be occupied by buildings. Building entrances are to be oriented to Ashland Street, and the street frontage is to be improved to city street standards.

Within the Detail Site Review Zone, properties are required to have a minimum 0.50 floor area ratio (F.A.R.). This means that the building's floor area must be equal to at least one half of the lot area to meet the standard. As proposed, the 4,508 square foot single-story building achieves a .247 F.A.R. For properties greater than one-half acre, the Site Design and Development Standards provide that the floor area ratio standard may be addressed with a "shadow plan" illustrating how the development could be intensified over time to meet the minimum F.A.R. This is intended to allow both for phased development of large vacant sites, and to allow for incremental phased redevelopment of currently underdeveloped properties. In this case, the applicants have provided a shadow plan showing how additional buildings could be constructed to achieve an F.A.R. of .624 on Lot 1, a contiguous property under their ownership, and if considered together this would yield a combined F.A.R. of .506 between the two parcels when the contiguous parcel is developed.

For staff, the shadow plan provided poses some concerns. First, while it is unclear from the application materials provided, the applicants have explained verbally to staff that as a credit union, they are unable by their charter to act as developers and as such can neither develop the remainder of the site with buildings other than the credit union nor can they add a second story that would then be rented to tenants other than the credit union. As such, while a shadow plan is provided, the remaining lot would be sold and developed by the future buyer. By definition, the Ashland Municipal Code provides that contiguous lots under a single ownership may be considered a single property for planning purposes, however in this case development is not to occur while the properties are under the same ownership and as such they could not be considered together as part of a single shadow plan. In addition, as proposed, the shadow plan seems to be counter to the intent of providing more intense development along the Boulevard corridor to contribute to a sense of enclosure of the streetscape, while instead pushing the more intense future development nearer to residentially-zoned neighbors. In staff's assessment, the allowance for the use of a shadow plan in the code is discretionary on the part of the Planning Commission (i.e. the standard language uses "may" rather than "shall") and should the Planning Commission find that the shadow plan provided is not achieving the underlying intent of the standard, they could determine that the Floor Area Ratio (F.A.R.) standard is not met.

The application explains that the building has multiple jogs and offsets, a recessed entry with protection for pedestrians, changes in relief, and more than ample glazing on all walls in proximity to the streetscape.

Because the building is less than 10,000 square feet in area and has less than 100 feet of building frontage, the Additional Standards for Large Scale Projects that deal with more stringent orientation and scale standards, public space requirements and transit amenities do not come into play here.

Cross-Over Easements

AMC 18.4.3.080.C.4 provides that joint access through shared driveways and cross easements with adjacent developments may be required where vehicular access onto an arterial is limited as it is here. In addition, AMC 18.4.3.090 calls for continuous walkway

systems through the site as part of the Pedestrian Access and Circulation Standards, and provides that the developer may be required to connect or stub walkways to surrounding streets and adjacent properties. Given limitations posed by controlled access standards on the Ashland Street corridor and limited connectivity between properties along the corridor, staff believes that at a minimum, crossover easements should be provided to enable pedestrian connectivity with adjacent properties. A condition requiring that a revised Site Plan identifying pedestrian easements to enable connectivity with adjacent properties be provided for the review and approval of the Staff Advisor has been recommended below. Additionally, Planning and Public Works staff are discussing the potential benefits to the long-term capacity of Ashland Street that would result from incorporating similar crossover easements to enable vehicular access between adjoining properties. Staff will provide an update based on those discussions during testimony at the hearing.

Public Facilities

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

Utilities

In discussing the proposal with Public Works, Engineering and Electric Department staff, they have noted the following with regard to utilities:

- **Water** - The property is currently served by an eight-inch water main in the Ashland Street right-of-way, and the application indicates that the applicants intend to provide new services from this main. Both the Water and Fire Departments have reviewed the applicants' initial utility lay-out and indicated that a double check detector assembly (DCDA), bypass meter and vault will need to be installed near the property line at the street to provide adequate fire service for the development of the site.
- **Sewer** - The property is currently served by a six-inch sanitary sewer main that enters into the property across the northern property line. The applicants propose to acquire a new easement over Tax Lot #9800 to the north of the property and install a new six-inch sanitary sewer line out to Parker Street.
- **Electric -** In discussing the property with Electric Department staff, they have indicated that they've had no contact with the applicants to date and that serving the property will involve considerable amounts of work, and that service and requirements should be discussed both regarding the applicants' needs (i.e. the plans for the existing project in terms of service type and size and the future development needs for the remainder of the property) and the type of infrastructure that will be required by the Electric Department.
- **Storm Drainage** - The property is currently served by a 12-inch storm sewer main in the Ashland Street right-of-way. The application materials indicate that storm water associated with the development on Lot 2 is to be detained on site for percolation into the soil. A treatment/detention trench is proposed along the full length of the property line for Lot 2, with any overflow to be pumped up to the curb

on Ashland Street. The application notes that the project's civil engineer, Dew Engineering, will prepare a final storm drainage and surface water management plan for review and approval prior to the issuance of building permits.

Paved Access & Adequate Transportation

With regard to considerations of paved access and adequate transportation, Ashland Street is a state highway, and is considered to be a "boulevard" under Ashland's Transportation System Plan (T.S.P.). City-standard frontage improvements for a boulevard include irrigated street trees planted in five-foot square planters with tree grates spaced every 30 feet and an eight- to ten-foot wide sidewalk along the full property frontage. In areas where no on-street parking is to occur, the applicants may propose an alternative frontage treatment to include a planted swale within the park row. The applicants have proposed to install the required frontage improvements with the proposal, and conditions requiring their installation have been recommended below along with a condition to require that any additional right-of-way necessary to accommodate the required frontage improvements be dedicated, or public pedestrian access easements provided.

For proposals accessing a boulevard, directly or indirectly, a Traffic Impact Analysis (TIA) is required where the proposed land use meets one or more of the following thresholds:

- Generating **50 new vehicle trips** inbound and outbound during the adjacent street's peak hour;
- Installing any **traffic control device** or construction of any geometric improvements affecting the progression or operation of traffic; or
- Generating **20 new heavy vehicle trips** (inbound and outbound) during the day.

In this instance, because more than 50 new vehicle trips would be generated during the adjacent street's peak hour, the application materials provided include a Traffic Impact Analysis (T.I.A.) prepared by Southern Oregon Transportation Engineering, L.L.C. The T.I.A. includes the following findings:

1. All study area intersections were shown to operate within performance standards under existing year 2016, Phase 1 design year 2017 no-build, Phase 1 design year 2017 build, full build design year 2026 no-build, and full build design year 2026 build conditions during the p.m. peak hour.
2. Two queue lengths were shown to be exceeded in the analysis scenarios. The east bound left turn queue length on Ashland Street both at both Walker Avenue and the proposed development's driveway were shown to be exceeded by one vehicle length (25 feet) in two or more analysis scenarios. The exceeded queue length at the proposed development driveway is shown to occur under Phase 1 and full build conditions and would be of more concern than the turn movement at Walker Avenue, but neither is shown to cause the adjacent through lane to exceed its link distance. No mitigation is shown to be necessary at either location, but if problems occur at the proposed development driveway in the future then additional stacking

could be provided by either removing the tree island or changing it to a channelized median that allows further stacking.

3. Sight distance was found to be adequate in both directions from both driveways on Ashland Street.
4. A center two-way left turn lane currently exists on Ashland Street at the proposed development, and the criteria for a westbound right turn lane were not found to be met either under the Phase 1 design year 2017 or the full build design year 2026 conditions during the p.m. peak hour.
5. There were no safety concerns based on the crash histories at the studied intersections.

The T.I.A. concludes that the streets serving the subject property are demonstrated to have adequate capacity to accommodate the proposed development.

As proposed, a 26-foot driveway aisle has been provided to accommodate fire apparatus access, including aerial truck access to the future buildings at the rear of the property. The driveways exceed the requirement for a 20-foot driveway to serve seven or more parking spaces. The applicants have been in discussion with the Fire Marshal to address fire apparatus access, and a condition requiring that fire requirements, including fire apparatus access, be met in the final permit submittals has been recommended below.

Exception

The final approval criterion has to do with Exceptions to the Site Development and Design Standards. The application does not include any requests for Exception, however the applicants have responded to the Exception criteria with regard to the Floor Area Ratio standard in addition to providing a shadow plan. They note that while there is no demonstrable difficulty in meeting the standard, the proposal will equally or better achieve the purpose of the Site Development and Design Standards. They emphasize that the building will have a positive impact on the streetscape, using brick and metal paneling and breaking the building into multiple masses, placing parking at the rear of the building, providing inviting pedestrian spaces adjacent to the proposed street improvements, providing bike parking at the plaza and more glazing than called for under the standards. For staff, the issue of whether an Exception is merited comes down to whether a building that does not meet the Floor Area Ratio standard, and thus does not contribute to the level of intensity of development or sense of enclosure of the street, is having the desired positive impact on the streetscape. In staff's view, if a building meeting the Floor Area Ratio standard cannot be designed, a shadow plan should be considered which demonstrates that the Floor Area Ratio can ultimately be met on the applicants' Lot #2 through a future phase of development.

Property Line Adjustment

The proposal includes a request for Property Line Adjustment to adjust the property lines between the applicant's Lot #1 and Lot #2. This would enlarge the existing Lot #1 by 2,977 square feet while reducing Lot #2 by a commensurate amount. The application materials emphasize that there is no minimum lot area, width, depth or coverage in the C-1

zoning district, that adequate setbacks from the adjacent residential zones can be provided, that both lots can be built upon after adjustment and that there are no physical constraints to pose any concerns. In addition, the application notes that the adjustment does not make access less conforming and will allow for better driveway alignment with the driveway across the street.

Tree Removal Permits

The application materials include a Tree Protection & Removal Plan prepared by Landscape Architect Alan D. Pardee that identifies 24 trees on the property as well as a number of trees on adjacent properties within 15 feet of the property line. Eight of the site's trees are proposed for removal with the current proposal. These include:

Tree #5, a 20-inch d.b.h. Black Oak
Tree #18, a 12-inch d.b.h. Cedar
Tree #19, a double-stemmed 14-inch d.b.h. Big Leaf Maple
Tree #20, a 30-inch d.b.h. Cottonwood
Tree #21, a 24-inch d.b.h. Silver Maple
Tree #22, a 10-inch d.b.h. Silver Maple
Tree #23, an 18-inch d.b.h. Siberian Elm
Tree #24, a 24-inch d.b.h. Siberian Elm

In the Tree Removal Permit request, Pardee explains that efforts were made in the planning process to accommodate the site's trees. He notes that for years, the site operated as a trailer park and as such the central portion is largely without tree cover and what trees are in place are primarily concentrated along the property lines at the perimeter. This arrangement provided for the preservation of the bulk of the site's trees, and in Pardee's assessment the retention of these larger established trees at the property boundaries will benefit the site and surrounding properties. He goes on to explain that the tree removals proposed are in areas that will be disturbed by paving, building construction or utility installation to develop the site in keeping with the Site Development and Design Standards, and that the Rogue Credit Union project will include many new trees selected for their hardiness, beauty and longevity selected to meet Ashland's standards and more than mitigate the removals proposed. He asserts that these removals will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks, or upon the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. In staff's assessment, the removals appear to be based largely upon their location in the areas of the site where the Site Development and Design Standards direct development, and the applicants are proposing to preserve the bulk of the established trees around the site's perimeter, and the request can be found to meet the applicable criteria for Tree Removal Permits.

The Tree Commission has not yet reviewed the application as this is being written; the comments from their January 5, 2017 meeting will be provided at the Planning Commission meeting. Conditions have been recommended below to make the recommendations of the Tree Commission conditions of approval and to require that the applicants obtain a Tree Verification inspection to verify that the trees to be removed are

appropriately identified on site prior to removal and that the trees to be protected have appropriate preservation measures in place prior to any site disturbance.

III. Procedural - Required Burden of Proof

The criteria for Site Review approval from the Site Design Review Chapter are detailed in AMC 18.5.2.050 as follows:

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

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

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

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

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

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

The approval criteria for a Property Line Adjustment are described in Section 18.5.3.120.B of the Ashland Municipal Code as follows:

1. **Parcel Creation.** No additional parcel or lot is created by the lot line adjustment.
2. **Lot Standards.** Except as allowed for nonconforming lots, pursuant to chapter 18.1.4, or as required by an overlay zone in part 18.3, all lots and parcels conform to the lot standards of the applicable zoning district, including lot area, dimensions, setbacks, and coverage, per part 18.2. If a lot does not conform to the lots standards of the applicable zoning district, it shall not be made less conforming by the property line adjustment. As applicable, all lots and parcels shall identify a buildable area free of building

restrictions for physical constraints (i.e., flood plain, greater than 35 percent slope, water resource protection zones).

3. **Access Standards.** All lots and parcels conform to the standards in section 18.4.3.080 Vehicle Area Design. Lots and parcels that do not conform to the access standards shall not be made less conforming by the property line adjustment.

The approval criteria for a Tree Removal Permit to Remove a Tree That is Not a Hazard are described in Section 18.5.7.040.B of the Ashland Municipal Code as follows:

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

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

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

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

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

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

IV. Conclusions and Recommendations

For staff, there are three primary issues with the application as submitted: 1) the Electric Department has not been consulted to verify that adequate capacity to serve the property is already in place or can be provided; 2) the shadow plan as currently proposed seems to run counter to the intent of the Floor Area Ratio (F.A.R.) standard; and 3) there needs to be some further consideration of cross easements to enable pedestrian and/or vehicular connectivity with adjacent properties.

Electrical Service
Electric Department staff have indicated that they've had no contact with the applicants to date, that serving the property will involve considerable amounts of work, and that service requirements will need to be discussed regarding the applicants' needs (*i.e. the plans for the existing project in terms of service type and size and the future development of the remainder of the property*) and the type of infrastructure that will be required by the Electric Department. Staff believes that the application should be continued to allow consultation with the Electric Department to verify that adequate capacity is available to serve the property.

Shadow Plan
For staff, the shadow plan provided poses some potential concerns. First, while it is unclear from the application materials provided, the applicants have explained verbally to staff that as a credit union, they are unable by their charter to act as developers and as such can neither develop the remainder of the site with buildings other than the credit union nor can they add a second story that would be rented to tenants other than the credit union. As such, while a shadow plan is provided, the remaining lot would be sold and developed by the future buyer. By definition, the Ashland Municipal Code provides that contiguous lots under a single ownership may be considered a single property for planning purposes, however in this case development is not to occur while the properties are under the same ownership and as such they could not be considered together as part of a single shadow plan. In addition, as proposed, the shadow plan seems to be counter to the intent of providing more intense development along the Boulevard corridor to contribute to a sense of enclosure of the streetscape, while instead pushing the more intense future development nearer to residentially-zoned neighbors. In staff's assessment, the allowance for the use of a shadow plan in the code is discretionary on the part of the Planning Commission (i.e. the standard language uses "may" rather than "shall") and should the Planning Commission find that the shadow plan provided is not achieving the underlying intent of the standard, they could determine that the Floor Area Ratio (F.A.R.) standard is not met.

Cross Easements & Connectivity
AMC 18.4.3.080.C.4 provides that joint access through shared driveways and cross easements with adjacent developments may be required where vehicular access onto an arterial is limited as it is here. In addition, AMC 18.4.3.090 calls for continuous walkway systems through the site as part of the Pedestrian Access and Circulation Standards, and provides that the developer may be required to connect or stub walkways to surrounding streets and adjacent properties. Given limitations posed by controlled access standards on the Ashland Street corridor and the limited connectivity between properties along the corridor, staff believes that at a minimum, crossover easements should be provided to enable pedestrian connectivity with adjacent properties and a condition to this effect has been recommended below. Planning and Public Works staff continue to discuss the potential benefits to the long-term capacity of Ashland Street that would result from incorporating similar crossover easements to enable vehicular access between adjoining properties, and staff will provide an update based on those discussions during testimony at the hearing.

With the above in mind, staff recommends that the application be continued to the February meeting to allow these items to be better addressed. Should the Commission concur, we would recommend that the Commission provide clear direction to the applicants with regard to the issues raised by staff and any other issues of concern to the Commission. Should the Commission instead determine that the application merits approval in its present form, staff recommends that the following conditions be attached to any approval:

1) That all proposals and stipulations contained within the application shall be conditions of approval unless otherwise modified herein, including but not limited to that the western-most driveway on Ashland Street shall be limited to a right-out only configuration as described in the Traffic Impact Analysis (TIA).
2) That the plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in conformance with those approved as part of this application, an application to modify this Site Review approval shall be submitted and approved prior to issuance of a building permit.
3) That the potential redevelopment strategy illustrated in the shadow plan is not being granted Site Design Review approval here. Site Design Review approval will require a separate Site Design Review application to address all applicable criteria and standards including clarifying the proposed uses and parking, and addressing the Basic, Detail and Large Scale development standards.
4) That the applicants shall obtain necessary Public Works permits prior to any construction within the public rights-of-way, including but not limited to sidewalk or driveway installation.
5) That the recommendations of the Tree Commission from their January 5, 2017 meeting shall be conditions of approval where consistent with applicable standards and with final approval by the Staff Advisor.
6) That a sign permit shall be obtained prior to installation of any new signage. Signage shall meet the requirements of Chapter 18.4.7.
7) That the windows on the ground floor shall not be tinted so as to prevent views from outside of the building into the interior of the building.
8) That the front entrance from Ashland Street shall remain functional and open to the public during all business hours.
9) That prior to the issuance of a building permit:

    a) The building permit submittals shall include identification of all easements, including any public or private utility easements, access easements, public pedestrian access easements, and fire apparatus access easements.

    b) That the applicants shall provide a revised landscape and irrigation plan which addresses the recommendations of the Tree Commission from their January 5, 2017 meeting where consistent with the applicable

standards and with final approval by the Staff Advisor. The landscape and irrigation plan shall include: 1) identification of size, species and placement of six mitigation trees to be planted to mitigate the removals approved here; 2) irrigation details satisfying the requirements of the Site Design and Use Standards Water Conserving Landscaping Guidelines and Policies.

c) That the applicant shall provide revised civil drawings detailing: 1) a revised final utility plan for the parcels to include the location of connections to all public facilities including the locations of water lines and meter sizes, sanitary sewer lines, storm drain lines, electric services to serve the proposed building; 2) revised details of the frontage improvements along Ashland Street which include irrigated street trees planted in five-foot square planters with tree grates spaced every 30 feet or a seven-foot planted park row planting strip, and an eight- to ten-foot wide sidewalk along the full property frontage with appropriate transitions to the existing sidewalks to the north and south, with any additional right-of-way necessary to accommodate the required frontage improvements (approximately five feet three inches) either dedicated to the city, or public pedestrian access easements provided; 3) a storm drainage plan which demonstrates that post-development peak flow are less than or equal to the pre-development peak flow for the site as a whole, and which includes necessary storm water quality mitigation.

d) That the applicants shall submit a final electric distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment to serve the proposed development for the review and approval of the Electric, Building and Planning Departments. This plan shall clearly identify any additional services, conduit, etc. necessary. All services shall be undergrounded and any additional transformers or cabinets (*if necessary*) shall be located in those areas least visible to the public, while considering the access needs of the Electric Department. Electric services shall be installed according to the approved plan at the applicants' expense, inspected and approved prior to final building inspection or occupancy permit issuance.

e) Lot coverage calculations including all building footprints, driveways, parking, and circulation areas shall be included with the building permit submittals. Lot coverage shall be limited to no more than 85 percent as allowed in the C-1 zoning district.

f) That storm water from all new impervious surfaces and runoff associated with peak rainfalls must be collected on site and channeled to the City storm water collection system (i.e., curb gutter at public street, public storm pipe or public drainage way) or through an approved alternative in accordance with Ashland

Building Division policy BD-PP-0029. On-site collection systems shall be detailed on the building permit submittals.

g) That the requirements of Ashland Fire & Rescue shall be adequately addressed, including that adequate fire apparatus access and firefighter access pathways, approved addressing, fire flow, fire hydrant clearance, fire department connection (FDC), and key box(es) shall be provided, and that any gates, fences or other obstructions to fire access shall be clearly shown on the plans for review and approval by Ashland Fire and Rescue.

h) That exterior building materials and paint colors shall be detailed in the building permit submittals, and shall be compatible with the surrounding area and consistent with the exterior building colors reviewed as part of this application.

i) That bicycle parking shall be shown in the building permit submittals. Inverted u-racks shall be used for the bicycle parking, and all bicycle parking shall be installed in accordance with the rack design, spacing and coverage standards in AMC 18.4.3.070 prior to the issuance of the certificate of occupancy.

j) That the applicants shall obtain a Tree Verification inspection to verify that the trees to be removed are appropriately identified on site prior to their removal and that the trees to be protected have appropriate preservation measures in place prior to permit issuance or any site disturbance including staging, storage of materials or commencement of construction.

k) A revised Site Plan identifying pedestrian easements to enable connectivity with adjacent properties shall be provided for the review and approval of the Staff Advisor.

10) That prior to the approval of the final building inspection or issuance of a certificate of occupancy:

a) That all required landscaping, hardscaping and irrigation shall be installed according to the approved plans, inspected and approved by the Staff Advisor.

b) That all required frontage improvements including sidewalks and irrigated street trees shall be completed according to the approved plans, inspected and approved by the Staff Advisor. Street trees shall be selected from and planted according to the standards in the city's Recommended Street Trees guide.

c) That all exterior lighting shall be directed on the property and shall not directly illuminate adjacent proprieties. Lighting specifications and shrouding details shall be included in the building permits submittals and their installation site-verified prior to occupancy.

d) That the screening for the trash and recycling enclosure shall be installed in accordance with the Site Design and Use Standards.

Chapter 18.2.3 – Special Use Standards

18.2.3.100 Drive-Up Use

A. Drive-Up uses are allowed only in the C-1 zone, and they are limited to the area east of a line drawn perpendicular to Ashland Street at the intersection of Ashland Street and Siskiyou Boulevard. The number of Drive-Up uses shall not exceed the 12 in existence on July 1, 1984.

ALLOWED: *Property is in C-1 zone and within the designated location on Ashland Street.*

B. Drive-Up uses are subject to the following standards:

1. The average waiting time in line for each vehicle shall not exceed five minutes. Failure to maintain this average waiting time may be grounds for revocation of the approval.

WILL COMPLY: *The PTM (Personal Teller Machine) at the Drive-Up 'window' is connected via the screen and voice to multiple tellers based remotely in RCU's Medford offices. These tellers are dedicated to serving customers at remote sites, are not distracted by other duties, and are therefore always available during regular business hours. The efficiency of this system significantly reduces wait times as compared to Drive-Up windows of the past and will not exceed an average of five minutes.*

2. All facilities providing Drive-Up service shall provide at least two designated parking spaces immediately beyond the service window or provide other satisfactory methods to allow customers requiring excessive waiting time to receive service while parked.

DEEMED TO COMPLY: *Twenty parking spaces are available beyond the service PTM (Personal Teller Machine). Two spaces will be designated in front of two additional walk up PTM's to allow customers to receive service.*

3. A means of egress for vehicular customers who wish to leave the waiting line shall be provided.

DEEMED TO COMPLY: *An additional 10 ft. travel lane is adjacent to the Drive-Up lane to allow customers to leave the lane. The line shown between the two lanes is striping and not a curb.*

4. The grade of the stacking area to the Drive-Up shall either be flat or downhill to eliminate excessive fuel consumption and exhaust during the wait in line.

DEEMED TO COMPLY: *Grade will be flat or slightly downhill towards the PTM at the vehicle stacking area.*

5. The Drive-Up shall be designed to provide as much natural ventilation as possible to eliminate the buildup of exhaust gases.

DEEMED TO COMPLY: *Cantilevered covered area will be supported by two columns and will be open all around with no solid walls to cause exhaust gases to buildup.*

6. Sufficient stacking area shall be provided to ensure that public rights-of-way are not obstructed.

DEEMED TO COMPLY: *Stacking area provides for 4 or 5 cars to stack behind the PTM. Additionally, if the line is full, vehicles can pull into the bi-pass lane and circulate around to the two designated parking spaces in front of the walk-up PTM's.*

7. The sound level of communications systems shall not exceed 55 decibels at the property line and shall otherwise comply with the Ashland Municipal Code regarding sound levels.

DEEMED TO COMPLY: *Average decibel level for the PTM is to be held to less than 55 decibels at the property line.*

8. Drive-Up uses may be transferred to another location in accord with all requirements of this section. The number of Drive-Up window stalls shall not exceed one per location, even if the

transferred use had greater than one stall.

DEEMED TO COMPLY: *One (1) Drive-Up 'window' will be installed at this transferred location.*

9. A ministerial Drive-Up Transfer permit shall be obtained for the transfer of any Drive-Up uses when such transfer is not associated with a Site Design Review or Conditional Use Permit application in order to document transfer of the use.

DEEMED TO COMPLY: *Drive -Up Transfer Permit was obtained by previous ministerial action.*

10. Drive-Up uses discontinued without a Drive-Up Transfer permit shall be deemed to have expired after being unused for six months. Discontinuation of a Drive-Up use is considered to have occurred when the Staff Advisor documents the Drive-Up use as having ceased on site through a planning application review, or upon on-site verification.

NOT APPLICABLE: *RCU has a Drive-Up Transfer Permit. (See attached permit)*

11. All components of a Drive-Up use shall be removed within 60 days of discontinuation of the use through abandonment, transfer, relocation, or redevelopment.

NOT APPLICABLE: *Project is a transfer / relocation of an existing Drive-Up use, and not an abandonment requiring removal of components.*

18.2.3.130 Dwelling in Non-Residential Zone

A. Dwellings in the E-1 zone are limited to the R-overlay zone. See chapter 18.3.13 Residential Overlay. ***NOT APPLICABLE:*** *Not in E-1 zone.*

B. Dwellings in the E-1 and C-1 zones shall meet all of the following standards:

1. If there is one building on a site, ground floor residential uses shall occupy not more than 35 percent of the gross floor area of the ground floor. Where more than one building is located on a site, not more than 50 percent of the total lot area shall be designated for residential uses.

DEEMED TO COMPLY: *The proposed Rogue Credit Union on LOT 2 and the future three buildings on LOT 1 are proposed to have in Residential Use the following (See Planning Summary):*

- *51.3% of the total building area > 50%*
- *5.5% of the ground floor area < 50%*
- *42% of the parking spaces < 50%*
- *32.4% of the occupants < 50%*

Based on these percentages, without attempting to designate on residential use areas the site plan, we conclude that less than 50% of the Site will be used by the occupants of the residential use. This is due to the fact that the percentage of occupants (and therefor site pedestrian areas) and the percentage of parking spaces ascribed to the Residential uses are both less than 50%.

2. Residential densities shall not exceed 15 dwelling units per acre in the E-1 zone, 30 dwelling units per acre in the C-1 zone, and 60 dwelling units per acre in the C-1-D zone. For the purpose of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit.

DEEMED TO COMPLY: *See 18.2.6.030 Residential Density response in this document.*

3. Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the underlying zone.

DEEMED TO COMPLY: *Compliance with C-1 zoning regulations indicated within these findings that follow.*

~~4. Off-street parking is not required for residential uses in the C-1-D zone.~~ *Not Applicable*

5. Where the number of residential units exceeds ten, at least ten percent of the residential units shall be affordable for moderate-income persons in accord with the standards of section 18.2.5.050. The number of units required to be affordable shall be rounded down to the nearest whole unit.

WILL COMPLY: *Proposed 'shadow plan' for Lot 1 indicates two future buildings with sixteen (16) potential dwelling units requiring one (1) affordable unit. Application for Lot 1 Site Review will comply with this Ordinance section at time of submittal based on actual number of units proposed at that time. No dwellings are proposed for Lot 2.*

Chapter 18.2.4 – General Regulations for Base Zones

18.2.4.010 Access and Minimum Street Frontage

Each lot shall abut a public street other than an alley for a width of not less than 40 feet; except, where a lot is part of an approved flag partition or abuts a cul-de-sac vehicle turn-around area, the minimum width is 25 feet.

DEEMED TO COMPLY: *Proposed street frontage for Lot 1 is 82.00' and Lot 2 is 137.03' and meets this requirement. (See Site Plan A1)*

18.2.4.020 Accessory Structures and Mechanical Equipment

A. **Accessory Structures.** Accessory buildings and structures shall comply with all requirements for the principal use, except where specifically modified by this ordinance.

DEEMED TO COMPLY: *Proposed canopy over Drive-Up PTM complies with all requirements.*

B. **Mechanical Equipment.** Mechanical equipment shall not be located between the main structure on the site and any street adjacent to a front or side yard, and every attempt shall be made to place such equipment so that it is not visible from adjacent public streets. Mechanical equipment and associated enclosures, not taller than allowed fence heights, may be located within required interior side or rear yards, provided such installation and operation is consistent with other provisions of this ordinance or the Ashland Municipal Code, including but not limited to noise attenuation. Any installation of mechanical equipment shall require a building permit.

DEEMED TO COMPLY: *Mechanical equipment will be located on the roof and will be screened by the parapet.*

18.2.4.030 Arterial Street Setback

The setback from an arterial street shall be not less than 20 feet, or the width required to install sidewalk and park row improvements, consistent with the street standards in chapter 18.4.6, whichever is less.

DEEMED TO COMPLY: *Ashland Street currently meets a majority of the proposed arterial street standards proposed in the Street Standards with four travel lanes, a center turn lane, and bike lanes on both sides of the street. The street is only lacking in the park row and sidewalk improvements. This application proposes adding a seven (7) ft. park row and eight (8) ft. sidewalk to bring the street frontage of this property into conformance with the street standard. The proposed setback from the curb on Ashland Street is 15 feet (7 ft. park row + 8 ft. sidewalk) and will be 5 feet 3 inches from the property line. (See Enlarged Site Plan sheet A2)*

It should also be noted that approximately 26.5' was abandoned by this property and adjacent properties at an earlier date to accommodate expected/realized expansion of the street R.O.W. to its current full width of ninety (90) feet.

18.2.4.050 Yard Requirements and General Exceptions

A. In addition to the requirements of chapters 18.2.5 and 18.2.6, yard requirements shall conform to the Solar Access standards of chapter 18.4.8.

Lot 1 – WILL COMPLY: *The two proposed future buildings to the north on Lot 1 have been set back from the residential property to the north with the Parking area between. The buildings are shown as a "shadow plan" for proposed future development and are not being proposed as part of this project. Future applications for these two buildings will need to show conformance with the Solar Access*

standards.

LOT 2 – NOT APPLICABLE: *Lot 1 to the north of Lot 2 is zoned C-1. Solar Access is not applicable to lots abutting C-1 lots to the north per 18.4.8.020 B.3.*

B. Eaves and awnings may encroach three feet into required yards; all other architectural projections may encroach 18 inches into required yards.

DEEMED TO COMPLY: *Lot 1 buildings are not being proposed as part of this project and any future applications for the two buildings on Lot 1 will need to demonstrate conformance with this ordinance section as they abut residential zones and therefor have required setbacks.*

LOT 2 - NOT APPLICABLE: *No yards are required in C-1 Zone for Lot 2 and proposed building eaves and awnings fall within the property lines.*

C. The following general exceptions are allowed for structures that are 30 inches in height or less, including entry stairs, uncovered porches, patios, and similar structures:

NOT APPLICABLE: *No structures are proposed that are lower than 30 inches.*

18.2.6.030 Unified Standards for Non-Residential Zones

Residential Density (dwelling units/acre) *C-1* 30 du/ac

LOT 1 - WILL COMPLY: *Proposed 'shadow plan' for Lot 1 indicates two future buildings with 16 potential dwelling units. Lot 1 is 1.11 acres / 30 = 33 DU's allowed.*

LOT 2 - NOT APPLICABLE*: No dwellings are proposed for Lot 2.*

There is no minimum front, side, or rear yard required, except where buildings on the subject site abut a residential zone, in which case a side of not less than 10 ft. and a rear yard of not less than 10 ft. per story is required.

LOT 1 - WILL COMPLY: *Lot 1 buildings are not being proposed as part of this project and any future applications for the two buildings on Lot 1 will need to demonstrate conformance with this ordinance section as they abut residential zones and therefor have required setbacks. The 3-story future buildings proposed will have a thirty (30) feet minimum setback adjacent to the Residential properties. (See Site Plan A1)*

LOT 2 - NOT APPLICABLE: *No yards are required in C-1 Zone for Lot 2.*

Except for buildings within 100 feet of a residential zone, the solar setback standards of chapter 18.4.8 do not apply to structures in the C-1 zone.

LOT 1 - WILL COMPLY: *The two proposed future buildings to the north on Lot 1 have been set back from the residential property to the north. The buildings are shown as a "shadow plan" for proposed future development are not being proposed as part of this project. Future applications for these two buildings will need to show conformance with the Solar Access standards.*

LOT 2 – NOT APPLICABLE: *Lot 1 to the north of Lot 2 is zoned C-1. Solar Access is not applicable to lots abutting C-1 lots to the north.*

See also section18.2.4.030 Arterial Street Setback

Building Height– Maximum (feet) 40 ft.

LOT 1 - WILL COMPLY: *The proposed future buildings will meet this standard.*

LOT 2 – WILL Comply: *Proposed building on Lot 2 to be approximately 25'-6" tall at the highest point.*

Landscape Area – Minimum (% of developed lot area) 15%

DEEMED TO COMPLY: *The proposed Landscape Coverage for Lots 1 & 2 will be approximately 24% of the two lot area.*

Chapter 18.3.12 – SPECIAL DISTRICTS AND OVERLAY ZONES

18.3.12.030 Detail Site Review Overlay

A. The Detail Site Review Overlay is that area defined in the Site Design Zones map.

APPLIES: *Project is within Detail Site Review Overlay.*

B. Development in the Detail Site Review Overlay is subject to subsection 18.4.2.040.C in addition to all other applicable sections of this ordinance.

APPLIES: *See 18.4.2.040 findings that follow.*

C. Any development in the Detail Site Review Overlay which exceeds 10,000 square feet or is longer than 100 feet in length or width shall be reviewed according to the Type II procedure in section 18.5.1.060.

APPLIES: *Proposed building area for Lot 2 is less than 100 feet and less than 10,000 sq. ft. Combined with conceptual future buildings on Lot 1, the building area would exceed 10,000 sq. ft.*

18.3.12.060 Pedestrian Place Overlay

A. Purpose. The Pedestrian Place overlay is intended to direct and encourage development of small walkable nodes that provide concentrations of gathering places, housing, businesses, and pedestrian amenities situated and designed in a way to encourage walking, bicycling, and transit use.

B. Applicability

1. This section applies to properties designated as Pedestrian Places overlay on the Site Design Zones map.

APPLIES: *Project is within the Ashland Street Pedestrian Place Overlay.*

2. Review Procedure. The Pedestrian Place overlay requirements apply to proposed development located in the Pedestrian Place overlay …

APPLIES: *Project is within the Ashland Street Pedestrian Place Overlay.*

~~3. Mixed-Use Buildings in Residential Zones.~~

C. Pedestrian Place Concept Plans. The Pedestrian Place Concept plans (i.e., site plan, development summary, and building illustrations) are for the purpose of providing an example of development that conforms to the standards, and do not constitute independent approval criteria. Concept plans are attached to the end of this chapter.

D. Development Standards.

1. Building Setbacks. The solar access setback in chapter 18.4.8 Solar Access applies only to those lots abutting a residential zone to the north.

Lot 1 – WILL COMPLY: *The two proposed future buildings to the north on Lot 1 have been set back from the residential property to the north with the Parking area between. The buildings are shown as a "shadow plan" for proposed future development and are not being proposed as part of this project. Future applications for these two buildings will need to show conformance with the Solar Access standards.*

LOT 2 – NOT APPLICABLE: *Lot 1 to the north of Lot 2 is zoned C-1. Solar Access is not applicable to lots abutting C-1 lots to the north per 18.4.8.020 B.3.*

2. Plazas and Landscaping Ratio. Outdoor seating areas, plazas, and other useable paved surfaces may be applied toward meeting the landscaping area requirements in chapter 18.4.4

Landscaping, Lighting, and Screening, but shall not constitute more than 50 percent of the required area.

COMPLIES: *No Plaza area has been used to meet landscape area requirement.*

Chapter 18.4.2 – Building Placement, Orientation, and Design

18.4.2.040 Non-Residential Development

A. **Purpose and Intent.** Commercial and employment developments should have a positive impact upon ….

B. **Basic Site Review Standards.**

1. Orientation and Scale.

a. Buildings shall have their primary orientation toward the street and not a parking area. Automobile circulation or off-street parking is not allowed between the building and the street. Parking areas shall be located behind buildings, or to one side. See Figure 18.4.2.040.B.1

DEEMED TO COMPLY: *Parking is located behind the buildings.*

b. A building façade or multiple building facades shall occupy a large majority of a project's street frontage as illustrated in Figure 18.4.2.040.B, and avoid site design that incorporates extensive gaps between building frontages created through a combination of driveway aprons, parking areas, or vehicle aisles. This can be addressed by, but not limited to, positioning the wider side of the building rather than the narrow side of the building toward the street. In the case of a corner lot, this standard applies to both street frontages. Spaces between buildings shall consist of landscaping and hard durable surface materials to highlight pedestrian areas.

DEEMED TO COMPLY: *The proposed future building on Lot 1 occupies 51.2% of Lot 1 frontage and the proposed building on Lot 2 occupies 70.1% of Lot 2 frontage. Combined these building frontages occupy 63% of the Ashland Street frontage. Note that the Lot 1 frontage, while not a 'majority' of the frontage, includes the driveway required to access the rear of the lot.*

c. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk. The entrance shall be designed to be clearly visible, functional, and shall be open to the public during all business hours. See Figure 18.4.2.040.B.1

DEEMED TO COMPLY: *Building entrances for Lot 1 and Lot 2 face Ashland Street. The additional entrance on Lot 2 faces the parking area to the north. This additional entrance is required to accommodate the 'Accessible Route' from the ADA parking space(s) via the ramp. We do not want to require disabled persons to walk all the way around the Plaza to the entrance on Ashland Street. Building and site accessibility starts with the shortest possible route to the entrance according to Federal guidelines.*

d. 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 other buildings meet this standard.

DEEMED TO COMPLY: *Building entrance for Lot 2 is 10'-10" from property line at R.O.W.*

~~e. Where a building is located on a corner lot,~~

f. Public sidewalks shall be provided adjacent to a public street along the street frontage.

DEEMED TO COMPLY: *An eight (8) foot sidewalk is proposed along the entire Ashland Street frontage of Lots 1 & 2.*

2. 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 pursuant to subsection 18.4.4.030.E.

DEEMED TO COMPLY: *Six street trees, spaced 30 feet apart, are proposed for the 219 feet lot frontage; one short of requirement. This is due in part to the driveway clearance and the width of the driveway with park rows and sidewalks on each side. If we count the two trees at the south end of the driveway park rows closest to Ashland Street, we believe we then have one additional street tree and are therefore in compliance with this Ordinance section.*

3. Landscaping.

   a. ~~Landscape areas at least ten feet in width shall buffer buildings adjacent to streets, except the buffer is not required in the Detail Site Review, Historic District, and Pedestrian Place overlays.~~

   b. Landscaping and recycle/refuse disposal areas shall be provided pursuant to chapter 18.4.4.

   DEEMED TO COMPLY: *Recycle/refuse disposal areas are proposed in accordance with Chapter 18.4.4.*

4. Designated Creek Protection.

Noise and Glare. Artificial lighting shall meet the requirements of section 18.4.4.050. Compliance with AMC 9.08.170.c and AMC 9.08.175 related to noise is required.

WILL COMPLY: *Artificial lighting standards shall meet these requirements for noise and glare.*

5. ~~Expansion of Existing Sites and Buildings.~~

C. Detailed Site Review Standards.

1. Orientation and Scale.

   a. Developments shall have a minimum Floor Area Ratio (FAR) of 0.50. Where a site is one-half an acre or greater in size, the FAR requirement may be met through a phased development plan or a shadow plan that demonstrates how development may be intensified over time to meet the minimum FAR. See shadow plan example in Figure 18.4.2.040.C.1.a. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR.

PHASED DEVELOPMENT PROPOSED: *Project shows a phased development with Lot 1 future improvements having an FAR of 62.4% and Lot 2 an FAR of 24.7% for a combined FAR of 50.6%*

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

NOT APPLICABLE: *Proposed building on Lot 2 has a ninety-six (96) foot frontage. However, the street facing façade has multiple offsets and jogs both in plan and elevation. (See Sheet A9).*

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

DEEMED TO COMPLY: *The south Ashland Street facing façade has 21.6% of the wall area in glazing. The east elevation facing the Plaza / Public Space has 29.4% of the wall abutting the*

plaza in glazing and the west elevation within 30 feet of the R.O.W has 30.3% glazing. (See sheets A9 & A10)

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

DEEMED TO COMPLY: *The recessed entrance is transparent and covered by a projecting awing that strongly emphasizes the entrance from Ashland Street. (See Sheet A1).*

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

DEEMED TO COMPLY: *The future building on Lot 1 and the proposed building on Lot 2 front on Ashland Street have wall frontages that combined equal to 63% of the lot frontages and are proposed to have parking to the rear of the buildings.*

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

DEEMED TO COMPLY: *The entrance on Ashland Street is recessed and has an awning that projects over the sidewalk for a total depth of 9.5' and is 8 feet wide. Two additional awnings four (4) feet deep by 12'-8" wide project over the sidewalk at the center two 'bays; and another awning covers a bench in a recessed alcove on the left side of the façade facing Ashland Street. Additional awnings will cover the walk up Personal Teller Machines and the entrance facing the parking lot.*

2. Streetscape.

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

DEEMED TO COMPLY: *Concrete paving will be utilized for the sidewalks on site and concrete pavers will be utilized to designate the Plaza / Public Spaces.*

b. A building shall be setback not more than five 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 percent of the aggregate building frontage shall be within five feet of the sidewalk.

DEEMED TO COMPLY: *The entire Ashland Street façade is at or within five (5) feet of the sidewalk with the exception of the entrance that is setback from the edge of the sidewalk six (6) feet. The entrance only constitutes 8.3% of the entire façade for Lot 2.*

3. Buffering and Screening.

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

NOT APPLICABLE: *Adjacent uses to Lot 2 are compatible and have the same C1 zone designation. Lot 1 screening will be addressed in future application at time of submittal for development.*

b. Parking lots shall be buffered from the main street, cross streets, and screened from residentially zoned land.

DEEMED TO COMPLY: *The parking lots are screened by the buildings from the main street and there are no cross streets adjacent. The distance from parking area on Lot 2 is approximately 142 feet from the adjacent residentially zoned properties and we believe this distance negates the requirement for screening this lot. Screening for the future*

parking on Lot 1 will be a six (6) foot high fence and will be proposed at the time of submittal for development.

4. Building Materials.
   a. Buildings shall include changes in relief such as cornices, bases, fenestration, and fluted masonry, for at least 15 percent of the exterior wall area.

   DEEMED TO COMPLY: *The building has a 32" high base around the perimeter in brick at the brick façade, and in ACM panel with a slightly darker silver color on the ACM façade. A continuous 16" tall cornice caps the brick and projects 4" from the face. A 30" continuous cornice that project 18" sits atop the ACM paneled wall. Additionally, the windows and the entrance facing Ashland Street are setback significantly from the façade.*

   b. 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.

   DEEMED TO COMPLY: *There will be no bright or neon colors used as shown in the perspective drawing on Sheet A1. Only 21.6% of the street facing façade and 29.4% of the west, the walls with the most amount of glazing incorporates glass; not a majority of the building skin.*

D. Additional Standards for Large Scale Projects. In the Detail Site Review overlay, developments that are greater than 10,000 square feet in gross floor area or contain more than 100 feet of building frontage shall conform to the following standards.

   a. 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.

   DEEMED TO COMPLY: *The proposed building on Lot 2 is divided into two main masses, one brick and one taller of ACM panels, and is separated by a lower roofed entry connector that is predominantly transparent. The design uses recesses, sheltering roofs and light at all four facades. The brick façade is divided into three 'bays' through the use of vertical control joints and recesses in the building face. Smaller 'night sky' compliant wall lights help to further define this division of the brick mass. The taller ACM panel massing has the windows set back from the east and south facades two (2) feet with light shades the break the windows horizontally.*

   b. Outside of the Downtown Design Standards overlay, new buildings or expansions of existing buildings in the Detail Site Review overlay shall conform to the following standards.
      i. Buildings sharing a common wall or having walls touching at or above grade shall be considered as one building.

      NOT APPLICABLE: *The proposed building on Lot 2 and future buildings on Lot 3 are stand-alone structures.*

      ii. Buildings shall not exceed a building footprint area of 45,000 square feet

      COMPLIES: *No building footprint will exceed 45,000 sq. ft.*

      iii. Buildings shall not exceed a gross floor area of 45,000 square feet,

      COMPLIES: *No building area will exceed 45,000 sq. ft.*

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

      COMPLIES: *No building length will exceed 300 feet.*

   ~~c. Inside the Downtown Design Standards overlay, new buildings or expansions~~

2. Public Spaces.
   a. One square foot of plaza or public space shall be required for every ten square feet of gross

floor area, except for the fourth gross floor area.

COMPLIES: *2852 square feet of Plaza is required. 2,224 square feet of Plaza and 1,224 square feet of Outdoor / Public Space are proposed for both lots for a total of 3,448 square feet.*

b. A plaza or public spaces shall incorporate at least four of the following elements.

i. 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.

COMPLIES: *Six seating spaces on three 60 inches wide benches are provided for the Plaza on the east side of the building on Lot 2.*

ii. A mixture of areas that provide both sunlight and shade.

COMPLIES: *The street tree to the south and the trees in the driveway park row in addition to the building (on west side) and the two trees in the Plaza provide partial shade. Sunny pockets will happen at various times of the day in the center and on the north side of the plaza.*

iii. Protection from wind by screens and buildings.

COMPLIES: *Plaza is protected for the wind by the building on the east side of the plaza.*

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

COMPLIES: *Two trees will be provided for the 828 sq. ft. Plaza on Lot 2.*

v. Water features or public art.

NOT USED: *No water feature is proposed.*

vi. Outdoor eating areas or food vendors.

NOT USED: *No eating areas are proposed.*

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

WILL COMPLY: *RVTD currently does not provide service on the north side of Ashland Street at this project's location. The Ashland Transportation plan provides for a future route along Ashland Street, but it is not clear whether it will service both sides of the street. In the event that it does serve the north side, the proposed bench beneath the awning on the street facing façade of the building will serve as a transit stop and rider waiting area.*

Chapter 18.4.3 – Parking, Access, and Circulation

18.4.3.030 General Automobile Parking Requirements and Exceptions

A. **Minimum Number of Off-Street Automobile Parking Spaces.** Off-street parking shall be provided pursuant to one of the following three methods and shall include required Disabled Person Parking.

1. Standard Ratios for Automobile Parking.

COMPLIES: *Commercial ratio of 1/500 sq. feet for Buildings 1-3 on Lot 1 yields a requirement of 22.8 spaces. A Retail ratio of 1/350 sq. ft. for Lot 2 yields a requirement of 12.9 spaces. Eight one bedroom and eight two bedroom apartments requires 27 spaces.*

Total spaces required – 63. Total spaces proposed – 64.

B. **Maximum Number of Off-Street Automobile Parking Spaces.** The number of spaces provided by any particular use in ground surface lots shall not exceed the number of spaces required by this chapter by more than ten percent. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or under-structure parking, or in multi-level parking above or below surface lots, shall not apply towards the maximum number of allowable spaces.

COMPLIES: *One surplus parking space is proposed for the combined Lots 1 and 2. Lot 2 parking provides for 7 more spaces than required by the proposed use for the building on Lot 2. These spaces will be shared with the future residential uses in Lot 1 Buildings 1 and 2 in a night-day use scenario and also with the future Building 3 commercial uses during the day. The reason for this arrangement is due to the need for an on-site detention pond (approximately 30' x 60') for Lot 1 that will be located in the lowest area of the Lot at the northwest corner. This pond restricts the amount of parking area available to the north of future buildings 1 & 2 on Lot 1. The area behind the future Building 3 on Lot 1 is restricted by its' width which limits the number of spaces available to Building 3.*

18.4.3.070 Bicycle Parking

A. **Applicability and Minimum Requirement.** All uses...

B. **Calculation.** Fractional spaces shall be rounded up to the next whole space.

C. **Bicycle Parking for Residential Uses.** Every residential use of two or more dwelling units per structure and not containing a garage for each dwelling shall provide bicycle parking spaces as follows.

1. Multi-Family Residential. One sheltered space per studio unit or one-bedroom unit; 1.5 sheltered spaces per two-bedroom unit; and two sheltered spaces per three-bedroom unit.

WILL COMPLY: *Future buildings 1 & 2 on Lot 1 will provide eight sheltered for 8 one bedroom units and twelve sheltered for the 8 two bedroom units.*

2. Bicycle Parking for Non-Residential Uses. Uses required to provide off street parking, except as specifically noted, shall provide two spaces per primary use, or one bicycle parking space for every five required automobile parking spaces, whichever is greater. 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.

COMPLIES: *Two spaces are required for Lot 1 future Building 3 and three spaces for the proposed Lot 2 building. Ten spaces are proposed on Lot 2; 6 covered and 4 uncovered. An additional rack for two bicycles will be part of the future building 3 on Lot 1.*

~~**D. Bicycle Parking for Parking Lots and Structures.**~~

~~**E. Primary and Secondary Schools.**~~

~~**F. Colleges, Universities, and Trade Schools.**~~

G. No Fee for Use. No bicycle parking spaces required by this standard shall be rented or leased, however, a refundable deposit fee may be charged. This does not preclude a bike parking rental business.

WILL COMPLY: *Bicycle spaces will not be rented.*

H. Bicycle Parking Design Standards.

1. Bicycle parking shall be located so that it is visible to and conveniently accessed by cyclists, and promotes security from theft and damage.

COMPLIES: *Four spaces are visible from the sidewalk on A Street and six spaces are visible from the driveway sidewalk.*

2. Bicycle parking requirements, pursuant to this section, can be met in any of the following ways.
   a. Providing bicycle racks or lockers outside the main building, underneath an awning or marquee, or in an accessory parking structure.

   COMPLIES: *Bike racks are located outside the building; six beneath an awning and four in the Plaza.*

   ~~b. Providing a bicycle storage room, bicycle lockers, or racks inside the building. Providing bicycle racks on the public right of way, subject to review and approval by the Staff Advisor.~~

3. All required exterior bicycle parking shall be located on-site and within 50 feet of a regularly used building entrance and not farther from the entrance than the closest motor vehicle parking space. Bicycle parking shall have direct access to both the public right-of-way and to the main entrance of the principal use. For facilities with multiple buildings, building entrances or parking lots (such as a college), exterior bicycle parking shall be located in areas of greatest use and convenience for bicyclists.

COMPLIES: *Bicycle parking will be located at time of submission for future buildings on Lot 1. Four bicycle spaces are located within 50 feet of the front door on Ashland Street and six covered spaces are located within 50 feet of the north entrance for Lot 2 – only three spaces are required for Lot 2.*

4. Required bicycle parking spaces located out of doors shall be visible enough to provide security. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent walkways or motor vehicle parking lots during all hours of use. Bicycle parking shall be at least as well-lit as automobile parking.

WILL COMPLY: *The north bicycle parking area for Lot 2 is visible from the parking lot where we expect fairly constant traffic and the four spaces in the Plaza are visible from the street and the interior of the building.*

5. Paving and Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as the automobile parking area or with a minimum of two-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers, or similar material) and shall be relatively level. This surface will be maintained in a smooth, durable, and well-drained condition

COMPLIES: *Bicycle parking will be 4" thick concrete paving or pavers.*

6. Bicycle parking located outside the building shall provide and maintain an aisle for bicycle maneuvering between each row of bicycle parking. Bicycle parking including rack installations shall conform to the minimum clearance standards as illustrated in Figure 18.4.3.070.I.6

NOT APPLICABLE: *There are only two single rows of bicycle parking.*

~~7. A bicycle parking space located inside of a building for employee bike parking shall be a minimum of six feet long by three feet wide by four feet high.~~

8. Each required bicycle parking space shall be accessible without moving another bicycle.

COMPLIES: *All bicycle parking spaces are designed in accordance with City Standards.*

9. Areas set aside for required bicycle parking shall be clearly marked and reserved for bicycle parking only.

WILL COMPLY: *Signage will be installed stating bicycle parking only.*

10. Sheltered parking shall mean protected from all precipitation and must include the minimum protection coverages as illustrated in Figure 18.4.3.070. I.10.

WILL COMPLY: *Bicycle parking cover for six spaces will be designed and presented to Staff for verification that designs meet standards and for approval.*

11. Bicycle parking shall be located to minimize the possibility of accidental damage to either bicycles or racks. Where needed, barriers shall be installed.

COMPLIES: *Bicycle parking is located adjacent to pedestrian circulation.*

12. Bicycle parking shall not impede or create a hazard to pedestrians. They shall not be located so as to violate the vision clearance standards of section 18.2.4.050. Bicycle parking facilities should be harmonious with their environment both in color and design. Facilities should be incorporated whenever possible into building design or street furniture.

COMPLIES: *Bicycle parking spaces are set back from sidewalk and adjacent to building or landscape walls out of the way of pedestrian circulation.*

I. **Bicycle Parking Rack Standards.** The intent of the following standards is to ensure that required bicycle racks are designed so that bicycles may be securely locked to them without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

WILL COMPLY: *Bicycle parking racks will conform to these standards. Design will be submitted to Planning Staff for approval at time of Building Permit submittal.*

18.4.3.080 Vehicle Area 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

COMPLIES: *Additional parking provided on Lot 2 for use by Lot 1 is within 200 feet of future buildings 1 & 2 on Lot 1.*

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.

COMPLIES: *Parking is not located in front or side yards for the proposed building on Lot 2 and the future building on Lot 1 abutting Ashland Street.*

~~3. In all residential zones,~~

B. Parking Area Design. Required parking areas shall be designed in accordance with the following standards and dimensions as illustrated in 18.4.3.080.B. See also, accessible parking space requirements in section 18.4.3.050 and parking lot and screening standards in subsection 18.4.4.030.F.

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

COMPLIES: *Sixteen (16) of twenty (20) spaces on Lot 2 meet this standard. Future parking for Lot 1 buildings will meet this standard.*

NOTE: *This application proposes widened the sidewalk behind the buildings by two feet and widening*

the planter areas where the parking abuts a planter by two feet so the curb will act as a wheel stop. The Site plan drawings show dashed lines where the parking overlaps these features. This method was recently approved by Planning for the Safeway site and serves to provide for less impervious area where the parking abuts the planters. The spaces still effectively meet the 9 ft. x 18 ft. requirement.

2. Up to 50 percent of the total automobile parking spaces in a parking lot may be designated for compact cars. Minimum dimensions for compact spaces shall be 8 feet by 16 feet. Such spaces shall be signed or the space painted with the words "Compact Car Only."

COMPLIES: *Four compact spaces are proposed for Lot 2 which is 31% of the thirteen (13) required spaces.*

3. Parking spaces shall have a back-up maneuvering space not less than 22 feet, except where parking is angled, and which does not necessitate moving of other vehicles.

COMPLIES: *Proposed back-up maneuvering space is 24 feet at all proposed and future parking areas.*

4. ~~Parking lots with 50 or more parking spaces, and parking lots where pedestrians must traverse more than 150 feet of parking area, as measured as an average width or depth, shall be divided into separate areas by one or more of the following means: a building or group of buildings; plazas landscape areas with walkways at least five feet in width; streets; or driveways with street-like features as illustrated in Figure 18.4.3.080.B.4 Street-like features, for the purpose of this section, means a raised sidewalk of at least five feet in width, with six-inch curb, accessible curb ramps, street trees in planters or tree wells and pedestrian-oriented lighting (i.e., not exceeding 14 feet typical height).~~

NOT APPLICABLE: *No parking lot has more than 50 spaces and pedestrians will not have to traverse more than 150 feet.*

5. Parking areas shall be designed to minimize the adverse environmental and microclimatic impacts of surface parking through design and material selection as illustrated in Figure 18.4.3.080. B.5. Parking areas of more than seven parking spaces shall meet the following standards.
   a. Use at least one or more of the following strategies for the surface parking area, or put 50 percent of parking underground. For parking lots with 50 or more spaces, the approval authority may approve a combination of strategies.
      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 percent of the parking area surface.
      ii. Provide porous solid surfacing or an open grid pavement system that is at least 50 percent pervious for a minimum of 50 percent of the parking area surface.
      iii. Provide at least 50 percent shade from tree canopy over the parking area surface within five years of project occupancy.
      ~~iv. Provide at least 50 percent shade from solar energy generating carports, canopies or trellis structures over the parking area surface.~~

      WILL COMPLY: *Applicants propose to use a combination of strategies i, ii, & iii to attain a minimum of 50% shading % for the parking area. We request that a condition be applied to present the strategy for review and approval by Planning Staff.*
   b. Design parking lots and other hard surface areas in a way that captures and treats runoff with landscaped medians and swales.

   COMPLIES: *Storm water runoff will be directed to the Treatment swale along the north end of*

the property for Lot 2. Lot 1 will be designed at time of submittal for planning action and will meet this requirement.

C. **Vehicular Access and Circulation.** The intent of this subsection is to manage access to land uses and on-site circulation and maintain transportation system safety and operations. For transportation improvement requirements, refer to chapter 18.4.6 Public Facilities.

1. Applicability. This section applies to all public streets within the City and to all properties that abut these streets. The standards apply when developments are subject to a planning action (e.g., Site Design 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 18.4.3.080. B.4. Pedestrian connections on the site, including connections through large sites, and connections between sites and adjacent sidewalks must conform to the provisions of section 18.4.3.090.

COMPLIES: *Site circulation is shown on sheet A4 Propose Site Plan – Lots 1 & 2. The main driveway leading in to the site has been designed with park rows and sidewalks on both sides. Sidewalks connect the sidewalk on Ashland Street to the site, plazas, and all buildings. An existing easement to Tax Lot 9202 (First Church Christ Scientist) for access to their vacant lot will cross the future driveway behind future building 3 on Lot 1. The eight feet sidewalk on Ashland Street will return on both ends to reconnect to the existing 5 ft. sidewalk currently at the curb.*

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) as illustrated in Figures 18.4.3.080.C.3.a and Figure 18.4.3.080.C.3.b. (From Figure18.4.3.080.C.3.a "Note: For boulevard streets, distance from intersection is 100' and distance between driveways is 100'.")

COMPLIES: *Proposed distances between the proposed driveways and the existing adjacent driveways on Ashland Street, a boulevard, is greater than 100 feet as shown on sheet A4. We contacted ODOT for their requirements and were told that Ashland Street falls under Ashland's requirements.*

a. ~~In no case shall driveways be closer than 24 feet as measured from the bottom of the existing or proposed apron wings of the driveway approach.~~

b. Partitions and subdivisions 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.

COMPLIES: *The existing lots provide a 25 ft. wide flag drive for access to Lots 1 & 2 and the adjacent vacant Church property. This access is proposed to be widened so as to align the driveway with the driveway into the Ashland Shopping Center across Ashland Street. All three lots will maintain their access to the newly aligned driveway.*

c. Street and driveway access points in an R-2, R-3, C-1, E-1, CM, or M-1 zone shall be limited to the following.

i. Distance between driveways.

on boulevard streets: 100 feet

COMPLIES: *Proposed distances between the proposed driveways and the existing adjacent driveways on Ashland Street, a boulevard, is greater than 100 feet as shown on*

sheet A4. We contacted ODOT for their requirements and were told that Ashland Street falls under Ashland's requirements.

ii. Distance from intersections.

on boulevard streets: 100 feet

COMPLIES: *Proposed distances between the proposed driveways and Lit Way to the east is greater than 100 feet.*

~~d. Access Requirements for Multifamily Developments.~~

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 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.

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

COMPLIES: *Proposed driveway provides access to three 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. Curb cuts and approaches shall be replaced with standard curb, gutter, sidewalk, and planter/furnishings strip as appropriate.

COMPLIES: *Two existing curb cuts for driveway approaches will be abandoned. (See sheets A4 and C1).*

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.

COMPLIES: *Three lots are served by the shared access from Ashland Street.*

~~5. Alley Access.~~

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

~~1. A driveway for a single dwelling shall be~~

~~2. Parking areas of seven or fewer spaces shall be~~

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; be clearly and permanently marked and defined; and provide adequate aisles or turn-around areas so that all vehicles may enter the street in a forward manner.

COMPLIES: *Proposed parking areas have 20 ft. driveways leading in to the 24 ft. driveway / backup space between aisles. Parking spaces will be striped and adequate aisles are provided so vehicles can enter the street in a forward manner.*

4. The width of driveways and curb cuts in the park row and sidewalk area shall be minimized.

COMPLIES: *Proposed driveways and curb cuts are at the twenty (20) ft. minimum required and no larger.*

~~5. For single-family lots and multi-family developments,~~

6. Vertical Clearances. Driveways, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13.5 feet for their entire length and width. Parking structures are exempt

from this requirement.

COMPLIES: *Vertical clearance of 13.5 feet will be provided. Tree canopies overhanging the driveways will be pruned at regular intervals to maintain this clearance.*

7. Vision Clearance. No obstructions may be placed in the vision clearance area except as set forth in section 18.2.4.040.

NOT APPLICABLE: *Proposed does not include a street to street / alley intersection.*

8. Grades for new driveways in all zones shall not exceed 20 percent for any portion of the driveway. If required by the City, the developer or owner shall provide certification of driveway grade by a licensed land surveyor.

COMPLIES: *Proposed driveways will not exceed 20 percent and are much shallower (5.5% maximum on Lot 2) as the site is relatively flat. (See sheet C1 Grading Plan).*

9. All driveways shall be installed pursuant to City standards prior to issuance of a certificate of occupancy for new construction.

WILL COMPLY: *Proposed driveways will be installed per City standards.*

10. Driveways for lots created or modified through a land division or property line adjustment, including those for flag lots, shall conform to the requirements of chapter 18.5.3 Land Divisions and Property Line Adjustments.

WILL COMPLY: *See findings in Chapter 18.5.3 later in these findings.*

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

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

WILL COMPLY: *Proposed paving is either asphaltic or concrete and will conform to City standards.*

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.

COMPLIES: *All storm water on site is designed to flow off of sidewalks onto landscape planters or vehicle paving and then directed to the treatment swale along the north property line for Lot 2. No water will be directed on to adjacent properties.*

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

WILL COMPLY: *Driveway approaches are proposed as concrete and will be constructed to City standards.*

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

WILL COMPLY: *All parking spaces will be permanently and clearly marked by painted stripes.*

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.

COMPLIES: *Applicant is proposing replacing the wheel stops with 6 in. high concrete curbs at widened sidewalks and widened planters (two feet wider). Wheel stops are trip hazards and collect wind-blown trash. Widened planters provide for greater pervious areas on site.*

6. Walls and Hedges
   a. Where a parking facility is adjacent to a street, a decorative masonry wall, or evergreen hedge screen between 30 and 42 inches in height and a minimum of 12 inches in width shall be established parallel to and not nearer than two feet from the right-of-way line, pursuant to the following requirements.

   NOT APPLICABLE: *Parking facilities are not adjacent to any streets.*

   ~~b. In all zones, except single-family zones, where a parking facility or driveway is adjacent to a residential or agricultural zone, school yard, or like institution, a sight-obscuring fence, wall, or evergreen hedge shall be provided, pursuant to the following requirements.~~
7. Landscaping. In all zones, all parking facilities shall include landscaping to cover not less than seven percent of the area devoted to outdoor parking facilities, including the landscaping required in subsection 18.4.3.080.E.6, above. Said landscaping shall be uniformly distributed throughout the parking area, and 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.

COMPLIES: *Landscape plantings are provided along the entire north edge of the parking area and within five landscape peninsulas on Lot 2. This landscape area surrounding the parking area on Lot 2 is 1242.7 sq. ft. and is 22.8% of the 5440.8 sq. ft. parking area.*

8. Lighting. 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. Lighting shall comply with section 18.4.4.050.

18.4.3.090 Pedestrian Access and Circulation

A. Purpose.

B. Standards. Development subject to this chapter, except single-family dwellings on individual lots and associated accessory structures, shall conform to the following standards for pedestrian access and circulation.

1. Continuous Walkway System. Extend the walkway system throughout the development site and connect to all future phases of development, and to existing or planned off-site adjacent sidewalks, trails, public parks, and open space areas to the greatest extent practicable. The developer may also be required to connect or stub walkway(s) to adjacent streets and to private property for this purpose.

COMPLIES: *Site plan provides for a continuous walkway system throughout the development to connect the proposed building on Lot 2 with the future buildings on Lot 1 and to the proposed eight ft. sidewalk on Ashland Street.*

2. Safe, Direct, and Convenient. Provide safe, reasonably direct, and convenient walkway connections between primary building entrances and all adjacent streets. For the purposes of this section, the following definitions apply.
   a. "Reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

   COMPLIES: *Primary entrance facing Ashland Street for proposed building on Lot 2 is direct to the sidewalk.*

   b. "Safe and convenient" means reasonably free from hazards and provides a reasonably direct means of walking between destinations.

   COMPLIES: *All pathways on site are to be ADA accessible and as such, the building code*

will not allow for any hazards.

c. "Primary entrance" for a non-residential building means the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

COMPLIES: *The primary entrance to the building on Lot 2 is on Ashland Street. Staff believes the other entrance is the primary and it may in fact be the entrance most used by customers that drive to the site. This secondary entrance is necessary for ADA accessibility; we are providing an accessible ramp in front of the ADA parking space in order to provide a van accessible parking space that is the closest parking space to the entrance as is required by the Americans with Disabilities Act.*

Ashland ordinance 18.4.3.09 2.a. cited above requires a "reasonably direct" route to the primary entrance. Not providing this secondary entrance with the accessible ramp would require individuals with disabilities to walk or wheel themselves up and around the plaza to the primary entrance facing Ashland Street for a distance of approximately 150 feet; twice the 75 feet by using the ramp. We believe this to be unreasonable and quite possibly not in compliance with the ADA.

d. "Primary entrance" for a residential building is the front door (i.e., facing the street). For multifamily buildings and mixed-use buildings where not all dwelling units have an individual exterior entrance, the "primary entrance" may be a lobby, courtyard, or breezeway serving as a common entrance for more than one dwelling.

WILL COMPLY: *The future mixed-use buildings 1 and 2 on Lot 1 will comply with this requirement.*

3. Connections within Development. Walkways within developments shall provide connections meeting all of the following requirements as illustrated in Figures 18.4.3.090.B.3.a and 18.4.3.090.B.3.b

a. Connect all building entrances to one another to the extent practicable.

COMPLIES: *All building entrances will be connected by way of sidewalks with the exception of the emergency exit only that exits the Break Room for the proposed building on Lot 2.*

b. Connect on-site parking areas, recreational facilities, and common areas, and connect off-site adjacent uses to the site to the extent practicable. Topographic or existing development constraints may be cause for not making certain walkway connections.

COMPLIES: *All common areas including the Outdoor spaces, Plazas and parking will be connected by way of sidewalks.*

~~c. Install a protected raised walkway through parking areas of 50 or more spaces, and where pedestrians must traverse more than 150 feet of parking area, as measured as an average width or depth~~

NOT APPLICABLE: *No path from parking area requires traversing more than 150 feet.*

4. Walkway Design and Construction**.** Walkways shall conform to all of the following standards in as illustrated in Figure 18.4.3.090.B.3.a and 18.4.3.090.B.3.b. For transportation improvement requirements, refer to chapter 18.4.6 Public Facilities.

a. Vehicle/Walkway Separation. Except for crosswalks, where a walkway abuts a driveway or street, it shall be raised six inches and curbed along the edge of the driveway. Alternatively, the approval authority may approve a walkway abutting a driveway at the same grade as the driveway if the walkway is distinguished from vehicle-maneuvering areas. Examples of alternative treatments are mountable curbs, surface treatments such as stamped concrete or reflector bumps, and using a row of decorative metal or concrete bollards to separate a

walkway from a driveway.

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

COMPLIES: *The crosswalks across the driveway will be paved in concrete to distinguish them from the asphaltic paving of the driveway. Crosswalks will be 20 feet curb to curb.*

c. Walkway Surface and Width. Walkway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, and at least five feet wide. Multi-use paths (i.e., for bicycles and pedestrians) shall be concrete or asphalt, and at least ten feet wide, in accordance with the section 18.4.6.040 Street Design Standards.

COMPLIES: *Walkways will be paved in concrete or concrete pavers and will be 5 feet in width. No multi-use paths are proposed on site.*

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

WILL COMPLY: *All routes on site will be accessible.*

e. Lighting. Lighting shall comply with section 18.4.4.050.

WILL COMPLY: *Lighting will comply with this section. See findings that follow in this narrative.*

18.4.3.100 Construction

The required parking, access, and circulations facilities, shall be installed prior to a release of a certificate of use and occupancy or a release of utilities, and shall be permanently maintained as a condition of use. However, the Building Official may, unless otherwise directed by the Planning Commission or Staff Advisor, release a temporary certificate of use and occupancy and a temporary release of utilities before the installation of said facilities provided: (1) there is proof that the owner has entered into a contract with a qualified, bonded, and insured contractor for the completion of the parking, including walkways, landscaping, and other elements required by this chapter, with a specified time, and no other conditions of approval are outstanding; or (2) the owner has posted a satisfactory performance bond to ensure the installation of said parking facilities within a specified time.

WILL COMPLY: *Phase I will include all of the work shown for Lot 2 plus the entire width of the shared driveway up to and including the sidewalks from Ashland Street to the northerly edge of the north PTM driveway on Lot 2. Lot 1 work will be installed after a separate planning action.*

18.4.3.110 Availability of Facilities

Required parking, access, and circulation shall be available for use by residents, customers, and employees only, and shall not be used for the storage or display of vehicles or materials.

WILL COMPLY: *Site will be totally accessible for use by residents, customers and employees. No storage or display will occur on site.*

Chapter 18.4.4 – Landscaping, Lighting, and Screening

18.4.4.030 Landscaping and Screening

A. **General Landscape Standard.** All portions of a lot not otherwise developed with buildings, accessory structures, vehicle maneuvering areas, parking, or other approved hardscapes shall be landscaped pursuant to this chapter.

COMPLIES: *All areas not planned to be hardscaped will be landscaped.*

B. **Minimum Landscape Area and Coverage.** All lots shall conform to the minimum landscape area standards of the applicable zoning district (see Table 18.2.5.030.A - C for residential zones and Table 18.2.6.030 for non-residential zones). Except as otherwise provided by this chapter, areas proposed to be covered with plant materials shall have plant coverage of not less than 50 percent coverage within one year and 90 percent coverage within five years of planting.

COMPLIES: *16.2% of Lot 2 is proposed and 27.6% is shown for the future development of Lot 1.*

C. **Landscape Design and Plant Selection.** The landscape design and selection of plants shall be based on all of the following standards.

1. Tree and Shrub Retention. Existing healthy trees and shrubs shall be retained, pursuant to chapter 18.4.5. Consistent with chapter 18.4.5 Tree Preservation and Protection, credit may be granted toward the landscape area requirements where a project proposal includes preserving healthy vegetation that contribute(s) to the landscape design.

COMPLIES: *Proposal is to retain 17 of the existing 24 trees on site (See sheet L2). All shrubs are to be removed.*

2. Plant Selection.
   a. Use a variety of deciduous and evergreen trees, shrubs, and ground covers.
   b. Use plants that are appropriate to the local climate, exposure, and water availability. The presence of utilities and drainage conditions shall also be considered.
   c. *Storm Water Facilities.* Use water-tolerant species where storm water retention/detention or water quality treatment facilities are proposed.
   d. *Crime Prevention and Defensible Space*. Landscape plans shall provide for crime prevention and defensible space, for example, by using low hedges and similar plants allowing natural surveillance of public and semi-public areas, and by using impenetrable hedges in areas where physical access is discouraged.
   e. *Street Trees.* Street trees shall conform to the street tree list approved by the Ashland Tree Commission. See the Ashland Recommended Street Tree Guide.
3. Water Conserving Landscaping. Commercial, industrial, non-residential, and mixed-use developments that are subject to chapter 18.5.2 Site Design Review, shall use plants that are low water use and meet the requirements of 18.4.4.030.I Water Conserving Landscaping.
4. Hillside Lands and Water Resources. Landscape plans for land located in the Hillside Lands overlay must also conform to section 18.3.10.090 Development Standards for Hillside Lands, and in the Water Resources overlay must also conform to section 18.3.11.110 Mitigation Requirements for Water Resource Protection Zones.
5. Screening
   a. Evergreen shrubs shall be used where a sight-obscuring landscape screen is required.
   b. Where a hedge is used as a screen, evergreen shrubs shall be planted so that not less than 50 percent of the desired screening is achieved within two years and 100 percent is

achieved within four years. Living groundcover in the screen strip shall be planted such that 100 percent coverage is achieved within two years.

6. Plant Sizes
   a. Trees shall be not less than two-inch caliper for street trees, and 1.5-inch caliper for other trees at the time of planting.
   b. Shrubs shall be planted from not less than one gallon containers, and where required for screening shall meet the requirements of 18.4.4.030.C.5 Screening.

D. Tree Preservation, Protection, and Removal. See chapter 18.4.5 for Tree Protection and Preservation and chapter 18.5.7 for Tree Removal Permit requirements.

E. Street Trees. The purpose of street trees is to form a deciduous canopy over the street. The same effect is also desired in parking lots and internal circulation streets; rows of street trees should be included in these areas where feasible.

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.

1. Location of Street Trees. Street trees shall be located in the designated planting strip or street tree wells between the curb and sidewalk, or behind the sidewalk in cases where a planting strip or tree wells are or will not be in place. Street trees shall include irrigation, root barriers, and generally conform to the standards established by the Community Development Department.
2. Spacing and Placement of Street Trees

   All street tree spacing may be made subject to special site conditions that 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 meet all of the following requirements.
   a. Street trees shall be placed at the rate of one tree for every 30 feet of street frontage. Trees shall be evenly spaced, with variations to the spacing permitted for specific site limitations, such as driveway approaches.
   b. Street trees shall not be planted closer than 25 feet from the curb line of intersections of streets or alleys, and not closer than ten feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.
   d. 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 ten feet to any existing street tree, and preferably such locations will be at least 20 feet distant.
   e. Street trees shall not be planted closer than 2.5 feet from the face of the curb street trees shall not be planted within two feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees, or tree wells, shall be at least 25 square feet; however, larger cuts are encouraged because they allow additional air and water into the root system and add to the health of the tree. Tree wells shall be covered by tree grates in accordance with City specifications.
   g. Street trees planted under or near power lines shall be selected so as to not conflict with power lines at maturity.
   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, where approved pursuant to section 18.4.6.040 Street Design Standards, may be utilized to save existing street trees, subject to approval by the Staff Advisor.
3. Pruning. Street trees, as they grow, shall be pruned to provide at least eight feet of clearance

above sidewalks and 12 feet above street roadway surfaces.

4. Replacement of Street Trees. Existing street trees removed by development projects shall be replaced by the developer with those from the street tree list approved by the Ashland Tree Commission. The replacement trees shall be of size and species similar to the trees that are approved by the Staff Advisor. See the Ashland Recommended Street Tree Guide.

F. Parking Lot Landscaping and Screening. Parking lot landscaping, including areas of vehicle maneuvering, parking, and loading, shall meet the following requirements.

1. Landscaping.
   a. Parking lot landscaping shall consist of a minimum of seven percent of the total parking area plus a ratio of one tree for each seven parking spaces to create a canopy effect.
   b. The tree species shall be an appropriate large canopied shade tree and shall be selected from the street tree list approved by the Ashland Tree Commission to avoid root damage to pavement and utilities, and damage from droppings to parked cars and pedestrians. See the Ashland Recommended Street Tree Guide.
   c. The tree shall be planted in a landscaped area such that the tree bole is at least two feet from any curb or paved area.
   d. The landscaped area shall be distributed throughout the parking area and parking perimeter at the required ratio.
   e. 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.
2. Screening.
   a. *Screening Abutting Property Lines.* A five foot landscaped strip shall screen parking abutting a property line. Where a buffer between zones is required, the screening shall be incorporated into the required buffer strip, and will not be an additional requirement.
   ~~b. *Screening Adjacent to Residential Building.*~~
   c. *Screening at Required Yards.*
      i. Parking abutting a required landscaped front yard or exterior yard shall incorporate a sight obstructing hedge screen into the required landscaped yard.
      ii. The screen shall grow to be at least 36 inches higher than the finished grade of the parking area, except within vision clearance areas, section 18.2.4.050.
      iii. The screen height may be achieved by a combination of earth mounding and plant materials.
      iv. Elevated parking lots shall screen both the parking and the retaining walls.

G. Other Screening Requirements. Screening is required for refuse and recycle containers, outdoor storage areas, loading and service corridors, mechanical equipment, and the City may require screening other situations, pursuant with the requirements of this ordinance.

1. Recycle and Refuse Container Screen. Recycle and refuse containers or disposal areas shall be screened ~~from view~~ by placement of a solid wood fence or masonry wall five to eight feet in height to limit the view from adjacent properties or public rights-of-way. All recycle and refuse materials shall be contained within the screened area.
2. Outdoor Storage. Outdoor storage areas shall be screened from view, except such screening is not required in the M-1 zone.

3. Loading Facilities and Service Corridors. Commercial and industrial loading facilities and service corridors shall be screened when adjacent to residential zones. Siting and design of such service areas shall reduce the adverse effects of noise, odor, and visual clutter upon adjacent residential uses.
4. Mechanical Equipment. Mechanical equipment shall be screened by placement of features at least equal in height to the equipment to limit view from public rights-of-way, except alleys, and adjacent residentially zoned property. Mechanical equipment meeting the requirements of this section satisfy the screening requirements in 18.5.2.020.C.3.
   a. *Roof-mounted Equipment.* Screening for roof-mounted equipment shall be constructed of materials used in the building's exterior construction and include features such as a parapet, wall, or other sight-blocking features. Roof-mounted solar collection devices are exempt from this requirement pursuant to subsection 18.5.2.020.C.3.
   b. *Other Mechanical Equipment.* Screening for other mechanical equipment (e.g., installed at ground level) include features such as a solid wood fence, masonry wall, or hedge screen.

H. Irrigation. Irrigation systems shall be installed to ensure landscape success. If a landscape area is proposed without irrigation, a landscape professional shall certify the area can be maintained and survive without artificial irrigation. Irrigation plans are reviewed through a Ministerial process at the time of building permit submittals.

I. Water Conserving Landscaping. Water has always been a scare, valuable resource in the Western United States. In the Rogue Valley, winter rains give way to …

1. Landscaping Design Standards
   a. *Landscaping Coverage*. Water conserving designs shall have plant coverage of not less than 90 percent with five years of planting, but are not required to meet the standard of 50 percent coverage within one year.
   b. *Plant Selection*. At least 90 percent of plants in the non-turf areas shall be listed as drought tolerant in the Sunset Western Garden book, City's Water-Wise Landscaping website, or be similarly well-suited for this climate of region as determined by the Staff Advisor. Up to ten percent of the plants may be of a non-drought tolerant variety or species as long as they are grouped together and are located in a separate irrigation zone.
   c. *Screening*. Plant screening hedges to attain 50 percent coverage after two years.
   d. *Mulch*. Add a minimum of two inches of mulch in non-turf areas to the soil surface after planting. Neither large nuggets nor fine bark may be used for mulch. Non-porous material shall not be placed under the mulch.
   e. *Turf and Water Areas*. Limit combined turf or water areas (i.e., pools, ponds, and fountains) to 20 percent 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.
   f. *Fountains*. Design all fountains to recycle their water.
   g. *Turf Location*. Turf is restricted to slopes less than ten percent grade.
   h. *Berms and Raised Beds*.
      i. No more than five percent 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. If allowed, berms must be no taller than 1/6 of their width.
      ii. All plantings on berms one foot or greater in height must be drought tolerant.
      iii. Only drip irrigation is allowed on berms more than one foot in height.

i. *Soil Quality.* When new vegetation is planted, soils shall be amended for plant health and water absorption. Add mature compost at a rate of three cubic yards of compost per 1,000 square feet of area to be landscaped, and work soil and amendment(s) to a depth of four to six inches. This requirement may be waived for one or more of the following circumstances.

a. The area to be landscaped is fenced off to fully protect native soil from disturbance and compaction during construction.

b. Soil tests document an organic content of a least three percent based on a representative core sample taken at a rate of one test per 20,000 square feet, based on a minimum of three core sample per test. Samples shall be taken at least 40 feet apart to a depth of six inches following attainment of rough grade.

c. The area to be landscaped will be used to capture and treat storm water runoff, and is subject to separate design standards.

2. Irrigation System Design Standards. Irrigation plans are reviewed through a Ministerial process at the time of building permit submittals, and are subject to the following standards.

a. Design sprinkler head spacing for head-to-head coverage.

b Design irrigation system to minimize runoff and overspray to non-irrigated areas.

c. Match precipitation rates for all irrigation heads for each circuit.

d. Separate irrigation zones based on water needs of plantings and type of sprinklers being used (i.e., rotating, fixed spray, or drip). Plants with similar watering needs shall be in the same irrigation zone unless irrigated by drip irrigation having emitters sized for individual plant water needs.

f. Use sprinkler heads with a precipitation rate of .85 inches per hour or less on slopes exceeding 15 percent to minimize run-off, or when slope exceeds ten percent within ten feet of hardscape.

g. Serviceable check valves (or pressure compensating emitters for drip systems) are required where an elevation difference greater than 20 feet exists on any circuit.

h. Drip irrigation systems are required for trees unless within lawn areas. Equip all irrigation zones with pressure regulator valves (PRV) to meet the manufacturer's recommended operating pressure for the components of each zone; except in those instances where a PRV is in place. PRV's shall be located at the meter or solenoid valve.

k. *Automatic Sprinkler Controls.*

i. Equip all irrigation systems with a controller capable of dual or multiple programming. Controllers shall have a multiple start time capability, station run times in minutes to hours, and water days by interval, day of the week, and even/odd days.

ii. Use controllers with a percent adjust (water budget) feature, or the capability of accepting an external rain or soil moisture sensor.

3. Exceptions. Requests to depart from the requirements of this section shall demonstrate that the water consumption for the project as a whole is equal to or less than what would occur if the standards were strictly applied, in addition to meeting the criteria in 18.5.2.050.E Exception to the Site Development and Design Standards.

J. Maintenance. All landscaping shall be maintained in good condition, or otherwise replaced by the property owner; dead plants must be replaced within 180 days of discovery. Replacement planting consistent with an approved plan does not require separate City approval.

18.4.4.040 Recycling and Refuse Disposal Areas

A. Recycling. All residential, commercial, and manufacturing developments that are subject to chapter 18.5.2 Site Design Review shall provide an opportunity-to-recycle site for use of the project occupants.

~~1. Residential.~~

2. Commercial. Commercial developments having a refuse receptacle shall provide a site of equal or greater size adjacent to or with access comparable to the refuse receptacle to accommodate materials collected by the local sanitary service franchisee under its on-route collection program for purposes of recycling.

COMPLIES: *Enclosure for two dumpsters is provided for on Lot 1.*

B. Service Areas. Recycling and refuse disposal areas shall be located to provide truck access and shall not be placed within any required front yard or required landscape area.

COMPLIES: *Truck access to the refuse and recycling area is available via the north PTM driveway and exits via the 12 feet wide exit lane on the west side of Lot 2.*

C. Screening. Recycle and refuse disposal area screening shall be provided pursuant to section 18.4.4.030.G.1.

COMPLIES: *Disposal area will be surrounded on three sides with a minimum six ft. high masonry brick wall and will be enclosed by two powder coated / screened metal gates.*

18.4.4.050 Outdoor Lighting

A. Purpose. This section contains regulations requiring adequate levels of outdoor lighting while minimizing light spillover onto adjacent properties

B. Applicability. All outdoor lighting is subject to the requirements of this section. Where a proposed development is subject to Type I, Type II, or Type III review, the approval authority may require specific lighting levels or limit lighting as a condition of approval to protect the public health, safety, and welfare.

C. Standards. As a guideline, lighting levels shall be no greater than necessary to provide for pedestrian safety, property/business identification, and crime prevention. All outdoor lighting, except streetlights, shall comply with the following standards.

1. Arrange and install artificial lighting so there is no direct illumination onto adjacent residential properties.

WILL COMPLY: *All lighting will be directed downward or shielded to eliminate direct illumination onto adjacent residential properties to the east, west, and north.*

2. Provide light poles no greater than 14 feet in height for pedestrian facilities. (Pedestal- or bollard-style lighting is an alternative method for illuminating walkways located inside a development but not located in a public street right-of-way.)

COMPLIES: *Lighting for pedestrian areas will be with low bollards or lighting wall mounted onto the building. Wall lighting will be directed downward onto the walking surface.*

3. Where a light standard is placed over a sidewalk or walkway, maintain a minimum vertical clearance of eight feet.

COMPLIES: *Proposed City approved on site light standards to be used are 14 feet to underside of fixture.*

4. Install light fixtures where they will not obstruct public ways, driveways, or walkways. Where a light standard must be placed within a walkway, maintain an unobstructed pedestrian through

zone per Americans with Disabilities Act (ADA) compliance.

COMPLIES: *Light fixtures are located on the building or in landscape planter areas and will not be located in any pedestrian pathway in compliance with ADA standards.*

5. Except as permitted for signs, direct outdoor light fixtures downward and have full shielding to minimize excessive light spillover onto adjacent properties.
6. For streetlight requirements, see subsection 18.4.6.040.D.18.

D. Maintenance. Outdoor lighting shall be maintained in good condition, or otherwise replaced by the property owner.

WILL COMPLY: *Owner agrees to maintain lighting in good operating condition.*

Chapter 18.4.5 – Tree Preservation and Protection

18.4.5.030 Tree Protection

A. **Tree Protection Plan.** A tree protection plan shall be approved by the Staff Advisor concurrent with applications for Type I, Type II, and Type III planning actions. If tree removal is proposed, a Tree Removal Permit pursuant to chapter 18.5.7 may be required.

COMPLIES: *See sheet L2 "TREE REMOVAL AND PROTECTION PLAN" and attached "Tree Removal Permit Request" prepared by Alan Pardee of Covey Pardee Landscape Architects dated September 27, 2016.*

B. **Tree Protection Plan Submission Requirements.** In order to obtain approval of a tree protection plan; an applicant shall submit a plan to the City, which clearly depicts all trees to be preserved and/or removed on the site. The plan must be drawn to scale and include the following.

1. Location, species, and diameter of each tree on site and within 15 feet of the site.
2. Location of the drip line of each tree.
3. An inventory of the health and hazard of each tree on site, and recommendations for treatment for each tree.
4. Location of existing and proposed roads, water, sanitary and storm sewer, irrigation, and other utility lines/facilities and easements.
5. Location of dry wells, drain lines and soakage trenches.
6. Location of proposed and existing structures.
7. Grade change or cut and fill during or after construction.
8. Existing and proposed impervious surfaces.
9. Identification of a contact person and/or arborist who will be responsible for implementing and maintaining the approved tree protection plan.
10. Location and type of tree protection measures to be installed per section 18.4.5.030.C.

COMPLIES: *See sheet L2 "TREE REMOVAL AND PROTECTION PLAN" and Site Plans on sheets A4 and A5. Sheets A4 and A5 show the trees to be removed as heavy dashed lines relative to proposed paving and site work.*

C. **Tree Protection Measures Required.**

1. Chain link fencing, a minimum of six feet tall with steel posts placed no farther than ten feet apart, shall be installed at the edge of the tree protection zone or dripline, whichever is greater, and at the boundary of any open space tracts, riparian areas, or conservation easements that abut the parcel being developed.
2. The fencing shall be flush with the initial undisturbed grade.
3. Approved signs shall be attached to the chain link fencing 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.
4. No construction activity shall occur within the tree protection zone, including, but not limited to dumping or storage of materials such as building supplies, soil, waste items, equipment, or parked vehicles.
5. The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, concrete or dry wall excess, and construction debris or run-off.

6. No excavation, trenching, grading, root pruning, or other activity shall occur within the tree protection zone unless approved by the Staff Advisor.
7. Except as otherwise determined by the Staff Advisor, all required tree protection measures set forth in this section shall be instituted prior to any development activities, including, but not limited to clearing, grading, excavation, or demolition work, and shall be removed only after completion of all construction activity, including landscaping and irrigation installation.

WILL COMPLY: *Chain link fencing will be used, installed, and maintained according to these seven requirements.*

D. Inspection. The applicant shall not proceed with any construction activity, except installation of erosion control measures, until the City has inspected and approved the installation of the required tree protection measures and a building and/or grading permit has been issued by the City.

WILL COMPLY: *Applicant agrees to this requirement and will ensure that General Contractor hired for the work complies with this requirement also.*

18.4.5.040 Performance Security

The City may require the permittee to post with the City a bond, or other suitable collateral as determined by the City Administrator, ensuring the satisfactory completion and maintenance of the tree protection plan. Suitable collateral may be in the form of letters of credit, certificates of deposit, cash bond, or bonds issued by an insurance company legally doing business in the State of Oregon.

WILL COMPLY: *Applicant agrees to this requirement if the City requests posting of a bond.*

18.4.5.050 Verification Permit

A. If a site has received development approval through a planning action consistent with the standards of this chapter, then a Verification Permit shall be required for those trees approved for removal through that process. To obtain a Verification Permit, an applicant must clearly identify on the property the trees to be removed by tying pink tagging tape around each tree and submitting a site plan indicating the location of the requested trees. Vegetation four- to six-inches DBH that is to be removed shall also be marked with pink tagging tape. The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application. The Staff Advisor will then verify that the requested trees match the site plan approved with the planning action. The City shall require the applicant to mitigate for the removal of each tree, pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the original development permit.

WILL COMPLY: *Applicant agrees to this requirement and will flag the trees to be removed and stake the building footprint if requested.*

B. Verification Permits shall be required prior to the issuance of an excavation permit or building permit and prior to any site disturbance and/or storage of materials on the subject property.

Chapter 18.4.6 – Public Facilities

18.4.6.040 Street Design Standards

~~**A. General Requirements.** New and reconstructed streets, alleys, and pathways shall conform to the following requirements.~~

~~**B. Required Street Layout and Design Principles.**~~

~~**C. Connectivity Standards.**~~

D. ~~**Design Standards.** A description of street~~ …

E. Standards Illustrated. New and reconstructed streets, alleys and pathways shall conform to the following design standards, as summarized in Table 18.4.6.040.F.

1. Boulevard.

COMPLIES: *Proposed seven ft. park row and eight ft. sidewalk along Ashland Street have been designed to meet the requirements detailed in a8.3.12 – Site Development Design Overlays, Pedestrian Places and the diagram on page 3-180 of the Ashland Municipal Code titled "Ashland Street Future Improvement*

~~**F. Crosswalk and Street Corner Radius.** Provide pedestrians with the …~~

~~1. Pedestrian Crossing Distance. With a larger Crr, turning …~~

I. ~~**Hillside Streets and Natural Areas.**~~

J. ~~**Publicly-Funded Street Improvements.**~~

K. Ashland Street Corridor.

1. Purpose and Intent.
2. Design Standards. Improvements in the Ashland Street right-of-way shall meet the following standards.
   1. Landscape Median.
      ~~a. Twelve-foot wide minimum with left turn pockets in limited but appropriate locations, approximately every 400 feet.~~
      ~~b. Small flowering trees, low water use, and low maintenance shrubs (i.e., 12-foot spread maximum) and ground cover shall be planted.~~
      c. ~~Lighting shall be to City street light standards.~~

      NOT APPLICABLE: *No median required. Island was recently installed by the City directly to the south of the proposed building on Lot 2.*
   2. Sidewalk.
      a. A five to eight-foot wide minimum area for street tree placement is required (e.g., five feet wide for street tree wells, seven to eight feet wide for park rows).

      COMPLIES: *Proposed seven ft. park row along Ashland Street has been designed to meet the requirements detailed in a8.3.12 – Site Development Design Overlays, Pedestrian Places and the diagram on page 3-180 of the Ashland Municipal Code titled "Ashland Street Future Improvement*

      b. Trees shall be drought tolerant and hardy, placed with root barriers and tree grates to City specifications, or in landscaped strips with ground cover.

      COMPLIES: *Proposed street trees are to be Halka Zelkova species and will be installed according to City specifications.*

c. Six to ten-foot wide textured or scored concrete sidewalk in addition to the street tree area (total widths would be a minimum of eight feet).

COMPLIES: *Eight ft. wide sidewalk proposed across the entire 219 feet of frontage on Ashland Street. Applicant will discuss with City Planning options for texturing or scoring the concrete sidewalk and will specify and install agreed upon selection.*

d. Pedestrian scaled light fixtures placed in the street tree strip.

COMPLIES: *Street lights will be proposed and approved by City Planning. Current proposal is to install City recommended light standard by "Sternberg".*

e. Specially designed street name signs.

NOT APPLICABLE: *No new streets are proposed.*

3. Special Pedestrian Areas.
   a. Pedestrian refuges protected from weather shall be placed near transit stops or at intervals of 400 feet in the corridor if no transit stop is nearby.
   b. Textured concrete or unit masonry paving shall be used in these areas to differentiate them from other areas.
   c. Street furniture (e.g., benches, drinking fountains, new racks,) shall be included for the comfort and convenience of the pedestrian.

18.4.6.060 Public Use Areas

A. Dedication of Public Use Areas. Where a proposed park, playground, trail, or other public use shown in a plan adopted by the City is located in whole or in part in a subdivision, the City may require the dedication of this area to the City, or the designation of this area on the final plat for future dedication to the City, provided that the impact of the development on the City park system is roughly proportional to the dedication, conforms to the requirements of this ordinance, and is consistent with applicable parks and trails master plans.

NOT APPLICABLE: *Not a subdivision.*

18.4.6.070 Sanitary Sewer and Water Service Improvements.

A. Sewers and Water Mains Required. All new development is required to connect to city water and sanitary sewer systems. Sanitary sewer and water system improvements must be installed to serve new development and to connect developments to existing mains, considering the City's adopted facility master plans and applicable standards. Where streets are required to be stubbed to the edge of the development, sewer and water system improvements, and other utilities, must also be stubbed with the streets, except where alternate alignment(s) are approved by the City Engineer.

COMPLIES: *Buildings will connect to existing 6" sanitary sewer lateral to runs to an existing sanitary sewer line in Parker Street to the north of Lots 1 & 2. City water will be connected to the 8" ductile iron pipe water main in Ashland Street.*

B. Sewer and Water Plan Approval. Development permits for sewer and water improvements in the public right-of-way or public easements must be approved by the City Engineer.

WILL COMPLY: *Plans for sanitary sewer and water improvements will be prepared by a registered Civil Engineer (Dew Engineering) and submitted for review and approval by the City Engineer.*

C. Over-Sizing. The approval authority may require as a condition of approval that sewer and water lines serving new development be sized to accommodate future development within the area as projected by the applicable facility master plans; and the City may authorize other cost-recovery or

cost-sharing methods as provided under state law.

AGREE: *Applicant agrees to over size improvements if over sizing is required by City.*

D. **Inadequate Facilities.** Development permits may be restricted or rationed by the City where a deficiency exists in the existing water or sewer system that cannot be rectified by the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems.

AGREE: *Applicant agrees to abide by restrictions if imposed.*

18.4.6.080 Storm Drainage and Surface Water Management Facilities

A. **Storm Drainage Plan Approval.** Development permits for storm drainage and surface water management plans must be approved by the City Engineer and Building Official.

Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be sized to accommodate existing and projected future runoff from upstream drainage area, considering the City's adopted facility master plans and applicable standards. Such facilities shall be subject to review and approval by the City Engineer

WILL COMPLY: *Plans for storm drainage and surface water management will be prepared by a registered Civil Engineer (Dew Engineering) and submitted for review and approval by the City Engineer. The current proposal for storm water management for Lot 2 is to detain all storm water on site for percolation into the soil. A treatment / detention trench is proposed along the entire length of the north property line of Lot 2. Overflow will be pumped up to the curb in Ashland Street.*

B. **Effect on Downstream Drainage.** Where it is anticipated by the City Engineer that the additional runoff resulting from the development would overload an existing drainage facility, the City shall withhold approval of the development until provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with City standards.

AGREE: *Applicant agrees to abide by restrictions if imposed.*

C. **Over-Sizing.** The authority may require as a condition of approval that the storm drainage system serving new development shall be sized to accommodate future development within the area as projected by the applicable facility master plan; and the City may authorize other cost recovery or cost-sharing methods as provided under state law.

AGREE: *Applicant agrees to over size improvements if over sizing is required by City.*

~~D. **Existing Watercourse.** Where a watercourse, drainage way, channel, or stream traverses a proposed development site, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the boundary or centerline of such watercourse, as applicable, and such further width as will be adequate for conveyance and maintenance to protect the public health and safety.~~

18.4.6.090 Utilities

The following standards apply to new development where extension of electric power or communication lines is required.

A. **General Provision.** The developer is responsible for coordinating his or her development plan with the applicable utility providers and paying for the extension/installation of utilities not otherwise available to the subject property.

B. Height. Utility transmission and distribution lines, poles, and towers may exceed the height limits otherwise provided for in this title, except for wireless communication systems as provided in chapter 18.4.10 and in the Airport Overlay as provided in chapter 18.3.7.

C. Underground Utilities.

1. General Requirement. The requirements of the utility service provider must be met. All utility lines in new developments, partitions, and subdivisions, including but not limited to those required for electric, communication, lighting, and related facilities, must be placed underground, except as provided for in 18.4.6.090.D, below.

COMPLIES: *All utility extensions will be installed below grade.*

Chapter 18.4.7 – Signs

18.4.7.030 General Sign Regulations

~~**A. Bulletin Board or Reader Board.**~~

B. Placement of Signs.

1. Near Residential. No sign shall be located in a commercial or industrial zone so that it is primarily visible only from a residential zone.

COMPLIES: *The two signs proposed for Lot 2 will not be visible from the adjacent residentially zoned properties to the north. Both signs will face to the south; one on the canopy at the drive-thru and one on the building facing Ashland Street.*

~~2. Near Street Intersections.~~

3. Near Driveways. No sign or portion of thereof shall be erected within ten feet of driveways unless the same is less than 2 ½ feet in height pursuant to the vision clearance area requirements in section 18.2.4.040.

NOT APPLICABLE: *No sign is proposed within ten fee of any driveway.*

~~4. Future Street Right-of-Way. No sign or portion thereof shall be erected within future street right-of-ways, as depicted upon the Street Dedication Map, unless and until an agreement is recorded stipulating that the sign will be removed or relocated upon street improvements at no expense to the City.~~

C. Obstruction by Signs. No sign or portion thereof shall be placed so that it obstructs any fire escape, stairway, or standpipe; interferes with human exit through any window of any room located above the first floor of any building; obstructs any door or required exit from any building; or obstructs any required light or ventilation.

~~**D. Unsafe or Illegal Signs.**~~

~~**E. Abatement of Nuisance Signs.**~~

18.4.7.050 Prohibited Signs

Notwithstanding section 18.4.7.040 Exempted Signs, and except as provided by section 18.4.7.120 Government Signs, the following signs and sign elements are prohibited.

COMPLIES: *No sign proposed for Lot 2 is prohibited by this section.*

18.4.7.080 Commercial, Health Care, Employment, Croman Mill and Industrial Zones

Signs in the C-1, HC, E-1, CM, and M-1 zones, excepting the C-1-D zone and the Freeway Sign Overlay, shall conform to the following regulations.

A. Special Provisions

1. Frontage. The number and use of signs allowed by virtue of a given business frontage shall be placed only upon such business frontage.

DEEMED TO COMPLY: *Two signs proposed for RCU on Lot 2 will face Ashland Street. One of the signs is proposed to be installed on the canopy over the drive-thru and while not technically placed on the frontage, it may be exempt as it will not be visible from Ashland Street. It will face the parking area and will be blocked from visibility on Ashland Street by the proposed building.*

2. Aggregate Number of Signs. The aggregate number of signs for each business shall be two signs for each business frontage.

COMPLIES: *Two signs are proposed for RCU for Lot 2.*

3. Aggregate Area of Signs. The aggregate area of all signs established by and located on a given street frontage, shall not exceed an area equal to one square foot of sign area for each lineal foot of street frontage. Aggregate area shall not include nameplates, and temporary real estate and construction signs.

COMPLIES: *Lot 1 frontage is proposed to be 137 feet so the maximum not to exceed of 60 sq. ft. applies. The two proposed signs will total 59 sq. ft. (35 + 24).*

B. Permitted Wall Signs

1. Number. Two signs per building frontage shall be permitted for each business or group of businesses occupying a single common space or suite in lieu of a wall sign.

COMPLIES: *Two wall signs are proposed for RCU for Lot 2.*

2. Area. Buildings with two or fewer business frontages shall be permitted one square foot of sign area for each lineal foot of business frontage. ~~For the third and subsequent business frontages on a single building, the business shall be permitted one square foot of sign area for every two lineal feet of business frontage.~~ The maximum sign area on any single business frontage shall not exceed 60 square feet. Business frontages of three or more, on a single building, shall comply with the all of the following criteria established in chapter 18.4.2 Building Placement, Orientation, and Design.

COMPLIES: *Two signs are proposed for the single business of Rogue Credit Union on Lot 2 and will total 59 sq. ft.*

a. A pedestrian entrance designed to be attractive and functional, and open to the public during all business hours.

COMPLIES: *An eight ft. wide recess in the street facing façade leads to a pair of double doors and serve as the pedestrian entrance to the building proposed on Lot 2. This entrance will remain open during all business hours.*

b. The pedestrian entrance shall be accessed from a walkway connected to a public sidewalk.

COMPLIES: *The pedestrian entrance is accessed directly from the sidewalk on Ashland Street.*

3. Projection. Except for marquee or awning signs, a projecting sign may project a maximum of two feet from the face of the building to which they are attached, provided the lowest portion of the sign is at least eight feet above grade. Any portion lower than eight feet can only project four inches.

NOT APPLICABLE: *No projecting signs are proposed for RCU for Lot 2.*

4. Extension Above Roofline. Signs may not project above the roof or eave line of the building.

NOT APPLICABLE: *No signs will project above the cornices at the roof.*

C. Permitted Ground Signs

1. Number. One sign shall be permitted for each lot with a street frontage in excess of 50 lineal feet. Corner lots can count both street frontages in determining the lineal feet of the street frontage but only one ground sign is permitted on corner lots. Two or more parcels of less than 50 feet may be combined for purposes of meeting the foregoing standard.
2. Area. Signs shall not exceed an area of one square foot for each two lineal feet of street frontage, with a maximum area of 60 square feet per sign.
3. Placement. Signs shall be placed so that no sign or portion thereof shall extend beyond any

property line of the premises on which such sign is located. Signs on corner properties shall also comply with the vision clearance area requirements in section 18.2.4.040.

4. Height. No ground sign shall be in excess of five feet above grade.

D. Permitted Awning or Marquee Signs

E. Permitted Portable Business Signs

F. Permitted Three-Dimensional Signs

NOT APPLICABLE: *No awning, marquee, portable business, or three dimensional signs proposed.*

18.4.7.100 Construction and Maintenance Standards

A. Materials of Construction

1. ~~Single and Multi-Family Residential Zones.~~
2. Commercial and Industrial Zones. All signs and their supporting members shall be constructed of non-combustible materials or fire-retardant treated wood which maintains its fire-resistive qualities when tested in accordance with the rain and weathering tests of the Building Code, unless otherwise provided in this section.

WILL COMPLY: *All signs will be constructed of non-combustible steel, aluminum, and plastic.*

3. Non-Treated Signs. All wall, ground, marquee, and projecting signs of twenty square feet or less may be constructed of non-treated wood.

NOT APPLICABLE: *No wooden signs are proposed.*

4. ~~Real Estate and Construction Signs. All signs may be constructed of compressed wood particle board or other material of similar fire resistivity.~~
5. Directly Illuminated Signs. All signs illuminated from within may be faced with plastics approved by the Building Code.

WILL COMPLY: *Directly illuminated wall signs will be faced in plastics approved by the building department.*

6. Glass. All glass used in signs shall be shatter-resistant, or covered by a shatter-resistant material.

NOT APPLICABLE: *No glass signs are proposed.*

7. Wood. Wood in contact with the ground shall be foundation-grade redwood, foundation-grade cedar, all heartwood cypress, or any species of wood that has been pressure-treated with an approved preservative. Trim and backing strips may be constructed of wood.

B. Construction Methods

1. All signs shall be constructed of such materials or treated in such manner that normal weathering will not harm, deface or otherwise affect the sign.

WILL COMPLY: *All signs will be constructed of durable steel, aluminum, and/or plastic.*

2. All letters, figure, and similar message elements shall be safely and securely attached to the sign structure.

WILL COMPLY: *All signs will be constructed of non-combustible steel, aluminum, and plastic*

3. All signs shall be designed and constructed to resist the applicable wind loads set forth in the Building Code.

C. Maintenance.

Chapter 18.4.8 – Solar Access

18.4.8.020 Applicability

A. Lot Classifications. All lots shall meet the provisions of this section and will be classified according to the following formulas and table.

~~1. Standard A Lots.~~

2. Standard B Lots. Those lots with a north-south lot dimension that is less than that calculated by Formula I but greater than that calculated by Formula II, any lot zoned C-1, E-1, or M-1 and not exempt by 18.4.8.020.B, or a lot not abutting a residential zone to the north, shall be required to meet setback standard B in 18.4.8.030.B. See definition of north-south lot dimension in part 18.6.

LOT 1 – WILL COMPLY: *Lot 1 abuts residentially zoned property to the north and is subject to Standard B. Future designs for Lot 1 will be required to meet this solar standard.*

LOT 2 - NOT APPLICABLE: *Lot 1 to the north of Lot 2 is zoned C-1 therefor is not required to meet solar requirement.*

3. ~~Standard C Lots.~~

B. Exemptions.

1. Architectural Projections. Rooftop architectural features a maximum of four feet in width, such as chimneys and vent pipes, and light poles and flag poles shall be exempt from the setback standards in section 18.4.8.030.

~~2. Steep Slopes.~~

3. Zones. Any lot in the C-1-D, CM, and NM-C zones, and properties in the C-1 zone not abutting a residential zone, shall be exempt from the setback standards in section 18.4.8.030.

APPLIES TO LOT 1: *Lot 1 to the north of Lot 2 is zoned C-1 therefor is not required to meet solar requirement.*

Chapter 18.5.2 – Site Design Review

18.5.2.010 Purpose

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

18.5.2.020 Applicability

Site Design Review is required for the following types of project proposals.

A. **Commercial, Industrial, Non-Residential, and Mixed Uses.** Site Design Review applies to the following types of non-residential uses and project proposals, including proposals for commercial, industrial, and mixed-use projects, pursuant to section 18.5.2.030 Review Procedures.

1. New structures, additions, or expansions in C-1, E-1, HC, CM, and M-1 zones.

APPLIES: *Project non-residential in the C-1 zone.*

18.5.2.030 Review Procedures

B. **Detail Site Review Overlay.** In the Detail Site Review overlay, new structures or additions greater than 10,000 square feet in gross floor area, or longer than 100 feet in length or width are subject to Type II review.

APPLIES: *Project falls within the Detail Site Review Overlay.*

18.5.2.040 Application Submission Requirements

The following information is required for Site Design Review application submittal, except where the Staff Advisor determines that some information is not pertinent and therefore is not required.

A. **General Submission Requirements.** Information required for Type I or Type II review, as applicable (see sections 18.5.1.050 and 18.5.1.060), including but not limited to a written statement or letter explaining how the application satisfies each and all of the relevant criteria and standards.

B. **Site Design Review Information.** In addition to the general information required for Site Design Review, the applicant shall provide the following information.

1. Basic Plan Information.

   COMPLIES: *See project drawings.*

2. Site Analysis Map

   COMPLIES: *See sheet A2.*

3. Proposed Site Plan

   COMPLIES: *See sheets A4 and A5.*

4. Architectural drawings

   COMPLIES: *See sheets A1, A7, A8, A9, and A10.*

5. Preliminary Grading and Drainage Plan

   COMPLIES: *See sheet C1.*

6. Erosion Control Plan.

   COMPLIES: *See sheet C1*

7. Landscape and Irrigation Plans

   COMPLIES: *See sheet L1. Irrigation plans are deferred until building plan submittal.*

18.5.2.050 Approval Criteria

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

COMPLIES: *Proposal complies with all applicable provisions for both Lots combined and reviewed as one large parcel. Applicant is proposing a "shadow" plan for future building on Lot 1 with a building area transfer from Lot 2 to Lot 1 to demonstrate how the minimum FAR of 50% will be met over both lots. Lot 1 will have an FAR of 62.4% and Lot 2 an FAR of 24.7% for a combined FAR for both lots of 50.6%. The applicant is asking for this transfer in order to build a one-story building on Lot 2. Banking is going through major changes and one of those changes is the reduction is the size of branch buildings. Rogue Credit Union only has a need for a 4500 sq. ft. branch in Ashland and will maintain the existing branch downtown. Staff has suggested that RCU "have other multi-story buildings elsewhere in the valley". These multi-story buildings are already owned or include the new RCU headquarters in south Medford. RCU is not building two story branch banks anywhere in the valley and would have no use for a second story at this location.*

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

COMPLIES: *Proposal complies with the Detail Site Review Overlay and the Pedestrian Place Overlay as demonstrated in these findings and the project drawings.*

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

COMPLIES: *Proposal complies with the Site Development and Design Standards as demonstrated in these findings and the project drawings.*

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

COMPLIES: *Adequate capacity of City facilities exists adjacent to the site as shown on sheet A6. An 8" water line is in Ashland Street. An existing 6" sanitary sewer line runs through an adjacent property to the north into the sewer line in Parker Street. Electric service is provided by a transformer and vault at the midway point of the western property line. Storm water will be treated and detained on site with overflow to be pumped up to Ashland Street.*

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

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

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

Chapter 18.5.3– Land Divisions and Property Line Adjustments

18.5.3.020 Applicability and General Requirements

A. Applicability. The requirements for partitions and subdivisions apply, as follows.

~~1. Subdivisions are the~~

~~2. Partitions are the~~

3. Property line adjustments are modifications to lot lines or parcel boundaries that do not result in the creation of new lots.

APPLIES: *Proposal requests property line adjustment that does not result in creation of new lots. Lot 1 is to be enlarged by 2,977 sq. ft. and Lot 2 is to be reduced by the same amount. (See attached Planning Summary and sheet A3.*

~~4. For properties located in the Performance Standards Overlay,~~

B. Land Survey. Before any action is taken pursuant to this ordinance that would cause adjustments or realignment of property lines, required yard areas, or setbacks, the exact lot lines shall be validated by location of official survey pins or by a survey performed by a licensed surveyor.

COMPLIES: *See attached "As-Built Site Survey" prepared by Polaris Land Survey.*

~~**C. Subdivision and Partition Approval Through Two-Step Process.** Applications for subdivision or partition approval shall be processed by means of a preliminary plat evaluation and a final plat evaluation.~~

~~1. The preliminary plat must be approved before the final plat can be submitted for review.~~

~~2. The final plat must demonstrate compliance with all conditions of approval of the preliminary plat.~~

~~**D. Compliance with Oregon Revised Statutes (ORS) chapter 92.** All subdivision and partitions shall conform to state regulations in Oregon Revised Statute (ORS) chapter 92, Subdivisions and Partitions.~~

E. ~~Future Re-Division Plan.~~ ~~When subdividing or partitioning tracts into large lots~~

F. Minor Amendments. The following minor amendments to subdivisions and partitions are subject to Ministerial review in Chapter 18.5.1.040. Changes to an approved plan or condition of approval that do not meet the thresholds for a minor amendment, below, are subject to Chapter 18.5.6 Modifications to Approved Planning Actions.

NOT APPLICABLE: *Property is not a subdivision or partition.*

18.5.3.120 Property Line Adjustments

A Property Line Adjustment is the modification of lot boundary when no lot is created. The Staff Advisor reviews applications for Property Line Adjustments through the Ministerial procedure, per section 18.5.1.040. The application submission and approval process for Property Line Adjustments is as follows.

APPLIES: *Proposal includes adjusting two property lines.*

A. Submission Requirements. All applications for Property Line Adjustment shall be made on forms provided by the City and shall include information required for a Ministerial review, pursuant to section 18.5.1.040. The application shall include a preliminary lot line map drawn to scale identifying all existing and proposed lot lines and dimensions; footprints and dimensions of existing structures (including accessory structures); location and dimensions of driveways and public and

private streets within or abutting the subject lots; location of lands subject to the Ashland Floodplain Corridor Overlay; existing fences and walls; and any other information deemed necessary by the Staff Advisor for ensuring compliance with City codes. The application shall be signed by all of the owners as appearing on the deeds of the subject lots.

COMPLIES: *Submittal includes an "AS BUILT SITE SURVEY", sheet A2 "SITE ANALYSIS MAP", and A3 "PROPOSED LOT LINE ADJUSTMENT" that provide information required. Application for Property Line Adjustment is attached at end of these findings.*

B. Approval Criteria. The Staff Advisor shall approve or deny a request for a property line adjustment in writing based on all of the following criteria.

1. Parcel Creation. No additional parcel or lot is created by the lot line adjustment.

COMPLIES: *No additional lot is being created by this adjustment.*

2. Lot Standards. Except as allowed for nonconforming lots, pursuant to chapter 18.1.4, or as required by an overlay zone in part 18.3, all lots and parcels conform to the lot standards of the applicable zoning district, including lot area, dimensions, setbacks, and coverage, per part 18.2. If a lot does not conform to the lots standards of the applicable zoning district, it shall not be made less conforming by the property line adjustment. As applicable, all lots and parcels shall identify a buildable area free of building restrictions for physical constraints (i.e., flood plain, greater than 35 percent slope, water resource protection zones).

COMPLIES: *There are no requirements for lot area, width, depth, or lot coverage in the C-1 zone, Detail Site Review Overlay, or Pedestrian Place Overlay. Setbacks to the adjacent residential zone can be met on Lot 1 and are indicated on sheet A4. The entirety of Lot 1 and Lot 2, before and after property line adjustment, can be built upon. The lots do not fall within any physical constraint zones.*

3. Access Standards. All lots and parcels conform to the standards in section 18.4.3.080 Vehicle Area Design. Lots and parcels that do not conform to the access standards shall not be made less conforming by the property line adjustment.

COMPLIES: *Both lots meet the required Access Standards as demonstrated in the SITE PLAN on sheet A4 and as described in these findings. Property line adjustment does not make access less conforming and is in greater conformance by the relocation of the driveway aligning with the Ashland Shopping Center driveway across Ashland Street.*

C. Final Property Line Adjustment Plat. The final plat for Property Line Adjustments shall be prepared as a partition plat, and meet the requirements of sections 18.5.3.090.

WILL COMPLY: *A Final Plat map will be prepared as a partition plat and will comply with section 18.5.3.090.*

D. Recording Property Line Adjustments.

1. Recording. Within 60 days of the City approval of the final plat (or the approval of the preliminary property line adjustment map expires), the applicant shall submit the final plat to Jackson County for signatures of County officials as required by ORS chapter 92.
2. Time Limit. The applicant shall submit a copy of the recorded property line adjustment survey map to the City within 15 days of recording and prior to any application being filed for building permits on the re-configured lots.

WILL COMPLY: *Applicant will comply with this requirement if Planning Application is approved by the Planning Commission.*

18.2.3.130 Dwelling in Non-Residential Zone

B. Dwellings in the E-1 and C-1 zones shall meet all of the following standards:

1. If there

DEEMED TO COMPLY: *The proposed Rogue Credit Union on LOT 2 and the future three buildings on LOT 1 are proposed to have in Residential Use the following (See Planning Summary):*

- ***41%*** (was 43%) *of the parking spaces < 50%*

18.2.6.030 Unified Standards for Non-Residential Zones

Landscape Area – Minimum (% of developed lot area) 15%

DEEMED TO COMPLY: *The proposed Landscape Coverage for Lots 1 & 2 will be approximately* ***21.4%*** (was 24%) *of the two lot area.*

18.4.2.040 Non-Residential Development

A. **Purpose and Intent.** Commercial and and employment developments should have a positive impact upon…

C. **Detailed Site Review Standards.**

1. Orientation and Scale.

a. Developments shall have a minimum Floor Area Ratio (FAR) of 0.50. Where a site is one-half an acre or greater in size, the FAR requirement may be met through a phased development plan or a shadow plan that demonstrates how development may be intensified over time to meet the minimum FAR. See shadow plan example in Figure 18.4.2.040.C.1.a. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR.

PHASED DEVELOPMENT PROPOSED: *Project shows a phased development with Lot 1 future improvements having an FAR of 62.4% and Lot 2 an FAR of 24.7% for a combined FAR of 50.6%*

b. Any wall that is within 30 feet of...

DEEMED TO COMPLY: *The south Ashland Street facing façade has* ***32.8%*** *(was 21.6%) of the wall area in glazing. The east elevation facing the Plaza / Public Space has 29.4% of the wall abutting the plaza in glazing and the west elevation within 30 feet of the R.O.W has 30.3% glazing. (See sheets A9 & A10)*

18.4.3.030 General Automobile Parking Requirements and Exceptions

A. Minimum Number of Off-Street Automobile Parking Spaces.

1. Standard Ratios for Automobile Parking.

COMPLIES: *Commercial ratio of 1/500 sq. feet for Buildings 1-3 on Lot 1 yields a requirement of 22.8 spaces. A Retail ratio of 1/350 sq. ft. for Lot 2 yields a requirement of 12.9 spaces.* ***Twelve*** (was eight) *one bedroom and* ***four*** (was eight) *two bedroom apartments requires* ***25*** *spaces (was 27).*

Total spaces required – 63. Total spaces proposed – 64.

B. Maximum Number of Off-Street Automobile Parking Spaces.

COMPLIES: *One surplus parking space is proposed for the combined* ***Lot 2*** (was Lots 1 and 2). *Lot 2 parking provides for* ***1*** (was 7) *more spaces than required by the proposed use for the building on*

Lot 2 ***and space for three future spaces for Lot 1 Building 3.*** ~~*These spaces will be shared with the future residential uses in Lot 1 Buildings 1 and 2 in a night-day use scenario and also with the future Building 3 commercial uses during the day. The reason for this arrangement is due to the need for an on-site detention pond (approximately 30' x 60') for Lot 1 that will be located in the lowest area of the Lot at the northwest corner. This pond restricts the amount of parking area available to the north of future buildings 1 & 2 on Lot 1. The area behind the future Building 3 on Lot 1 is restricted by its' width which limits the number of spaces available to Building 3.*~~

18.4.3.080 Vehicle Area Design

D. Driveways and Turn-Around Design.

3. Parking areas of more than seven parking...

COMPLIES: *Proposed parking areas have* ***26 ft.*** (was 20 ft.) *driveways leading in to the 24 ft. driveway / backup space between aisles* ***at Lot 2 and 26 ft. at Lot 1 Building 1 and 2****. Parking spaces will be striped and adequate aisles are provided so vehicles can enter the street in a forward manner.*

4. The width of driveways and curb cuts in the park row and sidewalk area shall be minimized.

COMPLIES: *Proposed driveways and curb cuts are at the* ***twenty-six (26) ft.*** (was 20 ft.) *minimum required and no larger.*

E. Parking and Access Construction.

7. Landscaping…

COMPLIES: *Landscape plantings are provided along the entire north edge of the parking area and within five landscape peninsulas on Lot 2. This landscape area surrounding the parking area on Lot 2 is* ***1654.7 sq. ft.*** (was 1242.7 sq. ft.) *and is* ***33.0%*** (was 22.8%)*of the* ***5016.98 sq. ft.*** (was 5440.8 sq. ft.) *parking area.*

18.4.3.090 Pedestrian Access and Circulation

B. Standards.

d. Walkway Design and Construction.

ii. Crosswalks.

COMPLIES: *The crosswalks across the driveway will be paved in concrete to distinguish them from the asphaltic paving of the driveway. Crosswalks will be* ***26 feet*** (was 20 ft.) *curb to curb.*

18.4.4.030 Landscaping and Screening

B. Minimum Landscape Area and Coverage.

COMPLIES: ***18.1%*** (was 16.2%) *of Lot 2 is proposed and* ***23.0%*** (was 27.6%) *is shown for the future development of Lot 1.*

C. Landscape Design and Plant Selection. The landscape design and selection of plants shall be based on all of the following standards.

a. Tree and Shrub Retention. Existing healthy trees and shrubs shall be retained, pursuant to chapter 18.4.5. Consistent with chapter 18.4.5 Tree Preservation and Protection, credit may be granted toward the landscape area requirements where a project proposal includes preserving healthy vegetation that contribute(s) to the landscape design.

COMPLIES: *Proposal is to retain* ***16*** (was 17) *of the existing 24 trees on site (See sheet L2). All*

shrubs are to be removed.

18.4.6.070 Sanitary Sewer and Water Service Improvements.

A. Sewers and Water Mains Required.

COMPLIES: ~~*Buildings will connect to existing 6" sanitary sewer lateral to runs to an existing sanitary sewer line in Parker Street to the north of Lots 1 & 2.*~~ ***Buildings on both Lots 1 & 2 will connect to sanitary sewer line in Parker Street via a new 6" sanitary sewer line within the proposed easement on Tax Lot 9800 to the north of Lot.*** *City water will be connected to the 8" ductile iron pipe water main in Ashland Street.*

18.5.2.050 Approval Criteria

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

COMPLIES: *Proposal complies with the Site Development and Design Standards as demonstrated in these findings and the project drawings* ***with an exception of meeting the minimum F.A.R. in 18.4.2.040. See E.2. below for justification.***

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

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

DEEMED TO COMPLY: *The following comments respond directly to the "stated purpose" (or Purpose and Intent) outlined at the beginning of the Site Design and review standards for Non-Residential Development 18.4.2.040.*

Commercial and employment developments should have a positive impact upon the streetscape. For example, buildings made of unadorned concrete block or painted with bright primary colors used to attract attention can create an undesirable effect upon the streetscape.

The proposed building on Lot 2 uses brick and metal paneling and breaks the elevation up with multiple masses. No unadorned concrete block is proposed.

Landscaping and site design for commercial and employment zones is somewhat different from that required for residential zones. The requirement for outdoor spaces is much less. The primary function is to improve the project's appearance, enhance the City's streetscape, lessen the visual and climatic impact of parking areas, and to screen adjacent residential uses from the adverse impacts which commercial uses may cause. One area in which Ashland's commercial differs from that seen in many other cities is the relationship between the street, buildings, parking areas, and landscaping. The most common form of modern commercial development is the placement of a small buffer of landscaping between the street and the parking area, with the building behind the parking area at the rear of the parcel with loading areas behind the building. This may be desirable for the commercial use because it gives the appearance of ample parking for customers. However, the effect on the streetscape is less than desirable because the result is a vast hot, open, parking area which is not only unsightly but results in a development form which

the City discourages.

This project conforms to Ashland's standards by setting the parking to the rear of the building, providing inviting pedestrian spaces adjacent to a new eight feet wide public sidewalk with a park row featuring new street trees and lighting. In addition, the proposed building for Lot 2 has 32.6% of the façade in glazing with the interior visible from the sidewalk at Ashland Street.

The alternative desired in Ashland is to design the site so that it makes a positive contribution to the streetscape and enhances pedestrian and bicycle traffic.

The eight foot sidewalk, accessible directly to the existing bike lane, with the Public Plaza that includes bike parking, and then direct access to the entry facing Ashland Street, meets the desired alternative.

The following development standards apply to commercial, industrial, non-residential and mixed-use development. The application of the standards depends on what area of the City the property is located. Generally speaking, areas that are visible from highly traveled arterial streets and that are in the Historic District are held to a higher development standard than projects that are in manufacturing and industrial area.

CoveyPardee
295 East Main, No. 8, Ashland, OR 97520 / 541 552 1015 / greg covey llc / coveypardee.com
LANDSCAPE ARCHITECTS

November 18, 2016

City of Ashland
Tree Commission
20 East Main Street
Ashland, OR 97520

Re: **Tree Removal Permit Request**
Rogue Credit Union

Dear Tree Commission Members,

Efforts were made in the planning process of the Rogue Credit Union project to accommodate existing trees. sixteen of the twenty-four existing trees will be retained, with eight removed to accommodate project development. For many years the project site operated as a trailer park. With the central portion of the site primarily without tree cover, with most trees oriented along the perimeter of the site; this configuration allowed retention of the majority of the existing trees, and will benefit the project and the surrounding area. All trees 6" dbh and larger are indicated on the Tree Protection & Removal Plan. Replacement trees will be provided as part of the standard development process in accordance with City of Ashland's Municipal Code. Removal of these trees will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks. Additionally, the removal of these trees will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. One or more trees will be planted in the new landscape as mitigation for each tree with a dbh 6" or larger that is removed.

Tree #1 25" Black Locust (3 stems). This multi-stem tree is on the west property line and within roughly five feet of the proposed driveway. Black Locust is an exceptionally tough non-native trees species that is likely to survive construction. This tree is part of a row of the same species, and will be retained.

Tree #2 25" Black Locust. At the north end of a row, this tree is also located very near the west property line and within roughly six feet of the proposed driveway. Located within a proposed landscape area, this tree will be retained.

Tree #3 28" Black Oak (3 stems). Located near the west property line and within a proposed landscape area, this tree will be retained.

Tree #4 9" Big Leaf Maple (2 stems). Located within a proposed landscape area, this tree will be retained.

Tree #5 20" Siberian Elm. Located within a proposed paved area, this tree needs to be removed to allow for construction.

Tree #6 12" Siberian Elm. Located within a proposed landscape area, this tree will be retained.

Tree #7 12" Black Oak. Located within a proposed landscape area, this tree will be retained.

Tree #8 22" Maple. Located within a proposed landscape area, this tree will be retained.

Tree #9 12” Maple. Located within a proposed landscape area, this tree will be retained.

Tree #10 14” Maple. Located within a proposed landscape area, this tree will be retained.

Tree #11 9” Black Oak (2 stems). Located within a proposed landscape area, this tree will be retained.

Tree #12 18” Black Oak. Located within a proposed landscape area, this tree will be retained.

Tree #13 10” Almond. Located within a proposed landscape area, this tree will be retained.

Tree #14 10” Black Oak. Located within a proposed landscape area, this tree will be retained.

Tree #15 12” Black Oak (3 stems). Located within a proposed landscape area, this tree will be retained.

Tree #16 9” Almond (2 stems). Located within a proposed landscape area, this tree will be retained.

Tree #17 12” Black Oak (3 stems). Located within a proposed landscape area, this tree will be retained.

Tree #18 12” Cedar. Located within the development area, this tree needs to be removed to allow for construction.

Tree #19 14” Maple (2 stems). Although located within a proposed planter, paving, grading, and trenching activities will occur within dripline; the tree would not survive these impacts, and will be removed to allow for construction.

Tree #20 30” Cottonwood. Located within a proposed paved area, this tree needs to be removed to allow for construction.

Tree #21 24” Silver Maple. Located within the proposed building footprint, this tree needs to be removed to allow for construction.

Tree #22 10” Silver Maple. Located within a proposed paved area, this tree needs to be removed to allow for construction.

Tree #23 18” Siberian Elm. Located within a proposed paved area, this tree needs to be removed to allow for construction.

Tree #24 24” Siberian Elm. Located within a proposed paved area, this tree needs to be removed to allow for construction.

The Rogue Credit Union project will include many new trees selected for hardiness, beauty, and longevity, and coordinated with the City of Ashland’s landscape requirements.

Respectfully,

Alan Pardee
Covey Pardee Landscape Architects

ROGUE CREDIT UNION - ASHLAND BRANCH

11/22/16

PLANNING SUMMARY

	LOT 1 (Shadow Plan)				LOT 2	LOTS 1 - 2		
	BLDG 1 (Future)	BLDG 2 (Future)	BLDG 3 (Future)	**TOTALS**	BLDG 1 (Proposed)	**TOTALS**		
PARCEL AREAS								
EXISTING				44,547 sf	24,623 sf	69,170 sf		
PROPOSED				47,524 sf	21,646 sf	69,170 sf		
CHANGE				2,977 sf	(2977) sf	(0) sf		
PROJECT STREET FRONTAGE								
PROPERTY LINE FRONTAGE				82 ft	137 ft	219 ft		
BUILDING FAÇADE FRONTAGE	0 ft	0 ft	42 ft	42 ft	96 ft	138 ft		
% FAÇADE / STREET				51.2%	70.1%	63.0%		
PROPOSED BUILDING AREAS				TOTALS			Site Usage by Total	
FIRST FLOOR	3,866 sf	4,139 sf	2,112 sf	10,117 sf	4,508 sf	14,625 sf	Building Area	
SECOND FLOOR	3,866 sf	4,139 sf	2,112 sf	10,117 sf	0 sf	10,117 sf	48.7%	51.3%
THIRD FLOOR	3,866 sf	4,139 sf	-	8,005 sf	0 sf	8,005 sf	15,937 sf	16,810 sf
TOTAL FLOOR AREA	11,598 sf	12,417 sf	4,224 sf	28,239 sf	4,508 sf	32,747 sf		
OCCUPANT LOAD	7,732 sf	8,278 sf					Site Usage by Total	
COMMERCIAL	39 occ	41 occ	42 occ	122 occ	45 occ	167 occ	Occupants	
RESIDENTIAL	39 occ	41 occ		80 occ		80 occ	67.6%	32.4%
						247 occ		
GROUND FLOOR USES							Permitted	SP
PERMITTED (P)	3,466 sf	3,739 sf	2,112 sf	9,317 sf	4,508 sf	13,825 sf	94.5%	5.5%
SPECIAL PERMITTED (SP)	400 sf	400 sf		800 sf		800 sf		
						14,625 sf		
FLOOR AREA RATIO (F.A.R.)								
PROPOSED BUILDING AREAS	11,598 sf	12,417 sf	4,224 sf	28,239 sf	4,508 sf	32,747 sf		
PUBLIC SPACE TOWARD F.A.R.	1,240 sf	0 sf	156 sf	1,396 sf	828 sf	2,224 sf		
TOTAL AREA INCLUDED FOR F.A.R.	12,838 sf	12,417 sf	4,380 sf	29,635 sf	5,336 sf	34,971 sf		
% F.A.R. PROPOSED				62.4%	24.7%	50.6%		
MINIMUM REQUIRED (.50)				23,762 sf	10,823 sf	34,585 sf		
SURPLUS / (DEFICIT)				5,873 sf	(5487) sf	386 sf		
PUBLIC SPACE / PLAZA								
AREA PROPOSED IN HARDSCAPE	1,240 sf	0 sf	156 sf	1,396 sf	548 sf	1,945 sf		
AREA PROPOSED IN LANDSCAPE	0 sf	0 sf	0 sf	0 sf	280 sf	280 sf		
TOT. PUBLIC SPACE PROPOSED	1,240 sf	0 sf	156 sf	1,396 sf	828 sf	2,224 sf		
AREA REQUIRED (10% BLDG. AREA)	1,160 sf	1,242 sf	422 sf	2,402 sf	451 sf	2,852 sf		
SURPLUS / (DEFICIT)	81 sf	(1242) sf	(266) sf	(1005) sf	97 sf	(908) sf		
OUTDOOR SPACE SURPLUS APPLIED						1,224 sf		
SURPLUS / (DEFICIT)						316 sf		
OUTDOOR SPACE	BLDG 1	BLDG 2	BLDG 3	TOTALS	BLDG 1			
PROPOSED	1,320 sf	1,516 sf	N.A.	2,836 sf	N.A.	2,836 sf		
REQUIRED	619 sf	993 sf		1,612 sf		1,612 sf		
SURPLUS / (DEFICIT)	701 sf	523 sf		1,224 sf		1,224 sf		
PARKING	BLDG 1	BLDG 2	BLDG 3	TOTALS	BLDG 1		Site Usage by Total	
REQUIRED FIRST FLOOR	6.9 sp	7.5 sp	4.2 sp	18.6 sp	12.9 sp	31.5	Required Parking	
REQUIRED SECOND FLOOR	6.0 sp	6.0 sp	4.2 sp	16.2 sp	-	16.2	58.8%	41.2%
REQUIRED THIRD FLOOR	6.5 sp	6.5 sp	-	13.0 sp	-	13.0	36 sp	25 sp
TOTAL REQUIRED PARKING	19.4 sp	20.0 sp	8.4 sp	47.9 sp	12.9 sp	61		
TOT. PARKING PROVIDED / PROPOSED	21.0 sp	18.0 sp	5.0 sp	44.0 sp	14.0 sp	58.0		
SURPLUS / (DEFICIT)	1.6	(2.0)	(3.4)	(3.9)	1.1	(3)		
BICYCLE PARKING								
MULTI-FAMILY RESIDENTIAL REQUIRED	10.0 sp	10.0 sp		20 sp		20 sp		
NON-RESIDENTIAL REQUIRED	1.4 sp	1.5 sp	1.7 sp	5 sp	3 sp	7 sp		
TOTAL REQUIRED	11.4 sp	11.5 sp	1.7 sp	25 sp	3 sp	27 sp		
DWELLING DENSITY (Future Residential)	30 DU/ac							
LOT ACREAGE				1.09 ac	0.50 ac	1.59 ac		
DWELLING UNITS PERMITTED				33 DU	15 DU	48 DU		
DU'S PROPOSED	8 DU	8 DU	0 DU	16 DU	0 DU	16 DU		
LANDSCAPE COVERAGE							% OF LOT 1	% OF LOT 2
PROPOSED (PERVIOUS)				10,913 sf	3,911 sf	14,824 sf	23.0%	18.1%
PUBLIC SPACE HARDSCAPE				-	548 sf	548 sf		
TOTAL PROPOSED				10,913 sf	4,460 sf	15,372 sf		
REQUIRED				7,129 sf	3,247 sf	10,376 sf		
SURPLUS / (DEFICIT)				3,784 sf	1,213 sf	4,997 sf		
BUILDING / HARDSCAPE COVERAGE								
BUILDING				10,117 sf	4,508 sf	14,625 sf	21.1%	
HARDSCAPE - AUTOMOBILE PAVING								
PAVING - CONCRETE				236 sf	185 sf	421 sf		
PAVING - ASPHALT				20,055 sf	9,020 sf	29,075 sf		
PAVING - PERVIOUS				0 sf	0 sf	0 sf		
CURBS - CONCRETE				643 sf	502 sf	1,146 sf		
				20,934 sf	9,708 sf	30,642 sf	44.3%	
HARDSCAPE - PEDESTRIAN PAVING								
WALKWAYS - CONCRETE				3,693 sf	2,855 sf	6,547 sf		
PUBLIC SPACE PLAZA				1,396 sf	548 sf	1,945 sf		
MISC. MPERVIOUS SURFACES				472 sf	116 sf	587 sf		
				5,561 sf	3,518 sf	9,079 sf	13.1%	
HARDSCAPE TOTAL				26,495 sf	13,226 sf	39,721 sf	57.4%	
TOT. BUILDING + HARDSCAPE COVERAGE				36,612 sf	17,734 sf	54,346 sf	78.6%	

Rogue Credit Union
Ashland Site Development

Traffic Impact Analysis

November 28, 2016

Prepared By:

Southern Oregon Transportation Engineering, LLC

REGISTERED PROFESSIONAL ENGINEER
53200PE
OREGON
SEPT 10, 2002
KIMBERLY PARDUCCI
RENEWS 12/31/16

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I. EXECUTIVE SUMMARY

Summary

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis for a proposed Rogue Credit Union site development in Ashland, Oregon. The subject property is located along the north side of Ashland Street (OR 66) between Walker Avenue and Lit Way.

Access to the site is provided from Ashland Street through an existing driveway and a proposed new right-out only access. Proposed phase 1 development includes a 4,508 square foot (SF) credit union that is estimated to generate 668 average daily trips (ADT) to the transportation system with 58 net new trips occurring during the p.m. peak hour. Full site development includes an additional mix of general office uses and apartments. Full development is estimated to generate 936 ADT to the transportation system with 88 net new trips occurring during the p.m. peak hour.

The study area included site driveways and the intersections of Walker Avenue / Ashland Street and Lit Way / Ashland Street. Study area intersections and driveways were evaluated under existing year 2016, phase 1 design year 2017 (no-build and build), and full build design year 2026 conditions (no-build and build) during the p.m. peak hour.

Conclusions

The findings of the traffic impact analysis conclude that the proposed Rogue Credit Union site development can be approved on the transportation system without creating adverse impacts. Results of the analysis are as follows:

1. All study area intersections are shown to operate within performance standards under existing year 2016, phase 1 design year 2017 no-build, phase 1 design year 2017 build, full build design year 2026 no-build, and full build design year 2026 build conditions during the p.m. peak hour.
2. One queue length was shown to be exceeded in the study area under analysis scenarios. The eastbound left turn queue length on Ashland Street at Walker Avenue was shown to be exceeded by one vehicle length (25 feet) under existing year 2016 no-build conditions and continued to be exceeded in every analysis scenario. This increased the adjacent through lane queue length, but was not shown to create any adverse queuing concerns downstream. No mitigation is shown to be necessary.
3. Sight distance is shown to be adequate in both directions from site driveways on Ashland Street.
4. A center two-way-left-turn-lane currently exists on Ashland Street at the proposed development. Criterion for a westbound right turn lane was not shown to be met under phase 1 design year 2017 or full build design year 2026 conditions during the p.m. peak hour.
5. There were no safety concerns as a result of crash history at study area intersections.

The proposed Rogue Credit Union site development is shown to be in compliance with the City of Ashland Comprehensive Plan and Municipal Code. Streets that serve the subject property are shown to have adequate capacity to support proposed development.

II. INTRODUCTION

Background

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis for a proposed Rogue Credit Union site development in Ashland, Oregon. The subject property is located along the north side of Ashland Street (OR 66) between Walker Avenue and Lit Way.

A traffic analysis is required to address development impacts in accordance with the City of Ashland Municipal Code pursuant to Section 18.2.3.100. The scope of the analysis includes evaluating impacts to the surrounding transportation system under existing and phased design year conditions. The study area included site driveways and the intersections of Walker Avenue / Ashland Street and Lit Way / Ashland Street. Study area intersections and driveways were evaluated under the following conditions during the p.m. peak hour:

1) Existing year 2016 no-build
2) Phase 1 design year 2017 (no-build and build)
3) Full build design year 2026 conditions (no-build and build)

Access to the site is provided from Ashland Street (OR 66) through an existing driveway directly across from the Ashland Shopping Center and a proposed new right-out only access approximately 150 feet to the west.

Project Location

The subject property is located along the north side of Ashland Street between Walker Avenue and Lit Way in Ashland, Oregon. Refer to Figures 1 and 2 for a vicinity map and site plan.

Project Description

The subject property is currently occupied by a single family residence, which takes access from the existing driveway on Ashland Street directly across from the Ashland Shopping Center (eastern Wendy's driveway). Proposed phase 1 development includes a 4,508 square foot (SF) credit union that is estimated to generate 668 average daily trips (ADT) to the transportation system with 58 net new trips occurring during the p.m. peak hour. Full site development includes the proposed 4,508 SF credit union and a mix of general office uses and apartments within three additional buildings. Full development is estimated to generate 936 ADT to the transportation system with 88 net new trips occurring during the p.m. peak hour.

Figure 1 : Vicinity Map

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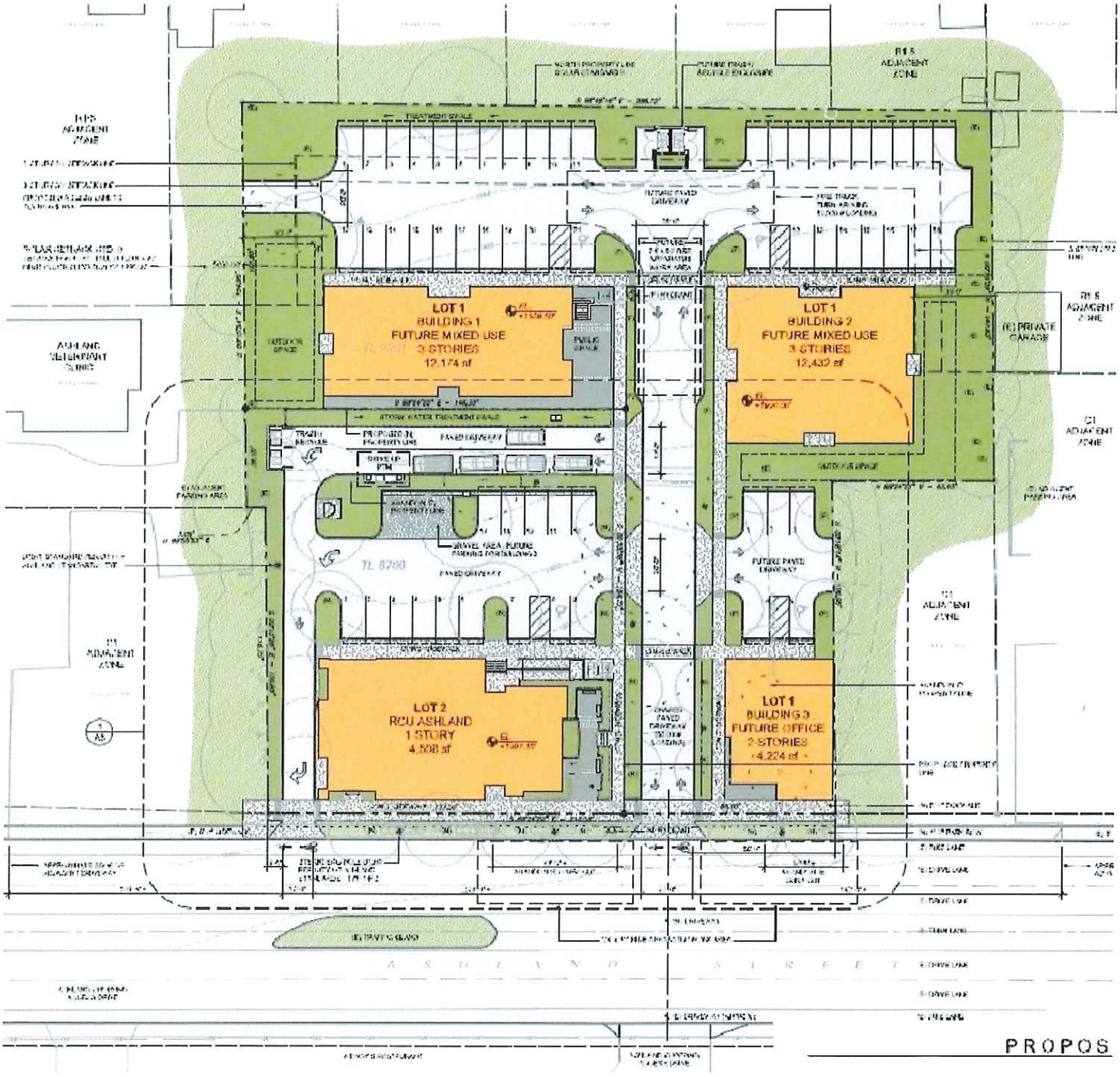
Figure 2 : Site Plan



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III. EXISTING YEAR 2016 NO-BUILD CONDITIONS

Site Conditions

The subject property is located along the north side of Ashland Street between Walker Avenue and Lit Way in Ashland, Oregon. Ashland Street provides direct access to the site and is classified as a Boulevard. Walker Avenue to the west is classified as an Avenue, and Lit Way to the east a Neighborhood Street. See Table 1 below for additional information.

Roadway Characteristics

The project study area includes development driveways and the intersections of Walker Avenue/Ashland Street and Lit Way/Ashland Street. Less than 50 trips during the peak hour were shown to continue east or west from the site and reach Walker Avenue or Lit Way, but these intersections were included as study area intersections because they were the nearest intersection on either side of the proposed development. Ashland Street is under the City of Ashland jurisdiction so all driveways and intersections being evaluated are required to meet City performance standards. Table 1 provides a summary of existing roadway classifications and descriptions in the study area.

Table 1 - Roadway Classifications and Descriptions

Roadway	Jurisdiction	Functional Classification	Lanes	Operational Standard	Posted Speed (MPH)
Ashland Street (OR 66)	City of Ashland	Boulevard	5	LOS D	30
Walker Avenue	City of Ashland	Avenue	3	LOS D	25
Lit Way	City of Ashland	Neighborhood Street	2	LOS E	25

Traffic Counts

Year 2016 manual traffic counts (3:00-6:00 pm) were collected in September at three intersections or driveways within the vicinity of the proposed development to determine existing traffic patterns. Counts were seasonally adjusted using ODOT's 2015 Seasonal Trend Table. An average commuter/summer adjustment produced a seasonal adjustment of 7%. Traffic volumes were then adjusted to reflect 30th highest hour volumes and balanced up to the nearest five trip denomination. Refer to Figures 3 and 4 for intersection lane configurations and year 2016 traffic volumes during the p.m. peak hour. Counts are provided in Appendix A.

Figure 3 : Intersection Lane Configurations

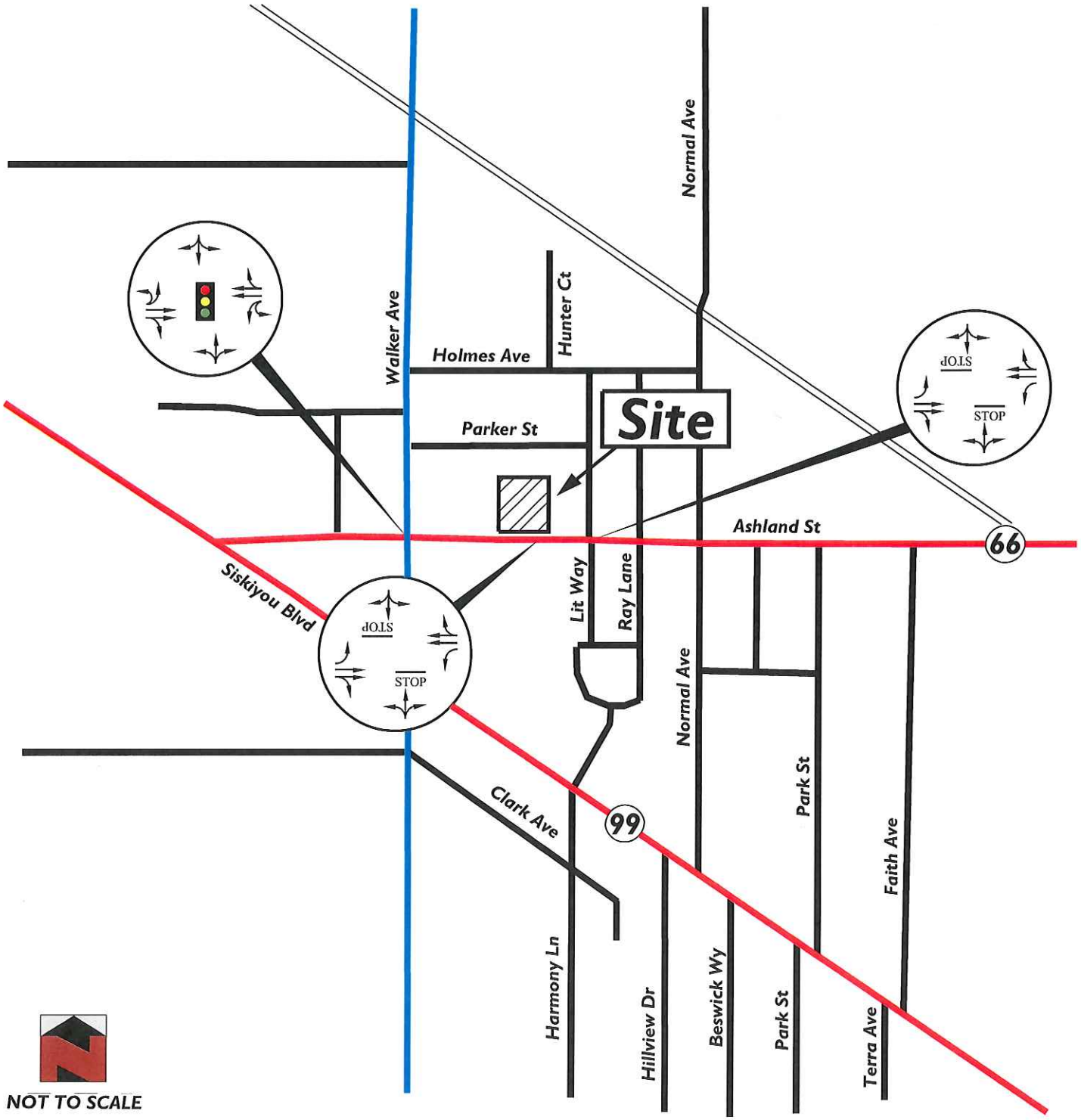

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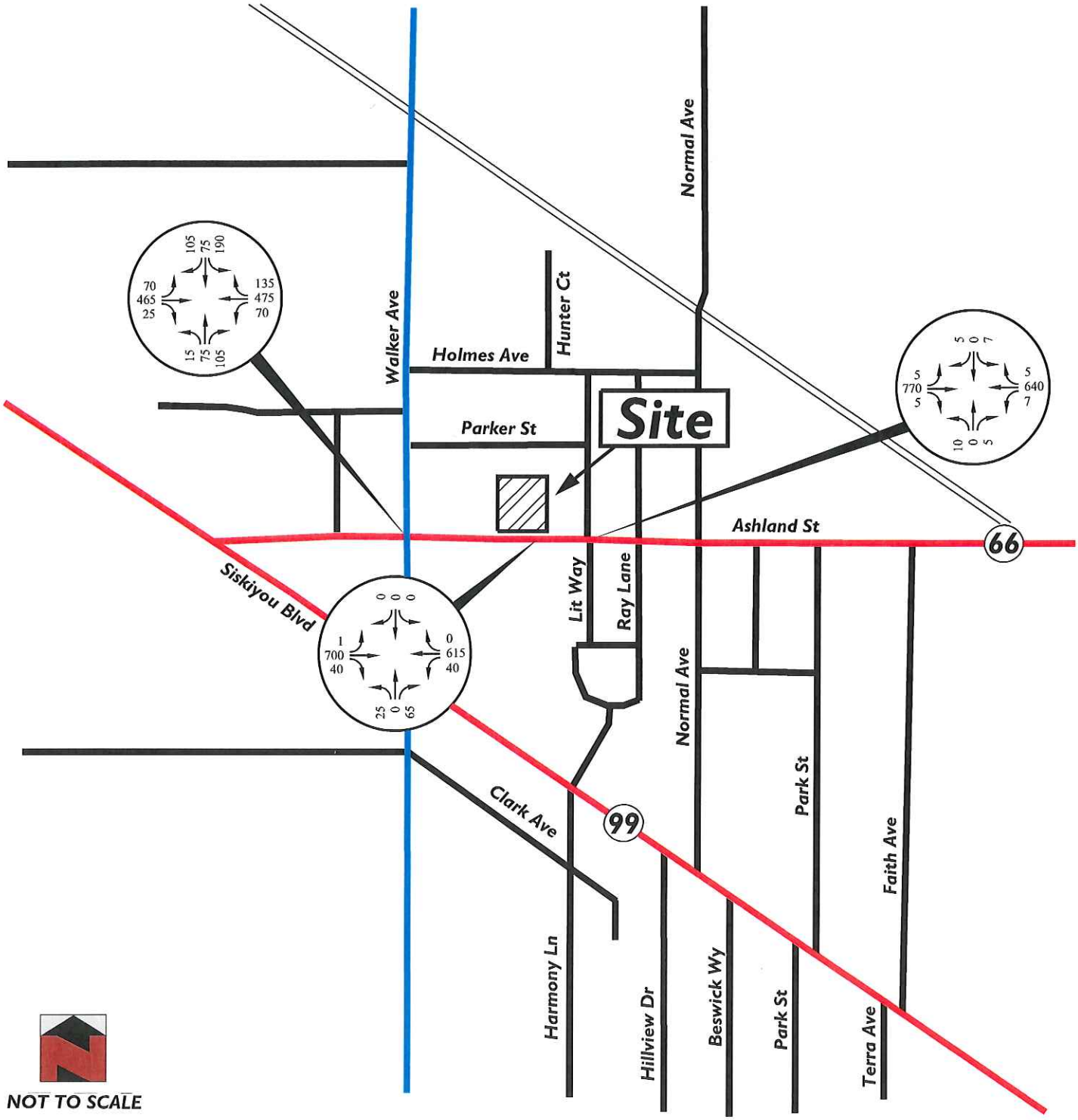
Figure 4 : Year 2016 No-Build Traffic Volumes, PM Peak Hour



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Intersection Capacity and Level of Service

Intersection capacity calculations were conducted utilizing the methodologies presented in the Year 2010 *Highway Capacity Manual*. Capacity and level of service calculations for unsignalized intersections were prepared using "SYNCHRO" timing software.

Level of service quantifies the degree of comfort afforded to drivers as they travel through an intersection or along a roadway section. The level of service methodology was developed to quantify the quality of service of transportation facilities. Level of service is based on total delay, defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. Level of service ranges from "A" to "F", with "A" indicating the most desirable condition and "F" indicating an unsatisfactory condition. The HCM LOS designations for stop-controlled and signalized intersections are provided in Tables 2 and 3.

Table 2 – HCM Level of Service Designations for Stop-Controlled Intersections

Level of Service	Delay Range
A	< 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	> 50

Table 3 – HCM Level of Service Designations for Signalized Intersections

Level of Service	Delay Range
A	< 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	> 80

Streets within the study area are under City of Ashland jurisdiction. The City of Ashland maintains a level of service "D" minimum for signalized intersections and LOS "E" for the critical movement at unsignalized intersections. Mitigation is required if proposed development causes a study area intersection to exceed the operational standard and is shown to operate worse than no-build conditions.

Year 2016 No-Build Intersection Operations

Study area intersections were evaluated under existing year 2016 no-build conditions during the p.m. peak hour. Results are summarized in Table 3.

Table 3 - Year 2016 No-Build Intersection Operations, PM Peak Hour

Intersection	Performance Standard	Traffic Control	Year 2016 No-Build
Walker Avenue / Ashland Street	LOS D	Signalized	C
Lit Way / Ashland Street	LOS E	Stop Controlled	C (northbound)
Dev. Driveway / Ashland Street	LOS E	Stop Controlled	B (northbound)

LOS = Level of Service

Results of the analysis show study area intersections operate acceptably (within performance standards) under year 2016 no-build conditions. Refer to Appendix C for synchro output sheets.

Year 2016 No-Build 95th Percentile Queuing

Queuing is the stacking up of vehicles for a given lane movement, and it can have a significant effect on roadway safety and the overall operation of a transportation system. Long queue lengths in through lanes can block access to turn lanes, driveways, and minor street approaches, as well as spill back into upstream intersections. As a result of this, the estimation of queue lengths is an important aspect of the analysis process for determining how a transportation corridor operates.

Queue lengths are reported as the average, maximum, or 95th percentile queue length. The 95th percentile queue length is used for design purposes and is the queue length reported in this analysis. Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths. Queues were evaluated at study area intersections under existing year 2016 no-build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 4 if shown to be exceeded during the p.m. peak hour.

Table 4 – Year 2016 No-Build 95th Percentile Queue Lengths, PM Peak Hour

Intersection	Available Link Distance (Ft)	95th Percentile Queue (Ft)	Exceeded Roadway
Walker Ave. / Ashland St.			
Eastbound Left	100'	***125'***	Left Turn Storage

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show the eastbound left turn storage on Ashland Street at Walker Avenue is exceeded under existing conditions during the p.m. peak hour. This is not shown to impact the adjacent eastbound travel lane. No other links were shown to be exceeded within the study area. Refer to Appendix C for a full queuing and blocking report.

Crash History

Crash data for the most recent 5-year period was provided from Ashland Traffic Accidents. Crash data was analyzed to identify crash patterns that could be attributable to geometric or operational deficiencies, or crash trends of a specific type that would indicate the need for further investigation at an intersection. Study area intersection crash rates were also compared to the ODOT 90th percentile rate for urban 4-legged stop controlled and signalized intersections. Tables 5 and 6 provide a summary of results. Crash data is provided in Appendix B.

Table 5 - Study Area Intersection Crash Rates, 2011-2015

Intersection	2011	2012	2013	2014	2015	Total Crashes	ADT	Crash Rate	ODOT 90th %
Walker Ave / Ashland St	0	4	2	2	1	9	18,050	0.270	0.860
Shopping Center / Ashland St	0	2	0	0	1	3	13,960	0.120	0.408
Lit Way / Ashland St	1	0	0	0	0	1	14,590	0.040	0.408

Table 6 - Crash History by Type, 2011-2015

Intersection	Collision Type					Severity		
	Rear-End	Turning/ Angle	Backing	Head-on	Ped/ Bike	Non-Injury	Injury	Fatal
Walker Ave / Ashland St	4	2	1	1	1	8	1	0
Shopping Center / Ashland St	0	3	0	0	0	3	0	0
Lit Way / Ashland St	0	0	0	0	1	1	0	0

There were nine reported collisions at the intersection of Walker Avenue and Ashland Street within a five-year period. Approximately 44% of crashes were rear-end collisions, which are common at signalized intersections. There were three reported collisions at the shopping center driveway directly across from the proposed development driveway along Ashland Street, and all were angle or turning collisions. Angle or turning collisions are the most common collision at stop controlled intersections.

There was two collisions involving a pedestrian and bike. The pedestrian collision occurred on Ashland Street at Walker Avenue and involved a pedestrian crossing against the traffic light. The pedestrian was determined to be at fault. The bike collision occurred on Ashland Street at Lit Way and the cyclist was found to be at fault.

Study area intersection crash rates were all shown to be less than the ODOT published 90th percentile crash rate, which is used as a measure to determine whether further investigation should be taken. The number or severity of collisions within a five-year period at study area intersections is not found to raise safety concerns, and there are no crash patterns attributable to geometric or operational deficiencies. No further investigation is shown to be necessary.

IV. PHASE 1 DESIGN YEAR 2017 NO-BUILD CONDITIONS

Phase 1 Design Year 2017 No-Build Description

Phase 1 design year 2017 no-build conditions represent phase 1 development build year conditions for the study area without consideration of proposed bank trips. This condition is evaluated to determine how a study area will be impacted by area background growth. Background growth in this report was derived using the City of Ashland Transportation System Plan (TSP). An average growth rate of 1.0% per year was applied to existing year 2016 design hour volumes to develop phase 1 design year 2017 no-build conditions. Refer to Figure 5 for phase 1 design year 2017 no-build traffic volumes.

Phase 1 Design Year 2017 No-Build Intersection Operations

Study area intersections were evaluated under phase 1 design year 2017 no-build conditions during the p.m. peak hour. Results are summarized in Table 7.

Table 7 – Phase 1 Design Year 2017 No-Build Intersection Operations, PM Peak Hour

Intersection	Performance Standard	Traffic Control	Year 2017 No-Build
Walker Avenue / Ashland Street	LOS D	Signalized	C
Lit Way / Ashland Street	LOS E	Stop Controlled	C (northbound)
Dev Driveway / Ashland Street	LOS E	Stop Controlled	B (northbound)

LOS = Level of Service

Results of the analysis show study area intersections continue to operate acceptably (within performance standards) under phase 1 design year 2017 no-build conditions with no significant changes in operation. Refer to Appendix D for synchro output sheets.

Phase 1 Design Year 2017 No-Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths under phase 1 design year 2017 no-build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 8 if shown to be exceeded during the p.m. peak hour.

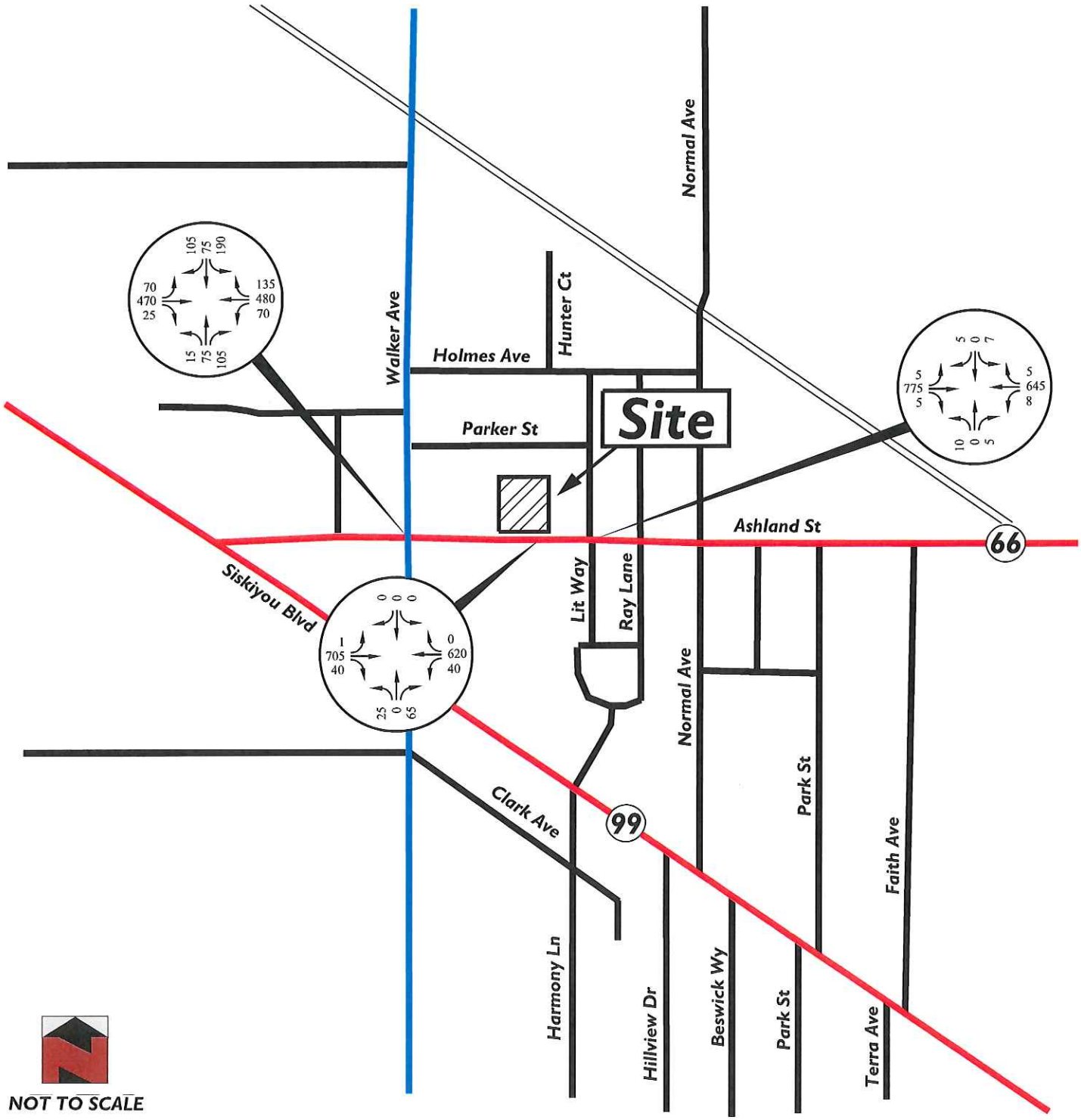
Table 8 – Phase 1 Design Year 2017 No-Build 95th Percentile Queue Lengths, PM Peak Hour

Intersection	Available Link Distance (Ft)	95th Percentile Queue (Ft)	Exceeded Roadway
Walker Ave. / Ashland St.			
Eastbound Left	100'	***125'***	Left Turn Storage

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show the eastbound left turn storage on Ashland Street at Walker Avenue continues to be exceeded under phase 1 design year no-build conditions during the p.m. peak hour. In watching the simulations, the eastbound through queue length sometimes blocks the eastbound left turn pocket, which then creates the SimTraffic output that the eastbound left turn storage is exceeded when it actually is not. No other links were shown to be exceeded within the study area. Refer to Appendix D for a full queuing and blocking report.

Figure 5 : Phase 1 Year 2017 No-Build Traffic Volumes, PM Peak Hour



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V. SITE TRAFFIC

Trip Generation

Trip generation calculations for phase 1 build and full build site development were prepared utilizing the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th Edition. Rates were used for land use code 220 – Apartments, 710 – General Office, and 912 – Drive-in Bank (which was the closest land use in the ITE for a credit union). Phase 1 build development includes a 4,508 SF credit union and is planned for construction in the year 2017. Full build site development includes three additional buildings with general office uses and apartments on upper floors. The full build scenario is estimated to be developed by the future year 2026. Refer to Table 9 for a summary of trip generations. ITE trip generation sheets are provided in Appendix B.

Table 9 – Phase 1 and Full Build Development Trip Generations

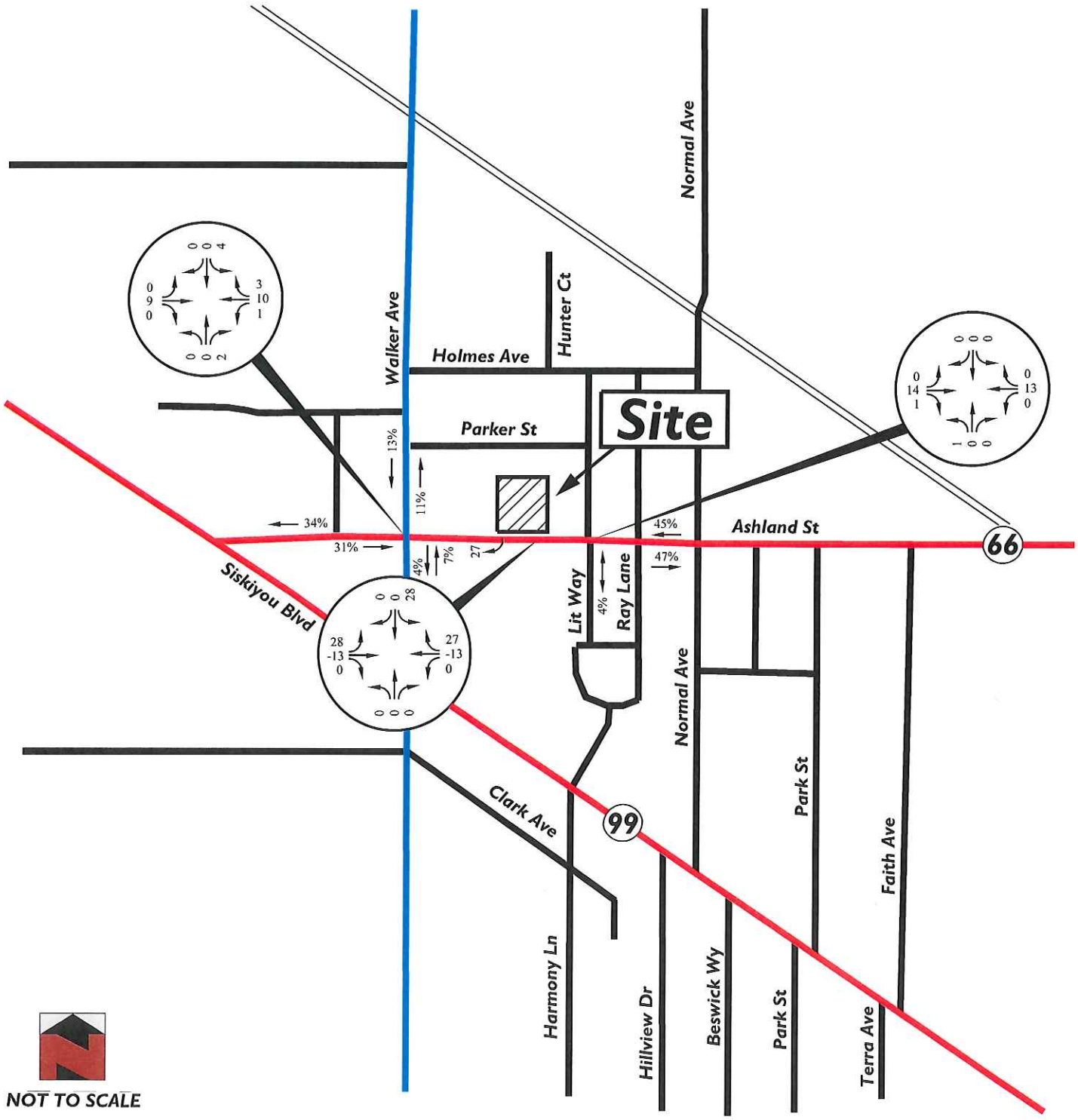
Land Use	Unit	Size	Daily Rate	Daily Trips	PM Rate	PM Peak Hour		
Phase 1 Development						**Total**	**In**	**Out**
912 – Drive-in Bank	1000 SF	4.508	148.15	668	24.3	110	55	55
Pass-by 47%						(52)	(26)	(26)
Net New Trips						**58**	**29**	**29**
Full Build Site Development								
220 - Apartments	Units	20	6.65	133	0.62	12	8	4
710 – General Office	1000 SF	12.229	11.03	135	1.49	18	3	15
Additional Development Trips						***30***	***11***	***19***
Total Trips				**936**		**88**	**40**	**48**

* DU = dwelling unit

Trip Distribution and Assignment

Development trips were distributed to the transportation system in accordance with existing traffic patterns and engineering judgement regarding the surrounding area. Counts at driveways along the south side of Ashland Street between Lit Way and Walker Avenue showed northbound left and northbound right turn movements higher at driveways where the movement was easier to make, which overall balanced out to show fairly equal distributions to/from both the east and west. Based on this, distributions to and from the proposed development driveways were approximately equal in each direction. For Phase 1 development, all southbound right turns from the site were distributed to the right-out driveway because of the credit union location on the site and close proximity to that driveway. All other movements in and out of the site were distributed through the main driveway directly across from the shopping center driveway. Once on the transportation system, development trips were distributed in accordance with traffic patterns and engineering judgment at each study area intersection. Refer to Figure 6 for development trip distributions and assignments during the p.m. peak hour.

Figure 6 : Phase 1 Trip Distributions and Assignments, PM Peak Hour



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VI. PHASE 1 DESIGN YEAR 2017 BUILD CONDITIONS

Phase 1 Design Year 2017 Build Description

Phase 1 build conditions in this analysis represent no build conditions for the study area with the addition of proposed development trips from a 4,400 SF bank. Phase 1 build conditions are compared to no-build conditions to determine what impacts and/or mitigation measures will result from the proposed bank. Refer to Figure 7 for design year 2017 build conditions during the p.m. peak hour.

Phase 1 Design Year 2017 Build Intersection Operations

Study area intersections and driveways were evaluated under phase 1 design year 2017 build conditions during the p.m. peak hour. Results are summarized in Table 10.

Table 10 – Phase 1 Design Year 2017 Build Intersection Operations, PM Peak Hour

Intersection	Performance Standard	Traffic Control	Year 2017 Build
Walker Avenue / Ashland Street	LOS D	Signalized	C
Lit Way / Ashland Street	LOS E	Stop Controlled	C (northbound)
Dev Driveway / Ashland Street	LOS E	Stop Controlled	C (southbound)
Right-out DW / Ashland Street	LOS E	Stop Controlled	B (southbound right)

LOS = Level of Service, DW = driveway

Results of the analysis show study area intersections continue to operate acceptably (within performance standards) under phase 1 design year 2017 build conditions. The only significant change is shown in the southbound movement at the proposed development driveway, which changes from a LOS "B" to a LOS "C" as a result of southbound left turn trips. Refer to Appendix E for synchro output sheets.

Phase 1 Design Year 2017 Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths under phase 1 design year 2017 build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 11 if shown to be exceeded during the p.m. peak hour.

Table 11 – Phase 1 Design Year 2017 Build 95th Percentile Queue Lengths, PM Peak Hour

Intersection	Available Link Distance (Ft)	95th Percentile Queue (Ft)	Exceeded Roadway
Walker Ave. / Ashland St.			
Eastbound Left	100'	***125'***	Left Turn Storage

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show the eastbound left turn storage on Ashland Street at Walker Avenue continues to be exceeded under phase 1 design year build conditions during the p.m. peak hour. No other links were shown to be exceeded within the study area. Refer to Appendix E for a full queuing and blocking report.

Sight Distance

Sight distance from the proposed development driveway is unrestricted in both the east and west directions. Minimum stopping sight distance (SSD) and desirable intersection sight distance (ISD) are both shown to be met in accordance with the American Association of State Highway and Transportation Officials (AASHTO) standards. The minimum SSD necessary to meet the AASHTO standard is 200 feet and the desirable ISD standard is 335 feet. Sight distance from the development driveway was measured in the field to be well over 500 feet in each direction. It is recommended that this is maintained when buildings are placed along the property frontage of Ashland Street in the site layout.

From north: Looking east

From north: Looking west

Phase 1 Design Year 2017 Build Turn Lane Criterion

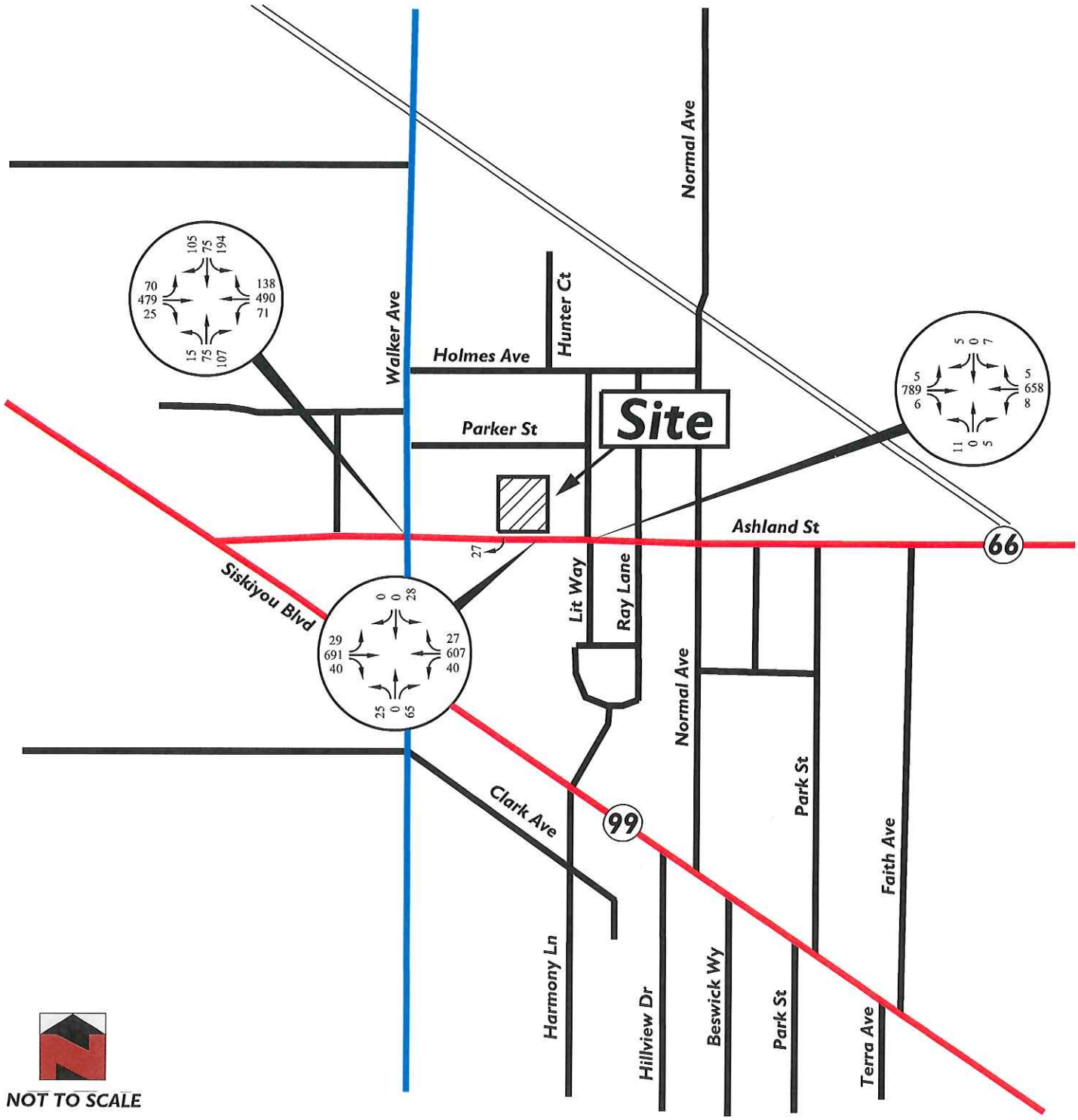
Right Turn Lane Criterion

Right turn lane criterion was evaluated on Ashland Street at the development driveway to determine whether a westbound right turn drop lane should be included as a result of proposed phase 1 development. Results showed that criterion is not met for a right turn drop lane. No further evaluation is shown to be necessary.

Left Turn Lane Criterion

A center TWLTL is currently provided on Ashland Street at the development driveway. No further left turn analysis is shown to be necessary.

Figure 7 : Phase 1 Year 2017 Build Traffic Volumes, PM Peak Hour



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VII. FULL BUILD DESIGN YEAR 2026 NO-BUILD CONDITIONS

Full Build Design Year 2026 No-Build Description

Full build design year 2026 no-build conditions represent full build year conditions for the study area without consideration of proposed development trips. This condition is evaluated to determine how a study area will be impacted by ten years of area background growth. Refer to Figure 8 for full build design year 2026 no-build traffic volumes during the p.m. peak hour.

Full Build Design Year 2026 No-Build Intersection Operations

Study area intersections were evaluated under full build design year 2026 no-build conditions during the p.m. peak hour. Results are summarized in Table 12.

Table 12 – Full Build Design Year 2026 No-Build Intersection Operations, PM Peak Hour

Intersection	Performance Standard	Traffic Control	Year 2026 No-Build
Walker Avenue / Ashland Street	LOS D	Signalized	C
Lit Way / Ashland Street	LOS E	Stop Controlled	C (northbound)
Dev Driveway / Ashland Street	LOS E	Stop Controlled	B (northbound)

LOS = Level of Service

Results of the analysis show study area intersections continue to operate acceptably (within performance standards) under full build design year 2026 no-build conditions with no significant changes in operation as a result of background growth. Refer to Appendix F for synchro output sheets.

Full Build Design Year 2026 No-Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths under phase 1 design year 2017 no-build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 13 if shown to be exceeded during the p.m. peak hour.

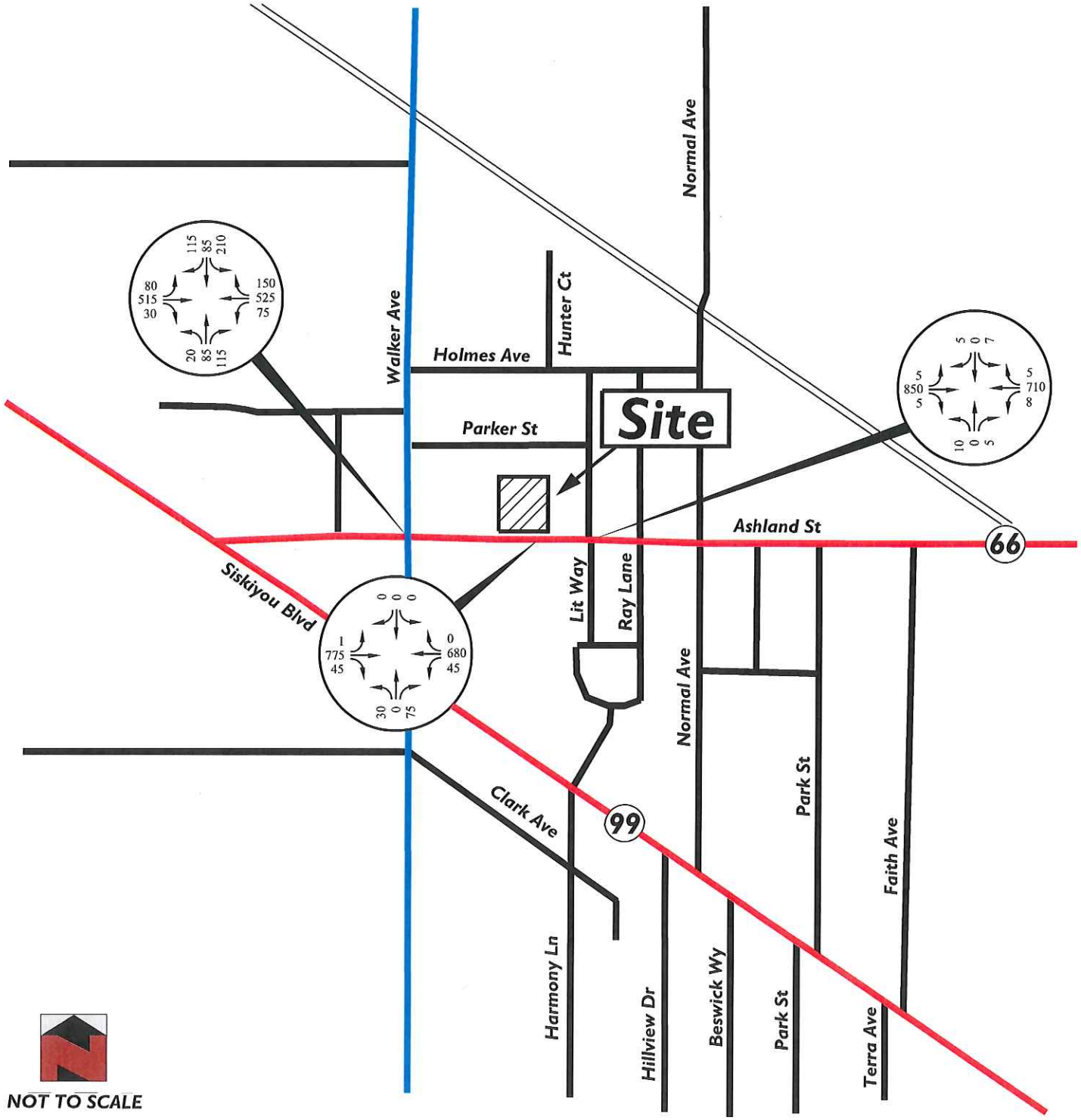
Table 13 – Full Build Design Year 2026 No-Build 95th Percentile Queue Lengths, PM Peak Hour

Intersection	Available Link Distance (Ft)	95th Percentile Queue (Ft)	Exceeded Roadway
Walker Ave. / Ashland St.			
Eastbound Left	100'	***125'***	Left Turn Storage

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show the eastbound left turn storage on Ashland Street at Walker Avenue continues to be exceeded in the future during the p.m. peak hour, but this still appears to be related more to the eastbound through queue length blocking the turn pocket and not allowing eastbound left turning vehicles to get into the pocket during peak conditions. This situation increases the queue length along Ashland Street, but doesn't appear to create any operational impacts to the west. No other links were shown to be exceeded within the study area. Refer to Appendix F for a full queuing and blocking report.

Figure 8 : Full Build Year 2026 No-Build Traffic Volumes, PM Peak Hour



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VIII. FULL BUILD DESIGN YEAR 2026 BUILD CONDITIONS

Full Build Design Year 2026 Build Description

Full build conditions in this analysis represent no build conditions for the study area with the addition of proposed development trips from additional general office uses and apartments. Full build conditions are compared to no-build conditions to determine what impacts and/or mitigation measures will result from additional development trips. Refer to Figure 9 for full build development trip distributions and assignments and Figure 10 for full build design year 2026 build traffic volumes during the p.m. peak hour.

Full Build Design Year 2026 Build Intersection Operations

Study area intersections and driveways were evaluated under full build design year 2026 build conditions during the p.m. peak hour. Results are summarized in Table 14.

Table 14 – Full Build Design Year 2026 Build Intersection Operations, PM Peak Hour

Intersection	Performance Standard	Traffic Control	Year 2026 Build
Walker Avenue / Ashland Street	LOS D	Signalized	C
Lit Way / Ashland Street	LOS E	Stop Controlled	C (northbound)
Dev Driveway / Ashland Street	LOS E	Stop Controlled	C (southbound)
Right-out DW / Ashland Street	LOS E	Stop Controlled	B (southbound right)

LOS = Level of Service, DW = driveway

Results of the analysis show study area intersections continue to operate acceptably (within performance standards) under full build design year 2026 build conditions. The only significant change is shown in the southbound movement at the proposed development driveway, which changes from a LOS "B" to a LOS "C" as a result of southbound left turns. All other intersection operations are shown to stay the same. Refer to Appendix G for synchro output sheets.

Full Build Design Year 2026 Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths under full build design year 2026 build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 15 if shown to be exceeded during the p.m. peak hour.

Table 15 – Full Build Design Year 2026 Build 95th Percentile Queue Lengths, PM Peak Hour

Intersection	Available Link Distance (Ft)	95th Percentile Queue (Ft)	Exceeded Roadway
Walker Ave. / Ashland St.			
Eastbound Left	100'	***125'***	Left Turn Storage

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show the eastbound left turn storage on Ashland Street at Walker Avenue continues to be exceeded under full build design year build conditions during the p.m. peak hour. As previously stated, this may not be a result of the left turn movement exceeding the turn pocket but rather the eastbound through movement queue length extending back past the turn pocket and not

allowing vehicles to get into the turn lane. The result is a longer queue length in the adjacent through lane, but this is not shown to cause any other problems downstream. No other links were shown to be exceeded within the study area. Refer to Appendix G for a full queuing and blocking report.

Full Build Design Year 2026 Build Turn Lane Criterion

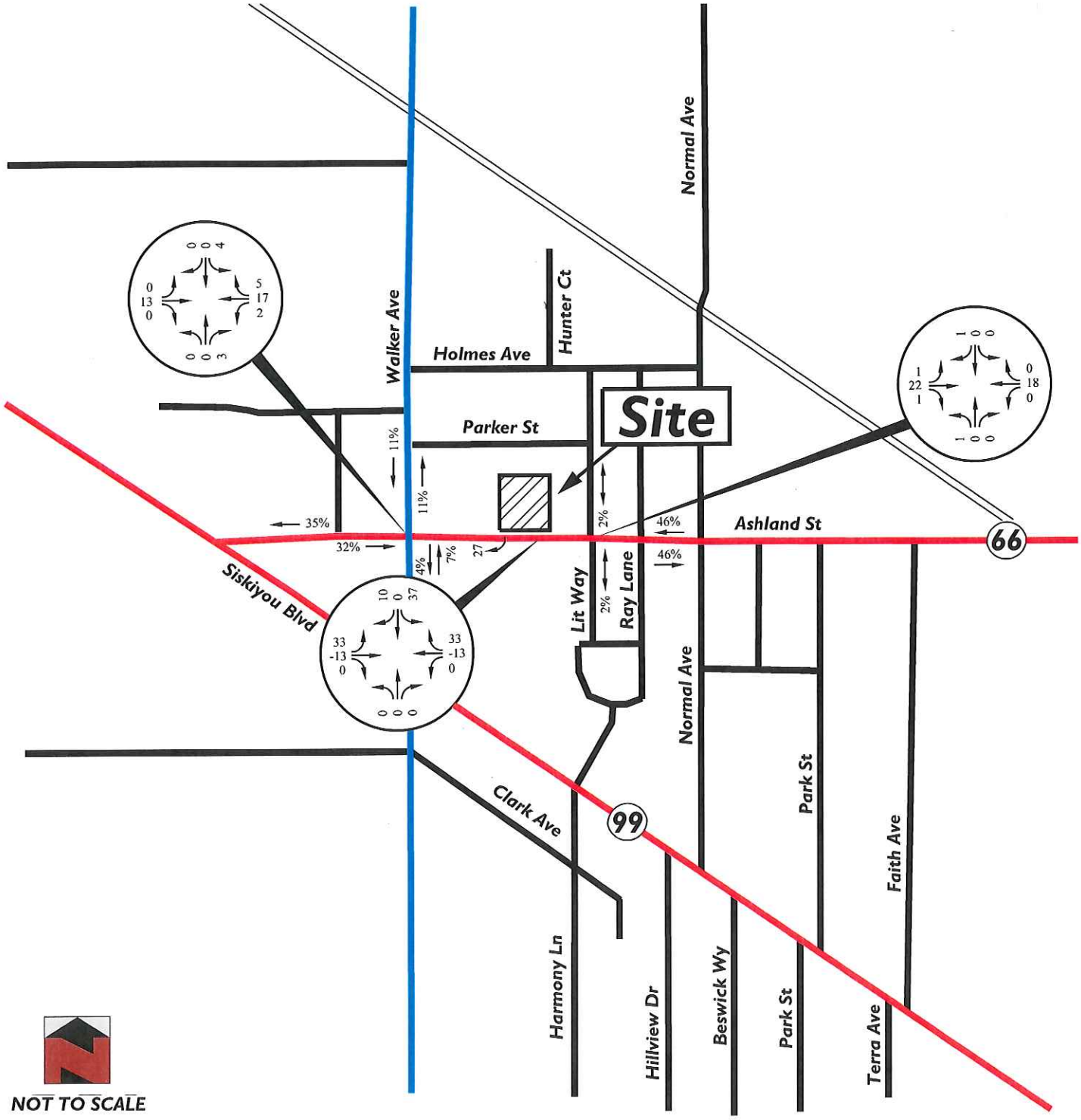
Right Turn Lane Criterion

Right turn lane criterion was evaluated on Ashland Street at the development driveway under design year 2026 full build conditions to determine whether a westbound right turn drop lane should be included as a result of additional development trips. Results showed that criterion is not met for a right turn drop lane based on roadway speed and street volumes. No further evaluation is shown to be necessary.

Left Turn Lane Criterion

A center TWLTL is currently provided on Ashland Street at the development driveway. No further left turn analysis is shown to be necessary.

Figure 9 : Full Build Trip Distributions and Assignments, PM Peak Hour

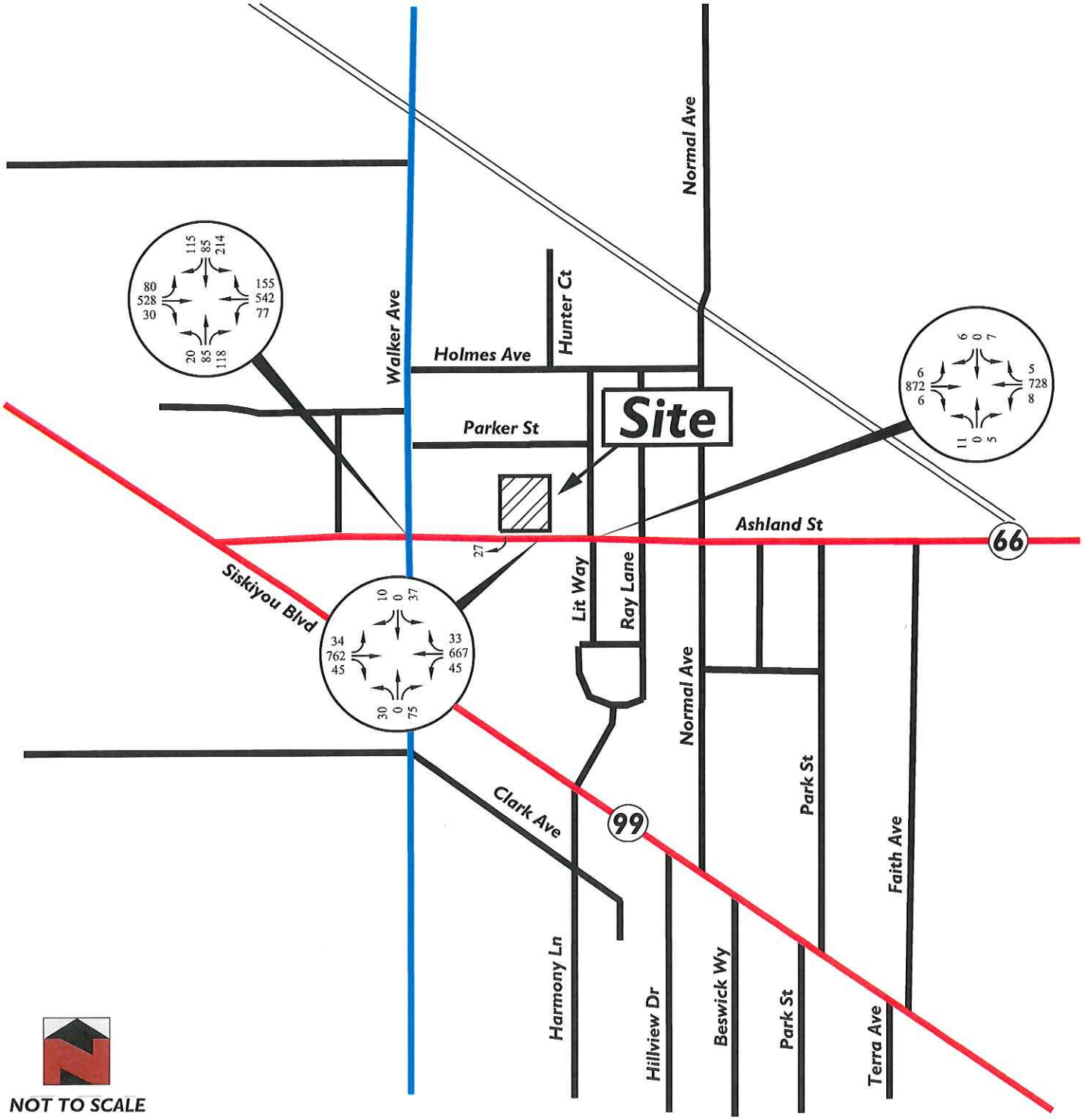


SOUTHERN OREGON
TRANSPORTATION ENGINEERING, LLC

Medford, Oregon 97504
ph 541.608.9923 fax 541.535.6873
email: kwkp1@q.com

Ashland Rogue Credit Union
Site Development
Traffic Impact Analysis
Ashland, Oregon

Figure 10 : Full Build Year 2026 Build Traffic Volumes, PM Peak Hour



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ph 541.608.9923 fax 541.535.6873
email: kwkp1@q.com

Ashland Rogue Credit Union
Site Development
Traffic Impact Analysis
Ashland, Oregon

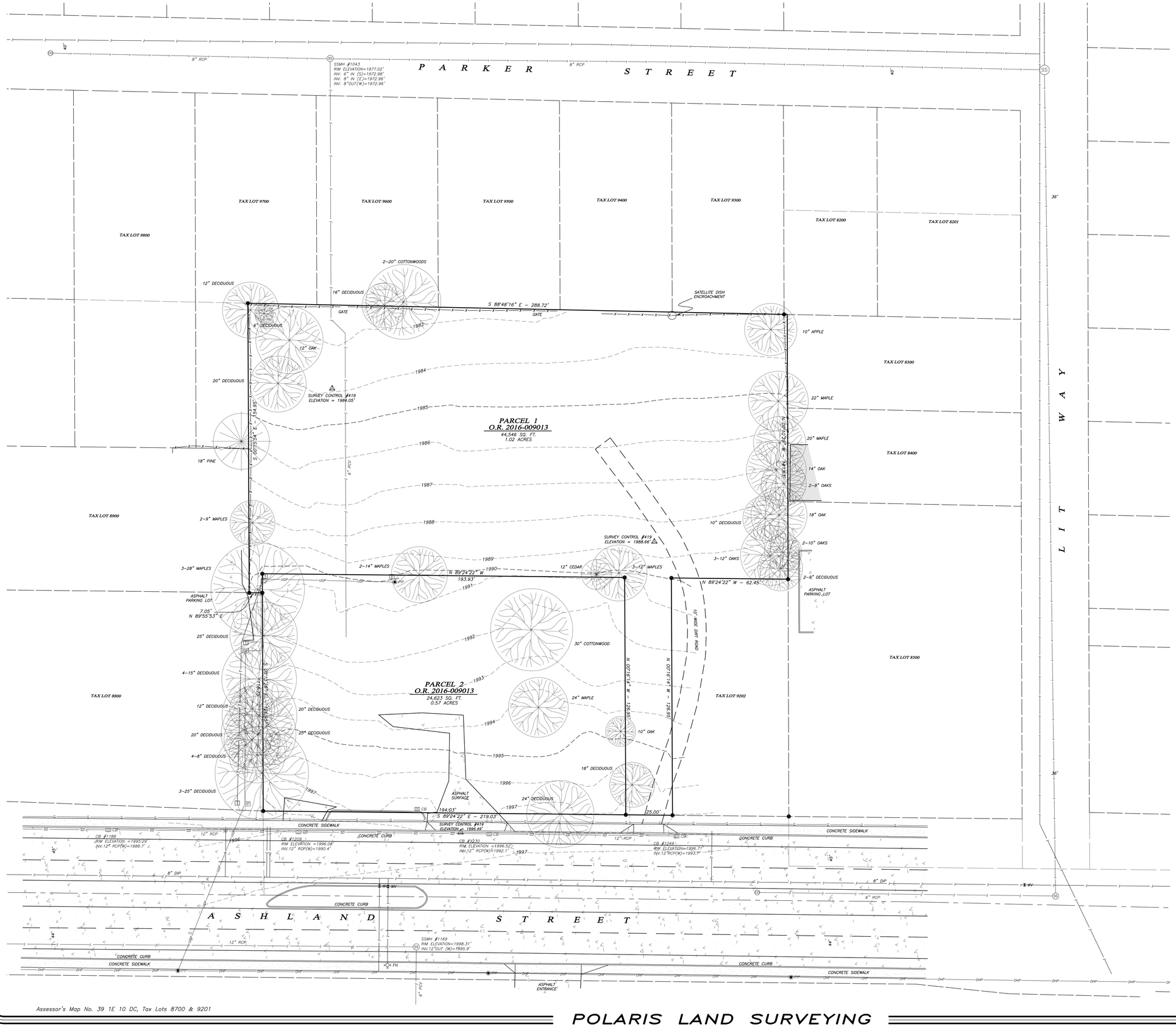
IX. CONCLUSIONS

Conclusions

The findings of the traffic impact analysis conclude that the proposed Rogue Credit Union site development can be approved on the transportation system without creating adverse impacts. Results of the analysis are as follows:

1. All study area intersections are shown to operate within performance standards under existing year 2016, phase 1 design year 2017 no-build, phase 1 design year 2017 build, full build design year 2026 no-build, and full build design year 2026 build conditions during the p.m. peak hour.
2. One queue length was shown to be exceeded in the study area under analysis scenarios. The eastbound left turn queue length on Ashland Street at Walker Avenue was shown to be exceeded by one vehicle length (25 feet) under existing year 2016 no-build conditions and continued to be exceeded in every analysis scenario. This increased the adjacent through lane queue length, but was not shown to create any adverse queuing concerns downstream. No mitigation is shown to be necessary.
3. Sight distance is shown to be adequate in both directions from site driveways on Ashland Street.
4. A center two-way-left-turn-lane currently exists on Ashland Street at the proposed development. Criterion for a westbound right turn lane was not shown to be met under phase 1 design year 2017 or full build design year 2026 conditions during the p.m. peak hour.
5. There were no safety concerns as a result of crash history at study area intersections.

The proposed Rogue Credit Union site development is shown to be in compliance with the City of Ashland Comprehensive Plan and Municipal Code. Streets that serve the subject property are shown to have adequate capacity to support proposed development.



Assessor's Map No. 39 1E 10 DC, Tax Lots 8700 & 9201

TOPOGRAPHIC SITE SURVEY

LOCATED AT

1651 Ashland Street
Ashland, Oregon

LYING SITUATE WITHIN

SOUTHEAST QUARTER OF SECTION 10,
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON

FOR

Rogue Credit Union

1370 Center Drive
Medford, Oregon 97504

LEGEND

- SURVEY CONTROL POINT
- PROPERTY BOUNDARY LINE
- UNDETERMINED RIGHT-OF-WAY
- BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE
- FENCELINE
- WATER LINE
- IRRIGATION LINE
- BURIED NATURAL GAS LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- OVERHEAD POWER LINE
- UNDERGROUND POWER LINE
- ROCK WALL
- CONTOUR LINE
- GUY ANCHOR
- POWER POLE
- POWER TRANSFORMER
- HEAT PUMP
- ELECTRIC METER
- LIGHT POLE
- WATER METER
- WATER VALVE
- FIRE HYDRANT
- AREA DRAIN
- CATCHBASIN
- STORM SEWER MANHOLE
- SANITARY SEWER MANHOLE
- CLEANOUT
- TELEPHONE PEDESTAL
- CABLE TV PEDESTAL
- GAS VALVE
- IRRIGATION BOX
- BUILDING
- CONCRETE SURFACE
- ASPHALT SURFACE
- GRAVEL / SAND SURFACE
- CONIFER TREE (AS DESCRIBED)
- DECIDUOUS TREE (AS DESCRIBED)

SCALE: 1" = 20'

0' 10' 20' 40' 80'

CONTOUR INTERVAL = ONE FOOT

SURVEY NOTES

1. THE BASIS OF HORIZONTAL CONTROL FOR THIS SURVEY IS THE CENTERLINE OF ASHLAND STREET, HAVING A RECORD PLAT BEARING OF NORTH 89°24'22" WEST, PER SURVEY NUMBER 12195 ON FILE IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR.
2. THE BASIS OF VERTICAL CONTROL FOR THIS SURVEY IS CITY OF ASHLAND BENCHMARK, BEING A 3" BRONZE DISK IN A MONUMENT WELL LOCATED IN THE CENTERLINE INTERSECTION OF SISKIYOU BOULEVARD AND WALKER AVENUE. BENCHMARK ELEVATION = 2031.90', BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929, ADJUSTED IN 1956 (NGVD 29/56).

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

REGISTERED
PROFESSIONAL
LAND SURVEYOR
OREGON
JULY 14, 1998
SHAWN KAMPMANN
2863 LS

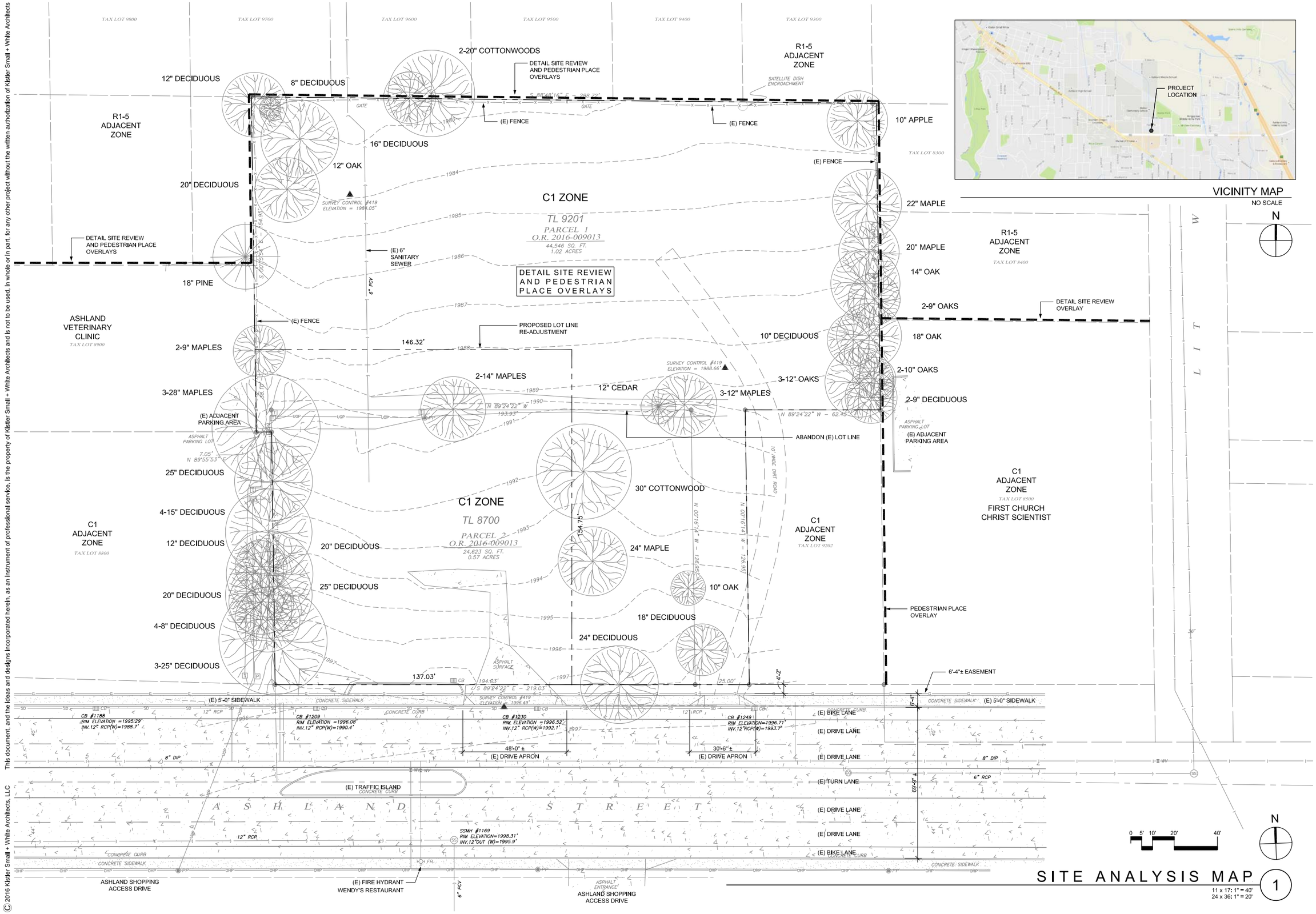
ELECTRONIC COPY

RENEWAL DATE: 6/30/2017

SURVEYED BY:

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

DATE: APRIL 14, 2016
PROJECT NO. 1026-16



SITE ANALYSIS MAP 1

11 x 17: 1" = 40'
24 x 36: 1" = 20'

VICINITY MAP

NO SCALE

N

kistler + small + white architects
66 WATER STREET
SUITE 101
ASHLAND, OR
97520
TEL.: 541.488.8200

PRELIMINARY

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

SITE REVIEW SUBMITTAL
9-30-16

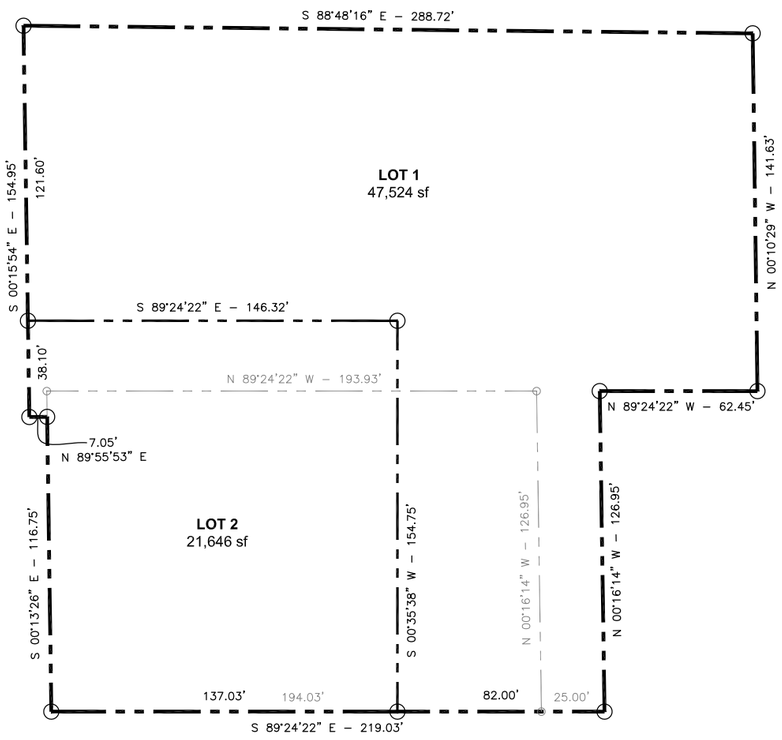
ROGUE CREDIT UNION
ASHLAND BRANCH

ROGUE CREDIT UNION
1651 ASHLAND STREET ASHLAND, OREGON

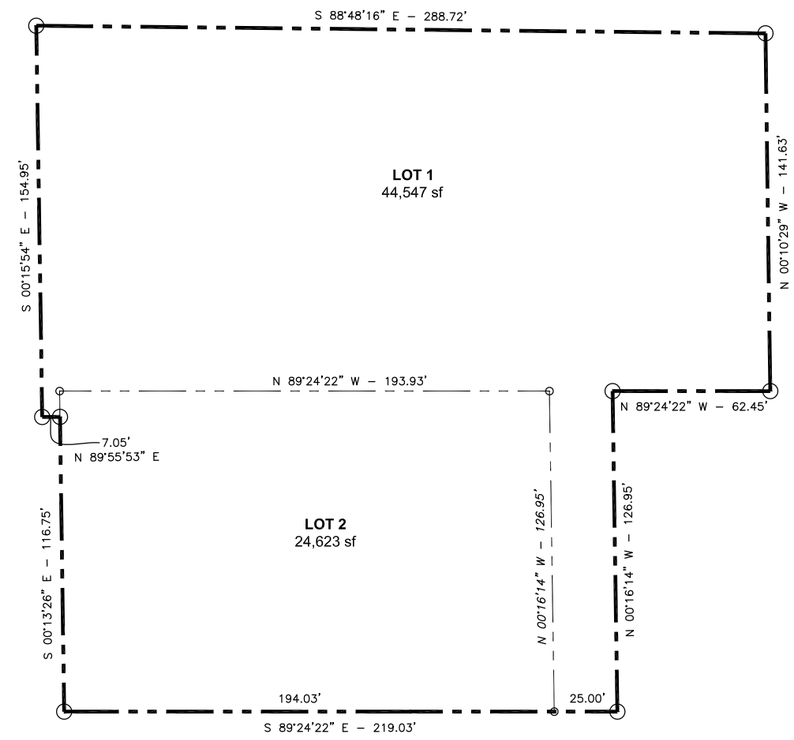
REVISIONS
- -

SITE ANALYSIS MAP

PROJECT: 15-036
ISSUE DATE: 9-30-16
SHEET:
A2



PROPOSED LOTS



EXISTING LOTS

PROPOSED LOT AREAS	
LOT 1	47,524 sf
LOT 2	21,646 sf
TOTAL	69,170 sf

PROPERTY ADDRESS: 1651 ASHLAND STREET
LEGAL DESCRIPTION: 391E10DC TL's 8700 & 9201
SUBDIVISION: FOSTER TRACTS
OWNER OF LOT: ROGUE CREDIT UNION

OWNER/APPLICANT: ROGUE CREDIT UNION

1370 CENTER DRIVE
MEDFORD, OR 97504

EXISTING LOT AREAS	
LOT 1	44,547 sf
LOT 2	24,623 sf
TOTAL	69,170 sf

0 10' 20' 30' 60'

PROPOSED LOT LINE ADJUSTMENT 1

11 x 17: 1" = 60'
24 x 36: 1" = 30'

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PROPOSED LOT LINE ADJUSTMENT

PROJECT: 15-036
ISSUE DATE: 9-30-16
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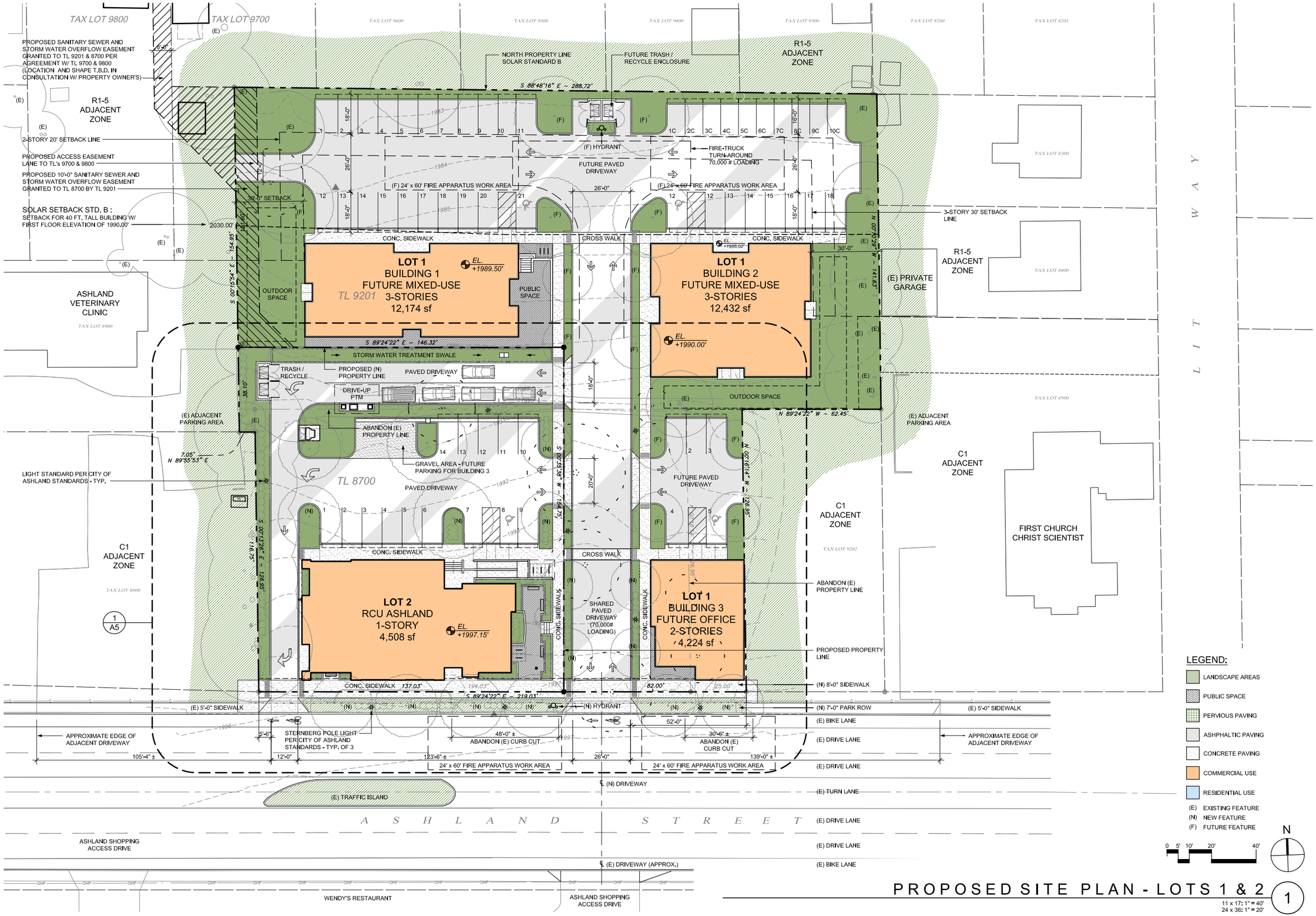
A3



PROPOSED SITE PLAN - LOTS 1 & 2

11 x 17: 1" = 40'
24 x 36: 1" = 20'

1

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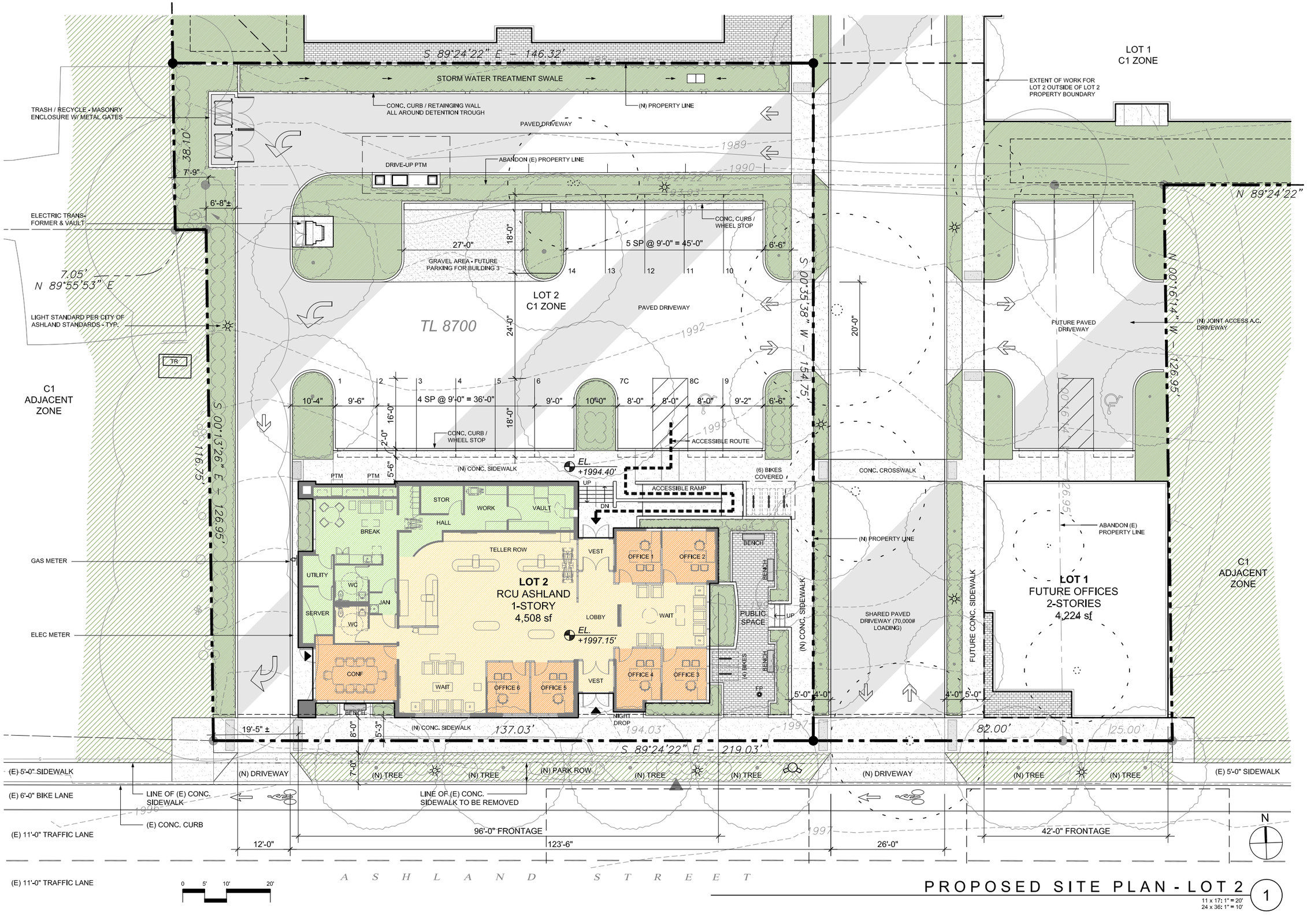
PROPOSED SITE PLAN - LOTS 1 & 2

PROJECT: 15-036
ISSUE DATE: 11-22-16
SHEET:

A4



PROPOSED SITE PLAN - LOT 2 (1)

11 x 17: 1" = 20'
24 x 36: 1" = 10'

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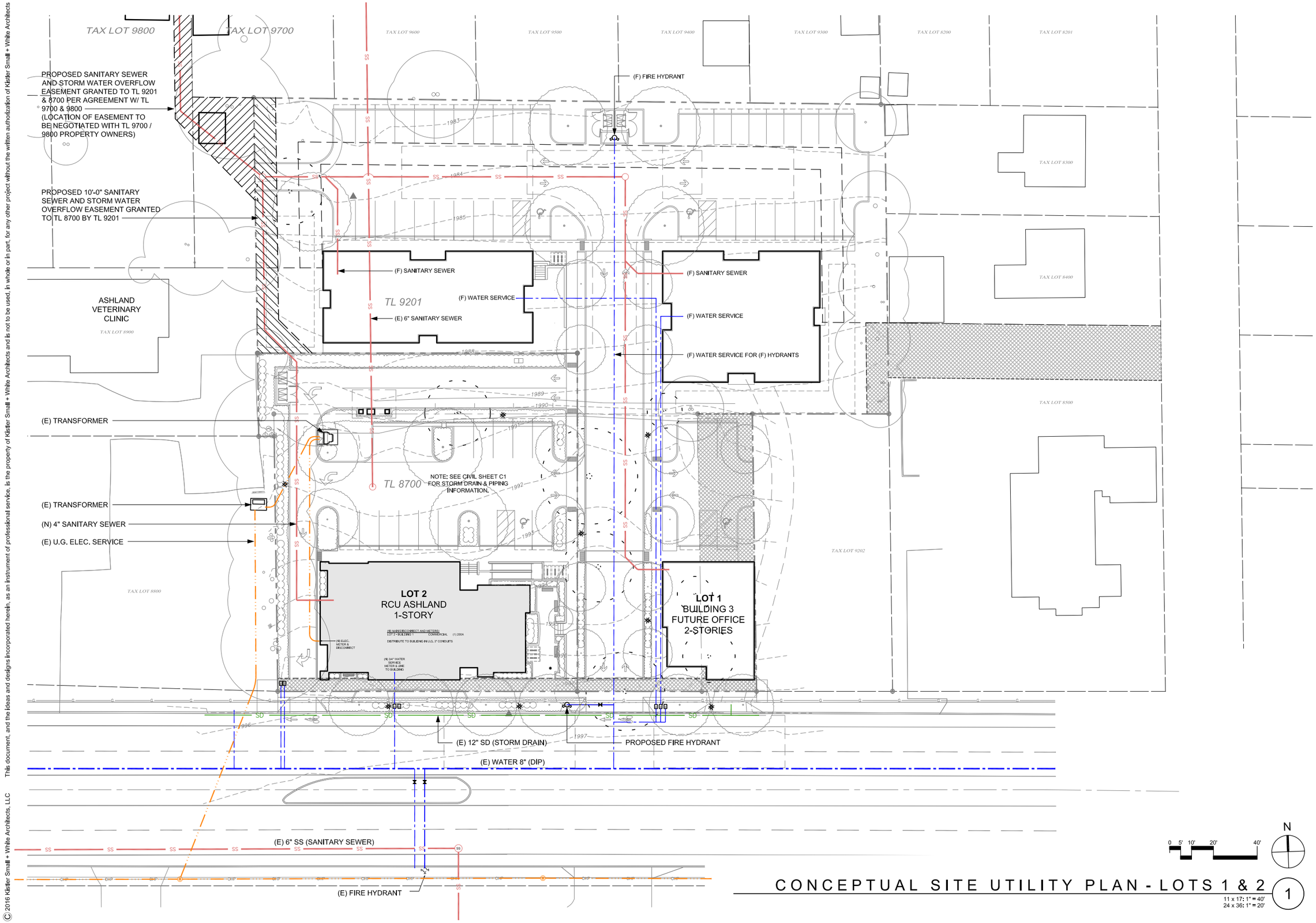
PROPSED SITE PLAN - LOT 2

PROJECT: 15-036
ISSUE DATE: 11-22-16
SHEET:

A5



CONCEPTUAL SITE UTILITY PLAN - LOTS 1 & 2

11 x 17: 1" = 40'
24 x 36: 1" = 20'

1

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CONCEPTUAL SITE UTILITY PLAN

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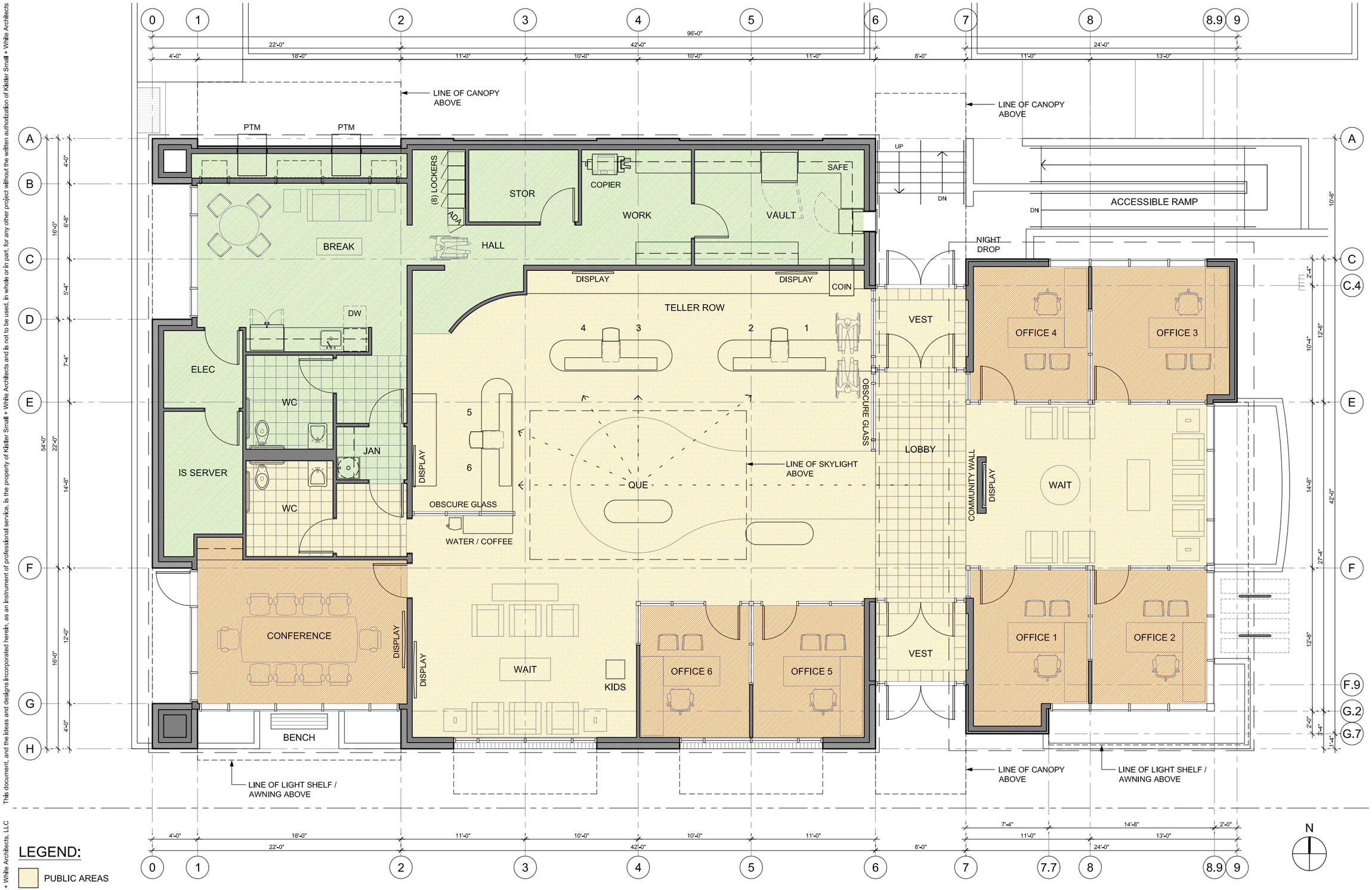
A6



LEGEND:

- PUBLIC AREAS
- OFFICE / MEETING
- EMPLOYEE ONLY

4508 sf

PROPOSED FLOOR PLAN - LOT 2

1

11 x 17: 1/8"= 1'-0"
24 x 36: 1/4"= 1'-0"

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PROPOSED FLOOR PLAN - LOT 2

PROJECT: 15-036
ISSUE DATE: 11-22-16
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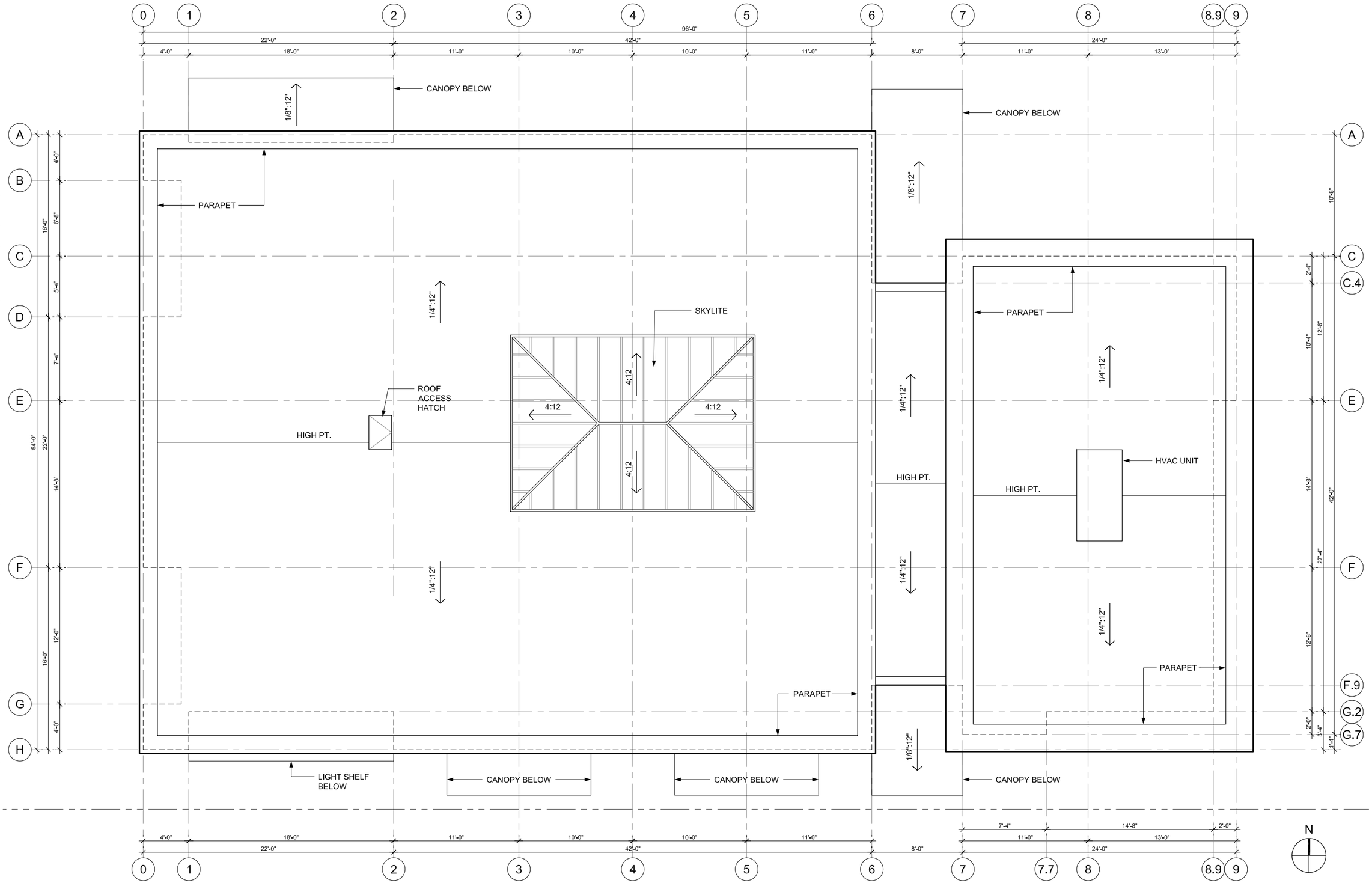
A7



PROPOSED ROOF PLAN - LOT 2

1

11 x 17: 1/8"= 1'-0"
24 x 36: 1/4"= 1'-0"

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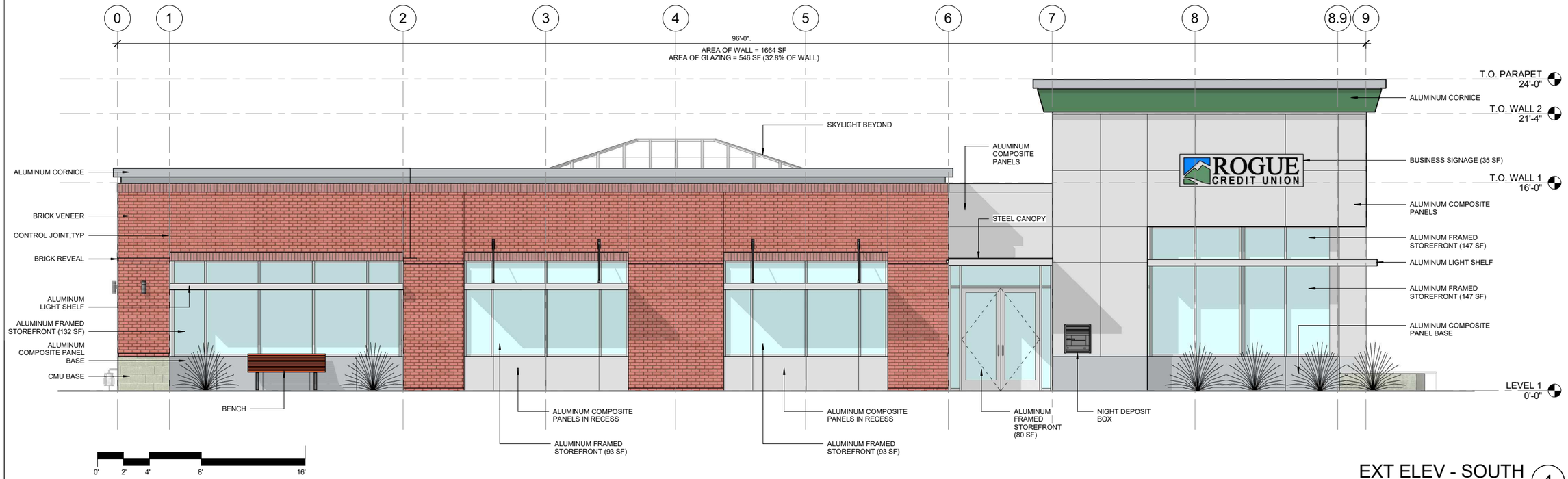
PROPOSED ROOF PLAN - LOT 2

PROJECT: 15-036
ISSUE DATE: 9-30-16
SHEET:
A8

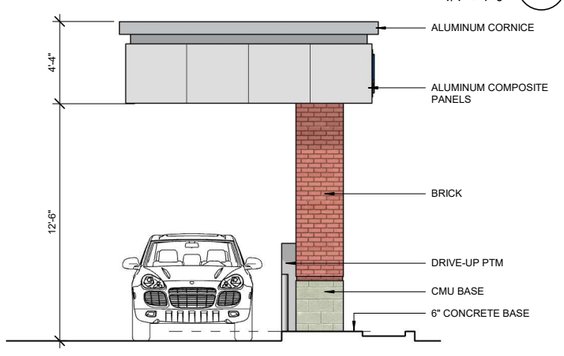


EXT ELEV - SOUTH (4)

24 X 36: 1/4" = 1'-0"
11 X 17: 1/8" = 1'-0"

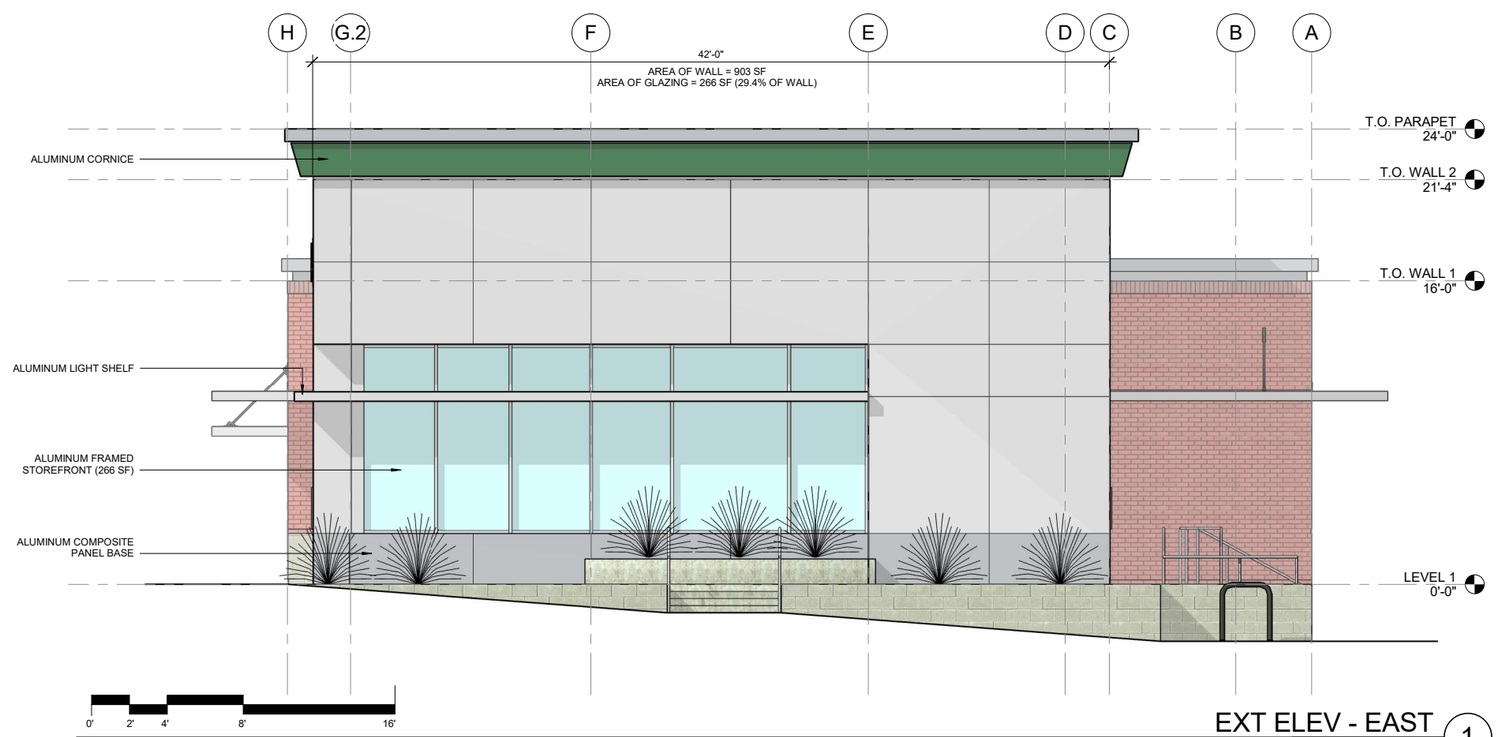
DRIVE THRU CANOPY - NORTH (3)

1/4" = 1'-0"



DRIVE THRU CANOPY - WEST (2)

1/4" = 1'-0"



EXT ELEV - EAST (1)

24 X 36: 1/4" = 1'-0"
11 X 17: 1/8" = 1'-0"

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ROGUE CREDIT UNION ASHLAND BRANCH

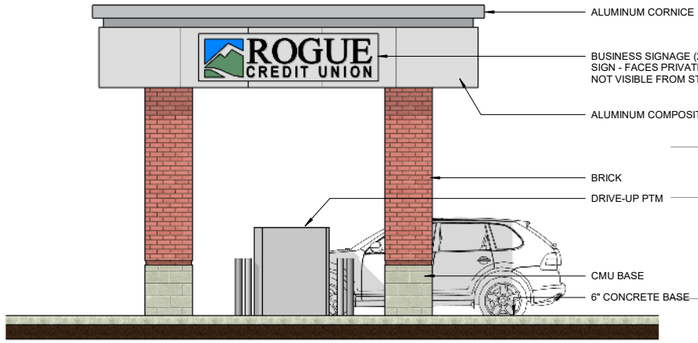
ROGUE CREDIT UNION
1651 ASHLAND STREET ASHLAND, OREGON

REVISIONS

PROPOSED EXTERIOR ELEVATIONS

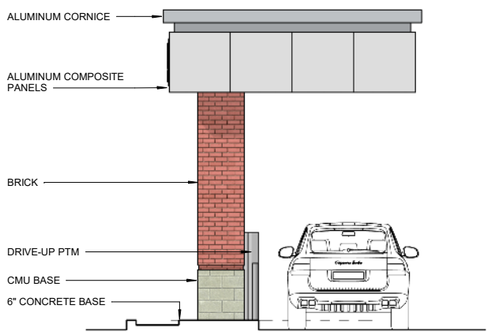
PROJECT NO.: 15-036
ISSUE DATE: 11-22-16
SHEET:

A9



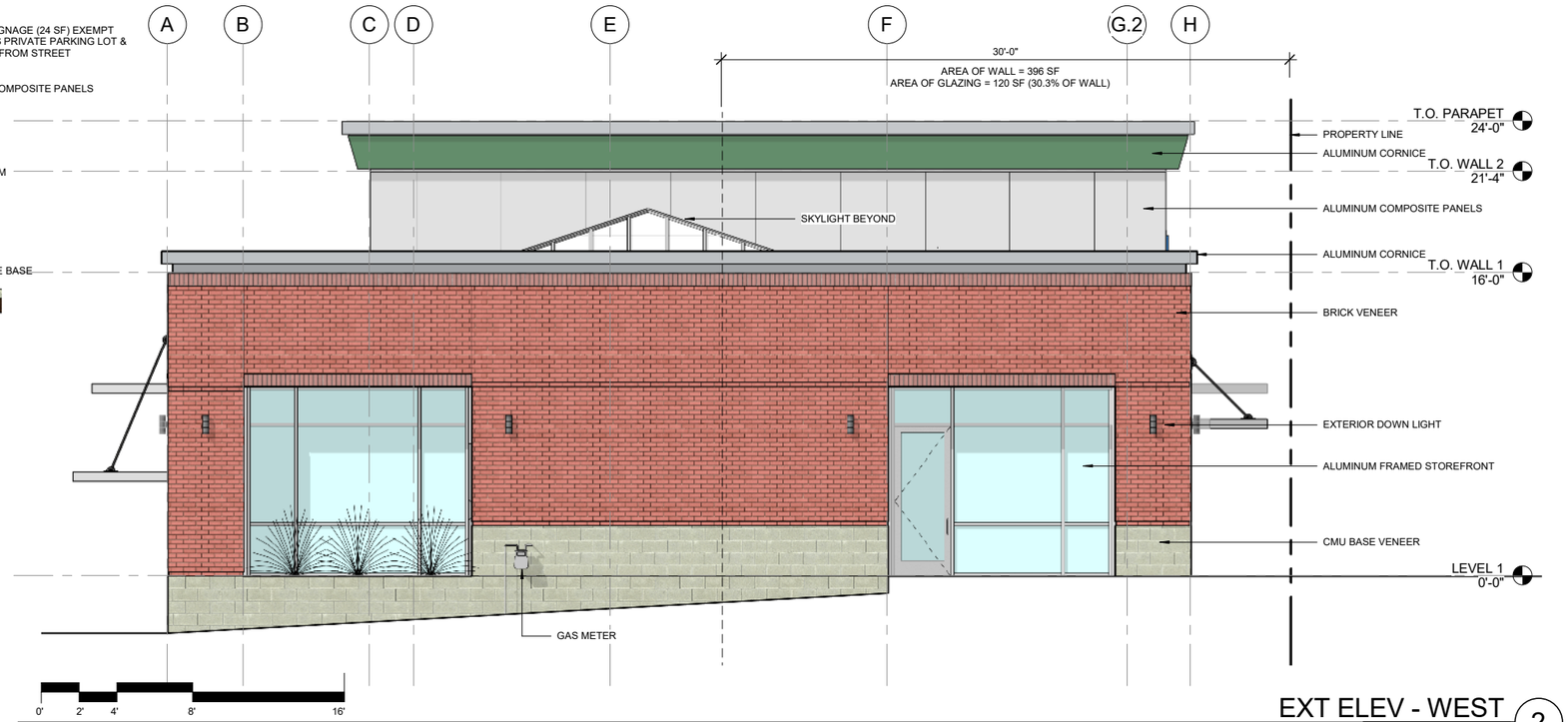
DRIVE THRU CANOPY - SOUTH (3)

1/4" = 1'-0"



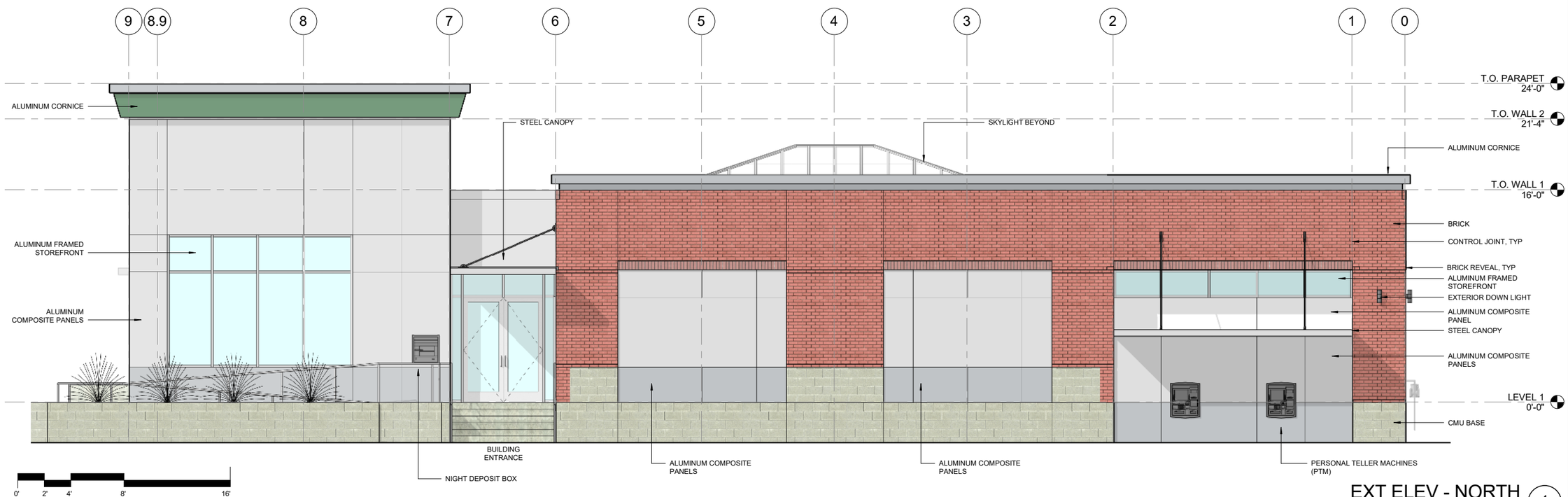
DRIVE THRU CANOPY - EAST (4)

1/4" = 1'-0"



EXT ELEV - WEST (2)

24 X 36: 1/4" = 1'-0"
11 X 17: 1/8" = 1'-0"



EXT ELEV - NORTH (1)

24 X 36: 1/4" = 1'-0"
11 X 17: 1/8" = 1'-0"

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97520
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ROGUE CREDIT UNION
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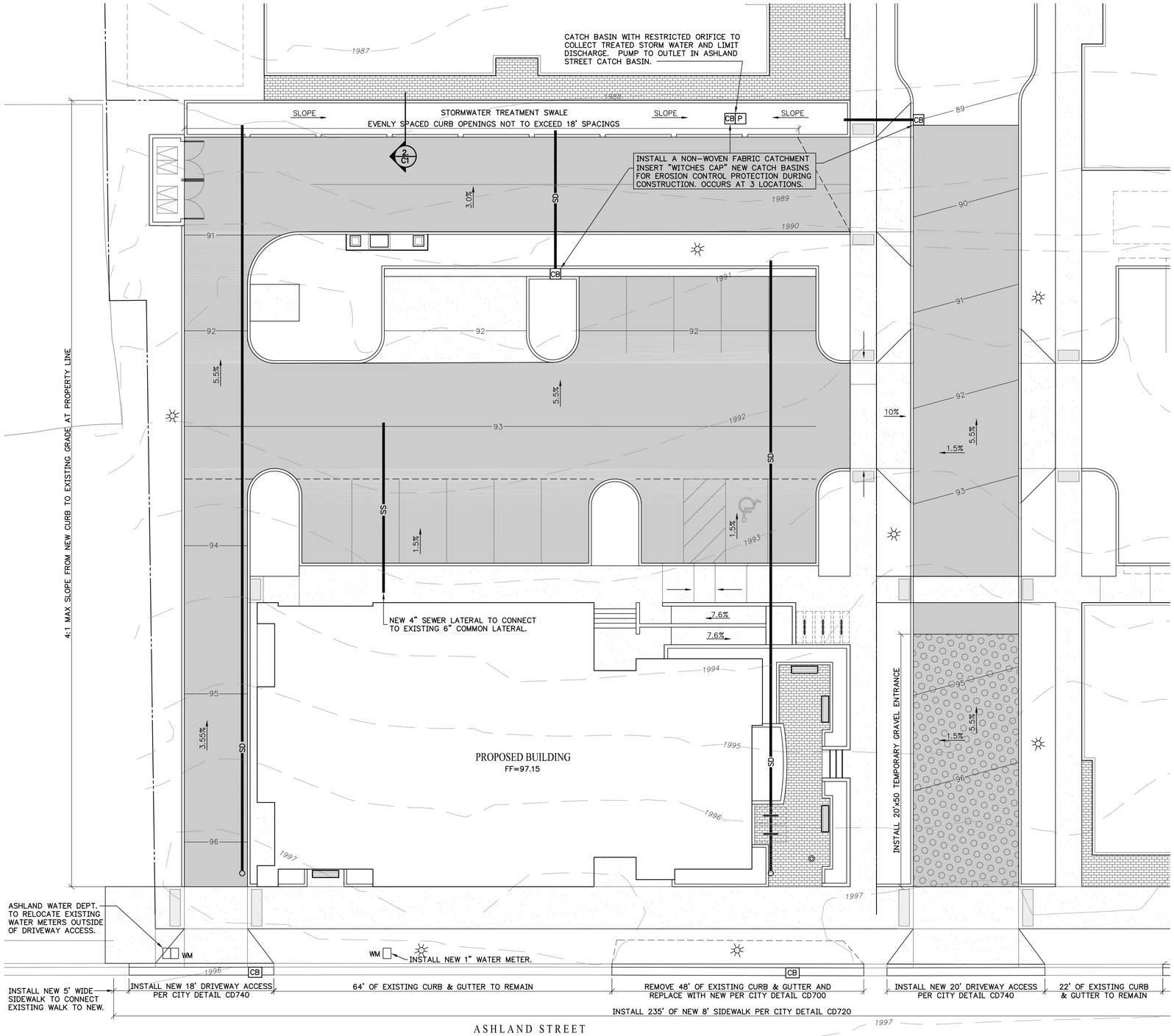
ROGUE CREDIT UNION
1651 ASHLAND STREET ASHLAND, OREGON

REVISIONS

PROPOSED EXTERIOR ELEVATIONS

PROJECT NO.: 15-036
ISSUE DATE: 11-22-16
SHEET:

A10



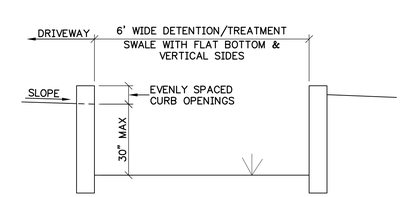
1 CONCEPTUAL GRADING & EROSION CONTROL PLAN
SCALE: 1"=10'
1"=10'

STORM WATER MANAGEMENT

0.50 acres of the 1.60 acre site is being developed at this time for the proposed project. The storm water runoff from the proposed building, main access drive, west access drive, parking lot and ATM lanes will all drain into the treatment / detention swale on the north boundary of the project where it will meet both the quantity (detention) and quality (treatment) requirements of the Rogue Valley Storm Water Design Manual. A substantial portion of the storm water runoff is expected to infiltrate into the Central Point Sandy Loam which has an infiltration rate of 2–6 inches per hour per the Soils Survey of Jackson County. Any storm water which does not percolate into the soil will then be captured in a basin and pumped to the storm drain in Ashland Street.

LEGEND

- PROPERTY LINE
- NEW AC PAVING
- NEW CONCRETE FLATWORK
- NEW CURBS (DOUBLE LINE)
- GRAVEL ENTRANCE
- GRADE BREAKS
- 92 FINISH CONTOURS (1')
- 1992 EXISTING CONTOURS (1')
- DETENTION POND
- AC=99.05 SPOT ELEVATION
- 1.5% FINISH SLOPE



2 NORTH SWALE
SCALE: 1/2"=1'-0"'

REVISIONS

DEW engineering inc.
A CIVIL & STRUCTURAL ENGINEERING FIRM
PHONE 541.772.1399
DEW-ENGINEERING.COM
813 BENNETT AVENUE
MEDFORD, OREGON 97504

REGISTERED PROFESSIONAL ENGINEER
18,239
EXPIRES 12/31
OREGON
DECEMBER 1, 1987
MARK R. DEW

CONCEPTUAL GRADING & EROSION CONTROL PLAN
(for Site Plan Review)
ROGUE CREDIT UNION
1651 ASHLAND STREET
ASHLAND, OREGON

DRAWN	CHECKED
MRD	MRD
DATE 11.18.16	
PROJECT NO. 16–020	
SHEET C1	

PLANT LIST

TREES

QUERCUS RUBRA	RED OAK	1-3/4" CAL B&B
PARROTIA PERSICA 'RUBY VASE'	RUBY VASE PARROTIA	1-3/4" CAL B&B
PRUNUS S. 'MT FUJI'	MT FUJI FLOWERING PLUM	1-3/4" CAL B&B
PYRUS 'CHANTICLEER'	CHANTICLEER FLWG PEAR	1-3/4" CAL B&B
STYRAX JAPONICUS	JAPANESE SNOWBELL	1-3/4" CAL B&B
ZELKOVA S. 'HALKA'	HALKA ZELKOVA	2" CAL B&B

SHRUBS

BERBERIS T 'CRIMSON PYGMY'	CRIMSON PYGMY BARBERRY	1 GAL @ 3' O.C.
BERBERIS x G. 'WILLIAM PENN'	WILLIAM PENN BARBERRY	5 GAL @ 5' O.C.
CEPHALOTAXUS 'DUKE GARDENS'	DUKE GARDENS PLUM YEW	5 GAL @ 6' O.C.
CORNUS S. 'ISANTI'	ISANTI RED-TWIG DOGWOOD	2 GAL @ 6' O.C.
CORNUS S. 'KELSEYI'	KELSEY RED-TWIG DOGWOOD	2 GAL @ 4' O.C.
DAPHNE ODORA	WINTER DAPHNE	1 GAL @ 4' O.C.
EUONYMUS ALATA 'COMPACTUS'	COMPACT BURNING BUSH	5 GAL @ 5' O.C.
FORSYTHIA 'ARNOLD DWARF'	ARNOLD DWARF FORSYTHIA	2 GAL @ 5' O.C.
MAHONIA AQUIFOLIUM	OREGON GRAPE	2 GAL @ 5' O.C.
POTENTILLA F. 'GOLDFINGER'	GOLDFINGER SHRUB POTENTILLA	5 GAL @ 4' O.C.
RHODODENDRON x 'PURPLE GEM'	PURPLE GEM RHODODENDRON	5 GAL @ 8' O.C.
RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	1 GAL @ 5' O.C.
SPIRAEA 'ANTHONY WATERER'	ANTHONY WATERER SPIRAEA	2 GAL @ 4' O.C.
SALIX PURPUREA	ALASKA BLUE WILLOW	5 GAL @ 6' O.C.

GROUND COVERS & PERENNIALS

ARCTOSTAPHYLLOS UVA-URSI	KINNIKINNICK	1 GAL @ 3' O.C.
HYPERICUM CALYCINUM	AARON'S BEARD	1 GAL @ 3' O.C.
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL @ 3' O.C.
PENNISETUM A. 'HAMELN'	HAMELN FOUNTAIN GRASS	1 GAL @ 30" O.C.
ROSA YELLOW CARPET ROSE	YELLOW CARPET ROSE	1 GAL @ 3' O.C.

STORM WATER TREATMENT SWALE

CAREX MORROWI 'AUREA-VARIEGATA	VARIEGATED JAPANESE SEDGE	1 GAL @ 30" O.C.
CORNUS S. 'KELSEYI'	KELSEY RED-TWIG DOGWOOD	5 GAL @ 5' O.C.
JUNCUS EFFUSUS	SOFT RUSH	1 GAL @ 30" O.C.
MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	1 GAL @ 3' O.C.
RIBES SANGUINEUM	FLOWERING CURRANT	5 GAL @ 5' O.C.
SPIRAEA J. 'LITTLE PRINCESS'	LITTLE PRINCESS SPIRAEA	2 GAL @ 4' O.C.

LEGEND

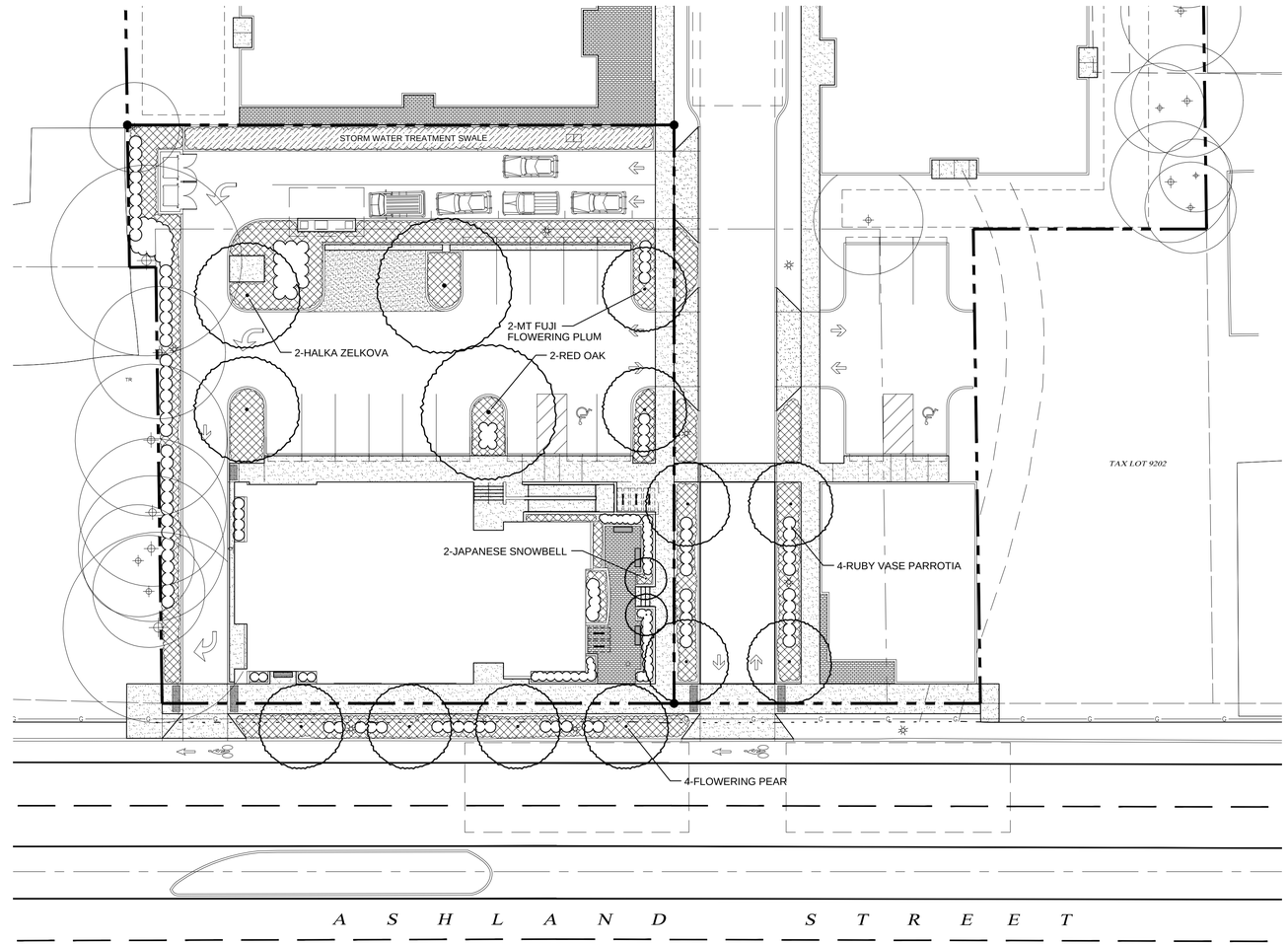
TREES

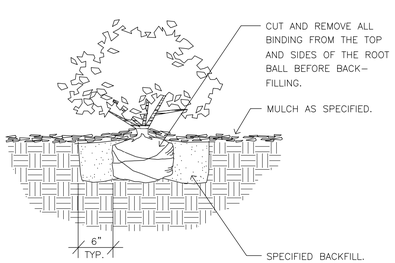
SHRUBS

GROUNDCOVERS & PERENNIALS

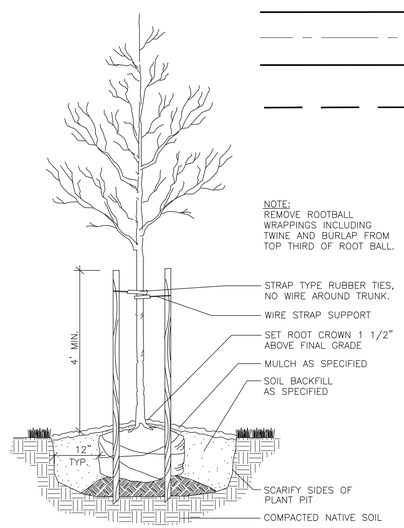
STORM WATER TREATMENT SWALE

EXISTING TREE TO REMAIN





1 - SHRUB PLANTING
NOT TO SCALE



2 - TREE PLANTING
NOT TO SCALE

GENERAL NOTES

A. VERIFY LOCATIONS OF ALL BELOW GRADE UTILITIES PRIOR TO BEGINNING WORK. OWNER IS RESPONSIBLE FOR COORDINATING ALL UTILITY LOCATES.

B. TOPOGRAPHIC SURVEY OF EXISTING CONDITIONS PROVIDED BY POLARIS LAND SURVEYING, LLC.

C. OWNER WILL PROVIDE AN AUTOMATIC IRRIGATION SYSTEM DESIGN FOR ALL NEW LANDSCAPE AREAS AT THE TIME OF BUILDING PERMIT SUBMITTAL.

0 10' 20' 40'

NORTH

CoveyPardee
LANDSCAPE ARCHITECTS
295 EAST MAIN, No. 8
ASHLAND, OR 97520
541 552 1015

kistler+ small +white architects
66 WATER STREET
SUITE 101
ASHLAND, OR
97520
TEL.: 541.488.8200

PRELIMINARY

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

SITE REVIEW SUBMITTAL
9-30-16

REGISTERED
435
Alan D. Pardee
OREGON
10/31/97
LANDSCAPE ARCHITECT

ROGUE CREDIT UNION
ASHLAND BRANCH

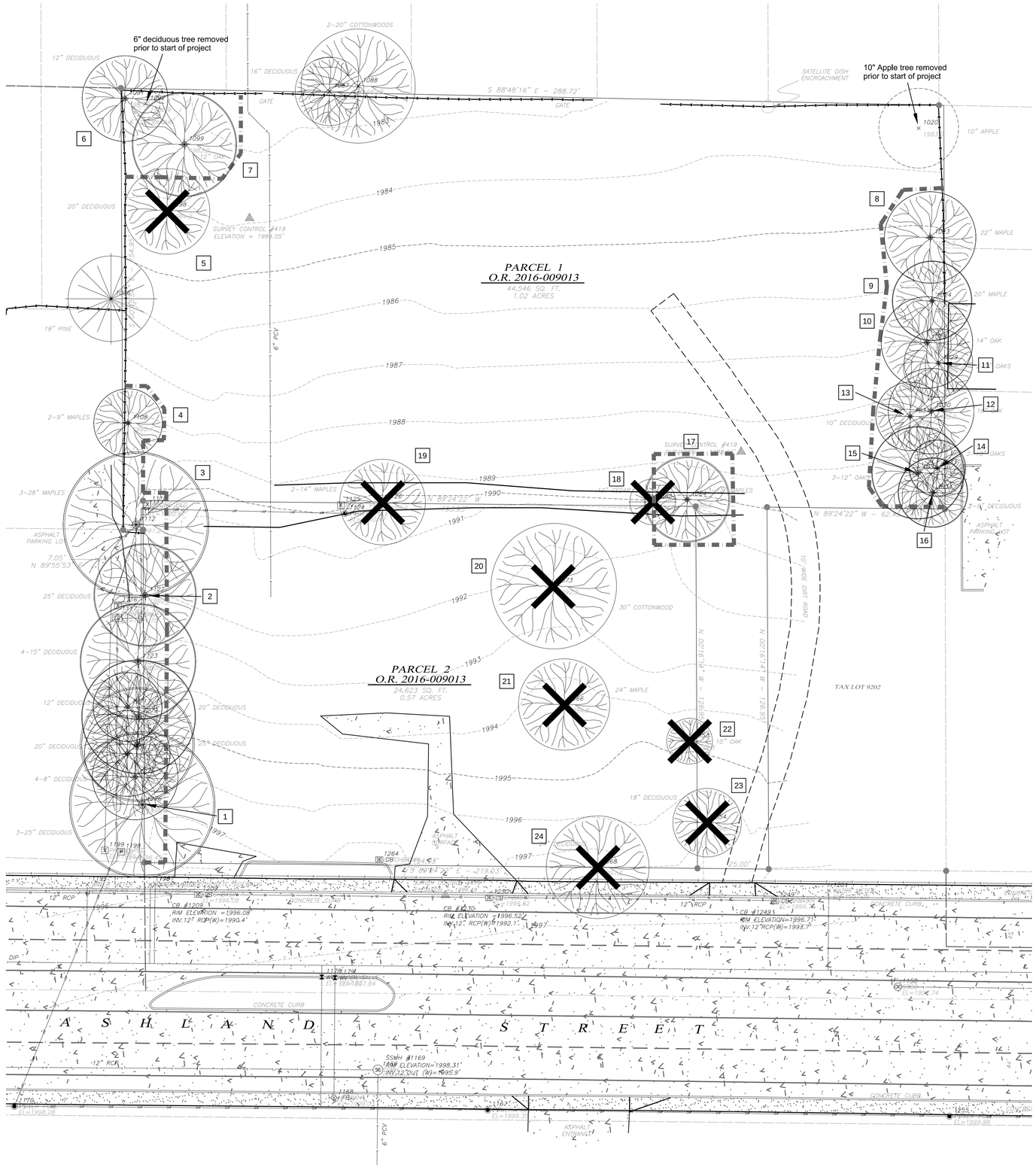
ROGUE CREDIT UNION
1651 ASHLAND STREET ASHLAND, OREGON

REVISIONS

PROPOSED LANDSCAPE PLAN

PROJECT: 15-036
ISSUE DATE: 11-14-16
SHEET:

L1



EXISTING TREES

1	BLACK LOCUST: 25" DBH (3 stem)
2	BLACK LOCUST: 25" DBH
3	BLACK OAK: 28" DBH (3 stem)
4	BIG LEAF MAPLE: 9" DBH (2 stem)
5	SIBERIAN ELM: 20" DBH
6	SIBERIAN ELM: 12" DBH
7	BLACK OAK: 12" DBH
8	BIG LEAF MAPLE: 22" DBH
9	BIG LEAF MAPLE: 20" DBH
10	BIG LEAF MAPLE: 14" DBH
11	BIG LEAF MAPLE: 9" DBH (2 stem)
12	BLACK OAK: 18" DBH
13	ALMOND: 10" DBH
14	BLACK OAK: 10" DBH
15	BLACK OAK: 12" DBH (3 stem)
16	ALMOND: 9" DBH
17	BLACK OAK: 12" DBH (3 stem)
18	CEDAR: 12" DBH
19	BIG LEAF MAPLE: 14" DBH (2 stem)
20	COTTONWOOD: 30" DBH
21	SILVER MAPLE: 24" DBH
22	SILVER MAPLE: 10" DBH
23	SIBERIAN ELM: 18" DBH
24	SIBERIAN ELM: 24" DBH

LEGEND

EXISTING TREES TO BE REMOVED

EXISTING TREES TO REMAIN

1 EXSTG. TREE NUMBER

TREE PROTECTION FENCING (See Notes C & D)

NORTH

0 10' 20' 40'

CoveyPardee
LANDSCAPE ARCHITECTS
295 EAST MAIN, No. 8
ASHLAND, OR 97520
541 552 1015

kistler+ small +white architects
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SITE REVIEW SUBMITTAL
9-30-16

REGISTERED
435
Alan D. Pardee
OREGON
10/31/97
LANDSCAPE ARCHITECT

ROGUE CREDIT UNION ASHLAND BRANCH

ROGUE CREDIT UNION
1651 ASHLAND STREET ASHLAND, OREGON

REVISIONS

TREE PROTECTION & REMOVAL PLAN

PROJECT: 15-036
ISSUE DATE: 11-14-16
SHEET:

L2

DISCUSSION ITEM

Cottage Housing Standards

CITY OF ASHLAND

Memo

DATE: January 10, 2017

TO: Ashland Planning Commission

FROM: Brandon Goldman, Senior Planner

RE: Cottage Housing Standards

SUMMARY

At a study session on August 25, 2016 the Planning Commission reviewed the prior draft of an ordinance addressing the potential of allowing cottage housing developments within single family residential zones. Specifically the Commission discussed potential unit sizes, density allowances, a strategy of establishing a floor area ratio standard to regulate the size of cottage housing developments to be compatible with existing single family home neighborhoods, and the value of having developers review the draft ordinance to provide input before the drafting the final ordinance.

BACKGROUND

The attached draft includes amendments to the cottage housing ordinance presented to the Commission on August 25, 2016 as follows:

- In review of the available buildable lands it was discussed that limited opportunity for cottage housing developments existed in R-1-10 zones, and such zones included neighborhoods with an established pattern of larger lots and lower lot coverage. As such the proposed cottage housing development standards would only apply within the R-1-5, NN-1-5, and R-1-7.5 single family zones.

- The prior draft ordinance provided a cottage housing development density table that stipulated the minimum lot sizes needed for 4, 5 & 6 unit developments, and established a base density for projects that would be 7 units or larger. After discussions with the Planning Commission regarding the potential of using Floor Area Ratio (FAR) as part of the standard, staff analyzed the FAR of standard housing developments built out with average home sizes (2028sq.ft. home + 400sq.ft. garage). In conducting this analysis it was determined that a FAR of 0.35 would ensure cottage housing developments did not exceed the floor area of such typical single family home developments. The working draft ordinance presented therefore simplifies the cottage housing development density table (18.2.3.090.C.1) to allow one cottage per 2500 sq.ft. of lot area in the R-1-5 and NN-1-5 zones, and one cottage per 3,750 sq.ft. in the R-1-7.5 zone, provided the combined gross floor area of all cottages and structures in the cottage housing development do not exceed an FAR of 0.35.

  The table below shows how the 0.35 FAR would affect average cottage unit sizes on select parcel sizes:

Lot Size (sf)	FAR	Floor area maximum	Maximum Number of Cottage Units (1 per 2,500sf)	Floor Area average per Cottage Unit (using Max FAR)
10000	0.35	3500	4	875
15000	0.35	5250	6	875
20000	0.35	7000	8	875
25000	0.35	8750	10	875
32000	0.35	11200	12	933

- The prior draft stipulated that at least 75% of the cottage units be less than 800sq.ft., but would have allowed larger units provided the total average unit size of all units on the property not exceed 1000 square feet. This provision was modified to eliminate the "average unit size" standard and instead simply state that cottage housing units shall not exceed 1000sq.ft.

  In conducting the FAR analysis referenced above, it was demonstrated that cottage housing development where at least 75% of the units are less than 800 sq.ft., and no cottage units exceeded 1000 sq.ft. in floor area, would comply with the 0.35 FAR maximum as proposed.

- In consideration of commissioner questions relating to the optimum number of units within a cottage housing development further research indicates that although cottage housing developments up to 16 are considered an upper threshold for such small-scale pocket neighborhoods, a range of 4 to 12 may be preferable. According to Ross Chapin in the book Pocket Neighborhoods the right size for a pocket neighborhood is described as follows:

  > *" A neighborhood might contain several hundred households, but when it comes to pocket neighborhoods, I believe the upper limit is in the range of 12-16 households. If a cluster has fewer than 4 households it loses the sense of being a cluster, or a group. It lacks the clear sense of identity, diversity, or activity of a larger group. On the other hand, when the number of households grows beyond a dozen or so, it becomes difficult for people to know their neighbors in any depth, or to live close enough to call on them in an emergency."*

  The current draft of the ordinance has been amended to reduce the upper range of units within a development from a maximum of 16 to 12. The four unit minimum presented in the initial draft has been retained in the current working draft.

- It was noted at the August 25th meeting that the map provided showing properties suitable for cottage housing should be revised to include all R-1-5 and R-1-7.5 zoned properties that had an area sufficient to accommodate development of one or more additional units. The attached map provides the location of such properties. It is important to note that the suitability of any particular parcel for development is contingent upon a number of factors requiring careful analysis, including the existing building footprints, physical constraints (e.g. slope, riparian areas, large stature trees), and vehicular access. Therefore the map provided is primarily intended to illustrate a general overview of cottage housing potential based on lot size alone and is not a precise indicator of the specific lots which could readily accommodate a cottage housing development.

- The Planning Commission noted that having building and construction industry professionals review the draft ordinance would be of benefit to help ensure cottage housing developments, developed consistent with a final ordinance, are viable and could actually be built. Staff has provided the draft ordinance to three local development professions that are interested in cottage housing developments (Gil Livni, Carlos Delgado, and Charlie Hamilton), and each has agreed to review the draft ordinance. Feedback from these industry professionals will be provided to the Planning Commission for discussion in advance of preparing a final draft ordinance.

Policy Objectives

To provide alternative types of housing for small households; provide high quality infill development which maintains traditional cottage amenities and proportions and contribute to neighborhood character; efficiently use residential land supply; and meet regional plan commitment to accommodate future population growth within the City's existing boundaries.

The City Council adopted new goals since the adoption of the reformatted and amended land use ordinance in December 2014. The following items are goals and objectives from the Council's most recent effort, "Ashland 2020," that potentially relate to cottage housing.

- *Support and promote, through policy, programs that make the City affordable to live in. Pursue affordable housing opportunities, especially workforce housing. Identify specific incentives for developers to build more affordable housing. (high priority for 2015-2017)*
- *Support land-use plans and policies that encourage family-friendly neighborhoods. Draft pocket neighborhood code that allows for the construction of small scale, cottage housing projects.*

The City adopted a new chapter in the Ashland Comprehensive Plan in 2012 to incorporate the applicable portions of the adopted the Greater Bear Creek Valley Regional Plan. As a part of the regional planning process, six of the seven communities identified areas outside their respective urban growth boundaries (UGB) for future growth. However, the City of Ashland did not identify UGB expansion areas and committed to evaluating innovative land use strategies to accommodate future residential and employment growth within the City's existing boundaries. The Ashland Comprehensive Plan includes the following performance indicators in the Regional Plan Element.

- *Reach density of 6.6 dwelling units per acre for land in the UGB that is annexed or offset by increasing the residential density in the city limits.*
- *Achieve targets for dwelling units and employment in mixed-use/pedestrian-friendly areas.*
- *Participate in a regional housing strategy that strongly encourages a range of housing types.*

Other related goals and policies in the Ashland Comprehensive Plan include the following.

- *Ensure a variety of dwelling types and provide housing opportunities for the total cross-section of Ashland's population, consistent with preserving the character and appearance of the city. (Housing Element)*
- *Encourage the development of private common open space area in new residential developments to offset the demand for additional public parks. (Parks, Open Space, and Aesthetics Element)*

- *Maintain and improve Ashland's compact urban form to allow maximum pedestrian and bicycle travel. (Transportation Element)*

ATTACHMENTS

Cottage housing ordinance, January 2017 draft
BLI Map for R-1 properties with additional development potential (one or more additional units).

18.2.3.090 Cottage Housing in R-1 and NN-1 Zones

A. Purpose and Intent.

1. Support the local and regional growth management goal of more efficient use of city residential land. Cottage housing may allow higher residential density than is normally allowed in the underlying zone. This increased density is possible with smaller than average home sizes, clustered parking, and site design standards that promote compatible infill development.
2. Support the Comprehensive Plan goal of affordability, innovation, and variety in housing design and site development; and a variety of housing choices to meet the needs of a population diverse in age, income, household composition, and individual needs.
3. Provide opportunities for an alternative type of housing for small households.
4. Provide opportunities for high quality infill development which maintains traditional cottage amenities and proportions and contribute to the overall community character.
5. The cottage housing development design standards contained in this section are intended to create a small community of cottages oriented around open space that is pedestrian-oriented and minimizes the visibility of off-street parking.

B. Applicability and General Requirements

1. R-1 Zones. In the R-1-5 and R-1-7.5 zones cottage housing developments are subject to review through chapter 18.3.9 Performance Standards, and shall meet the requirements of subsection 18.2.3.090.C, below.
2. R-1-3.5, R-2 and, R-3 Zones. In the R-1-3.5, R-2 and R-3 zones, cottage housing developments are subject to review through chapter 18.5.2 Site Design Review, and are exempt from the development standards in subsection 18.2.3.090.C, below.
3. NN -1 Zones. In the NN-1-5 zone cottage housing developments are subject to review through chapter 18.3.9 Performance Standards and chapter 18.3.4 Normal Neighborhood Plan, and shall meet the requirements of subsection 18.2.3.090.C, below.
4. NN -1-3.5 and NN-2 Zones. In the NN -1-3.5 and NN-2 zones cottage housing developments are subject to review through chapter 18.5.2 Site Design Review and chapter 18.3.4 Normal Neighborhood Plan, and are exempt from the development standards in subsection 18.2.3.090.C, below.

C. Development Standards

Cottage housing developments in the R-1 and NN-1 zones shall meet all of the following requirements.

1. Cottage Housing Density. In cottage housing developments, the permitted number of units and minimum lot areas shall be as follows.

Table 18.2.3.090.C.1 Cottage Housing Development Density					
Zones	Maximum Cottage Density	Minimum number of cottages per cottage housing development	Maximum number of cottages per cottage housing development	Minimum lot size (accommodates minimum number of cottages)	Maximum Floor Area Ratio (FAR)
R-1-5, NN-1-5	1 cottage dwelling unit per 2,500 square feet of lot area	4	12	10,000 sq.ft.	0.35
R-1-7.5	1 cottage dwelling unit per 3,750 square feet of lot area	4	12	15,000 sq.ft.	0.35

2. <u>Building and Site Design.</u>

   a. *Maximum Floor Area Ratio*: The combined gross floor area of all dwellings and structures within a cottage housing development shall not exceed a maximum 0.35 floor area ratio (FAR).

   b. *Maximum Floor Area.* The maximum gross floor area for at least 75 percent of the cottages shall not exceed 800 square feet, and gross floor area for any individual cottage unit shall not exceed 1000 square feet. For the purpose of this section, gross floor area excludes any space where the floor to ceiling height is less than seven feet.

   c. *Height.* Structures in cottage housing developments shall be designed to be single story, one and one-half story, or single story plus a loft. Building height of all structures shall not exceed 18 feet. The highest point of a pitched roof may extend up to 25 feet at the ridge of the roof.

   d. *Setbacks.* Setbacks along the perimeter of the development shall have the same setbacks as required in the zones. See Table 18.2.5.030.A.

   e. *Lot Coverage.* Lot coverage shall meet the requirements of the underlying zone. See Table 18.2.5.030.A.

   f. *Building Separation.* Up to two cottages may be attached. All buildings containing residential units within a cottage housing development shall maintain a minimum separation of ten feet measured from the nearest point of the exterior walls. Accessory buildings (e.g., carport, garage, shed, multipurpose room) shall comply with building code requirements for separation from non-residential structures.

   g. *Street Facing Facades.*

      i. The main entries of cottages visible from the adjacent streets shall provide a

visual pedestrian connection with the surrounding neighborhood.

ii. All cottages adjacent to the street shall have their primary orientation to the street and street facing facades that avoid blank walls. Cottages adjacent to the street shall include the following:

(A). Changes in exterior siding material and paint color.

(B). Windows which may include bay windows.

3. Access, Circulation, and Off-Street Parking Requirements. Notwithstanding the provisions of chapter 18.4.3 Parking, Access, and Circulation, cottage housing developments shall conform to the following requirements.

a. Pedestrian access shall be provided to all cottages from the street and sidewalk, and shall meet the pedestrian access and circulation standards of 18.4.3.090.

b. Except for those street connections identified on the Street Dedication Map, the Commission may reduce or waive the requirement to dedicate and construct a public street in chapter 18.5.3 where a cottage housing development meets the connectivity and block length standards in section 18.4.6.040 by providing public access for pedestrians and bicyclists with an alley, shared street, or multi-use path connecting the public street to adjoining properties.

c. Driveways and parking areas shall meet the vehicle area design standards of section 18.4.3.080.

d. Parking shall be consolidated to minimize the number of parking areas, and shall be located on the cottage housing development property.

e. Parking areas shall not be located between the buildings and the street, and shall be located and designed to be less visible from frontage streets than the cottages themselves.

f. Parking areas shall be landscaped to screen parking from adjacent properties and street rights of way and shall meet applicable landscape standards of chapter 18.4.4.

g. Parking Ratios:

Cottage Floor Area of 500 square feet or less: 1 parking spaces per unit.

Cottage Floor Area of greater than 500 square feet and less than 800 square feet: 1.25 parking spaces per unit.

Cottage Floor Area greater than 800 square feet and less than 1000 square feet: 1.5 parking spaces per unit.

h. Off-street parking may be located within an accessory structure such as a multi-auto carport or garage, but such structures shall not be attached to individual cottages. Uncovered parking is also permitted provided that off street parking is screened from direct street view.

i. Cottage housing developments are exempt from the on-street parking requirements of section 18.3.9.060.

j. *Exterior lighting*. Exterior lighting shall meet the requirements of 18.4.4.050 Outdoor

Lighting.

k. *Fences.* Notwithstanding the provisions of section 18.4.4.060, fence height is limited to three feet adjacent to the common open space and to four feet in other interior areas within the development, except as allowed for deer fencing in subsection 18.4.4.060.B.6. Fences in the front and side yards abutting a public street, and on the perimeter of the development shall meet the fence standards of section 18.4.4.060. Chain link fences are prohibited.

4. Common Open Space. Open space that is commonly owned by all members of a cottage housing development shall meet all of the following standards.

   a. For the purpose of cottage housing, common open space shall be the central space that may be used by all occupants of the cottage complex surrounded by grouped cottages.

   b. Common open space shall be for recreational use by residents of the development, and provide a suitable surface for human use. Physically constrained areas such as wetlands or steep slopes cannot be counted towards the common open space requirement.

   c. A minimum of 20 percent of the total lot area is required as common open space. Common open space shall have no dimension that is less than 20 feet.

   d. At least 50 percent of the cottage units shall abut a common open space.

   e. The common open space shall not be across a street or parking area.

   f. Common open space shall be a contiguous area located in front or behind the cottages.

   g. The common open space shall have cottages abutting at least two sides grouped around the common open space.

   h. The common open space shall be distinguished from the private yard areas with a walkway, fencing, landscaping, berm, or similar method to provide a visual boundary around the perimeter of the common area.

   i. Parking areas, yard setbacks, spaces between buildings, areas under power lines, and private yards and driveways do not qualify as common open space.

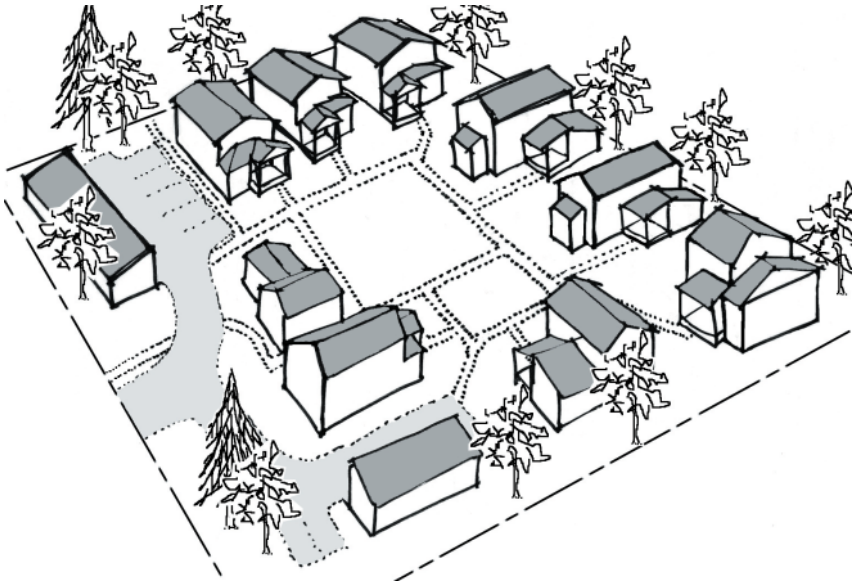


Figure 18.2.3.090
Cottage Housing Conceptual Site Plan

5. Private Yards. Each residential unit in a cottage housing development shall have a private yard area. The private yard shall be separate from the common open space to create a sense of privacy. The private open space shall be separated from the common open space with a small hedge, picket fence, or other similar visual separation to create a sense of separate ownership.

   a. Each cottage unit shall be provided with a minimum of 200 square feet of usable private yard area.

   b. No dimension of the private yard area shall be less than 10 feet.

6. Common Buildings, Existing Nonconforming Structures and Accessory Residential Units.

   a. *Common Buildings.* Up to 25 percent of the required common open space, but no greater than 1,500 square feet, may be utilized for a community building for the sole use of the cottage housing residents. Common buildings shall not be attached to individual cottages or other structures. Consolidated carports or garage structures are not subject to the area limitations of this section.

   b. *Nonconforming Dwelling Units.* On a lot to be used for a cottage housing development, an existing single-family residential structure, which may be nonconforming with respect to the standards of this chapter, shall be permitted to remain, but the extent of the nonconformity may not be increased. Such nonconforming dwelling units shall be included in the maximum permitted cottage density.

   c. *Accessory Residential Units.* New accessory residential units (ARUs) are not permitted in cottage housing developments, except that an existing attached or detached ARU that is accessory to an existing nonconforming single-family structure

may be counted as a cottage unit if the property is developed subject to the provisions of this chapter.

7. Storm Water and Low-Impact Development.

   a. Cottage housing developments shall be designed to take advantage of open space and landscaped features to utilize storm water low impact development techniques including natural filtration and on-site infiltration of storm water.

   b. Low impact development techniques for storm water management shall be used wherever possible. Such techniques may include the use of porous solid surfaces in parking areas and walkways, directing roof drains and parking lot runoff to landscape beds, green or living roofs, and rain barrels.

   c. Cottages shall be located to maximize natural storm water functions. In this zone, cottages shall be grouped and parking areas shall be located to preserve as much contiguous, permanently undeveloped open space and native vegetation as possible.

8. Restrictions.

   a. The size of a cottage dwelling may not be increased beyond the maximum floor area in subsection 18.2.3.090.B.a. A deed restriction shall be placed on the property notifying future property owners of the size restriction.

18.3.9.050 Performance Standards for Residential Developments

A. Base Densities. The density of the development shall not exceed the density established by this section. The density shall be computed by dividing the total number of dwelling units by the acreage of the project, including land dedicated to the public. Fractional portions of the final answer, after bonus point calculations, shall not apply towards the total density.

1. The base density, for purposes of determining density bonuses allowed under this section, is as provided in Table 18.3.9.050.

Table 18.3.9.050.A.1. Base Densities for Determining Allowable Density Bonus with Performance Standards Option	
Zone	***Allowable Density (dwelling units per acre)***
WR-2	0.30 du/acre
WR-2.5	0.24 du/acre
WR-5	0.12 du/acre
WR-10	0.06 du/acre
WR-20	0.03 du/acre
RR-1	0.60 du/acre
RR-.5	1.2 du/acre
R-1-10	2.40 du/acre
R-1-7.5	3.60 du/acre
R-1-5	4.50 du/acre
R-1-3.5	7.2 du/acre
R-2	13.5 du/acre
R-3	20 du/acre

2. **<u>The base density for cottage housing developments, for purposes of determining density bonuses, allowed under this section is as provided in Table 18.3.9.050.A.2</u>**

Table 18.3.9.050.A.2 Base Densities for Determining Allowable Density Bonus with Performance Standards Option					
Zones	Maximum Cottage Density	Minimum number of cottages per cottage housing development	Maximum number of cottages per cottage housing development	Minimum lot size (accommodates minimum number of cottages)	Maximum Floor Area Ratio (FAR)
R-1-5, NN-1-5	1 cottage dwelling unit per 2,500 square feet of lot area	4	12	10,000 sq.ft.	0.35
R-1-7.5	1 cottage dwelling unit per 3,750 square feet of lot area	4	12	15,000 sq.ft.	0.35

3. <u>Open Space Required.</u> All developments with a base density of ten units or greater shall be required to provide a minimum of five percent of the total lot area in Open Space; that area is not subject to bonus point calculations, however, density bonuses shall be awarded to open space areas in excess of the five percent required by this subsection.

B. Density Bonus Point Calculations. The permitted base density shall be increased by the

percentage gained through bonus points. In no case shall the density exceed that allowed under the Comprehensive Plan. The maximum density bonus permitted shall be 60 percent (base density x 1.6), pursuant to the following criteria.

1. Conservation Housing. A maximum 15 percent bonus is allowed. One-hundred percent of the homes or residential units approved for development, after bonus point calculations, shall meet the minimum requirements for certification as a Earth Advantage home, as approved by the Ashland Conservation Division under the City' s Earth Advantage program as adopted by resolution 2006-06.

2. Provision of Common Open Space. A maximum ten percent bonus is allowed, pursuant to the following.

   a. *Purpose.* Common open spaces may be provided in the form of natural areas, wetlands, playgrounds, active or passive recreational areas, and similar areas in common ownership. All areas set aside for common open space may be counted for base density, unless otherwise excluded by subsection 18.3.9.050.A.2. However, for the purposes of awarding density bonus points, the Planning Commission shall consider whether or not the common open space is a significant amenity to project residents, and whether project residents will realistically interact with the open space on a day-to-day basis. The purpose of the density bonus for common open space is to permit areas, which could otherwise be developed, or sold as individual lots, to be retained in their natural state or to be developed as a recreational amenity. It is not the purpose of this provision to permit density bonuses for incidental open spaces that have no realistic use by project residents on a day-to-day basis.

   b. *Standard.* Developments with fewer than ten units that provide more than two percent of the project area for common open space, or for developments of ten units or greater that provide more than five percent open space, a one percent bonus shall be awarded for each one percent of the total project area in common open space.

3. Provision of Major Recreational Facilities. A maximum ten percent bonus is allowed, pursuant to the following.

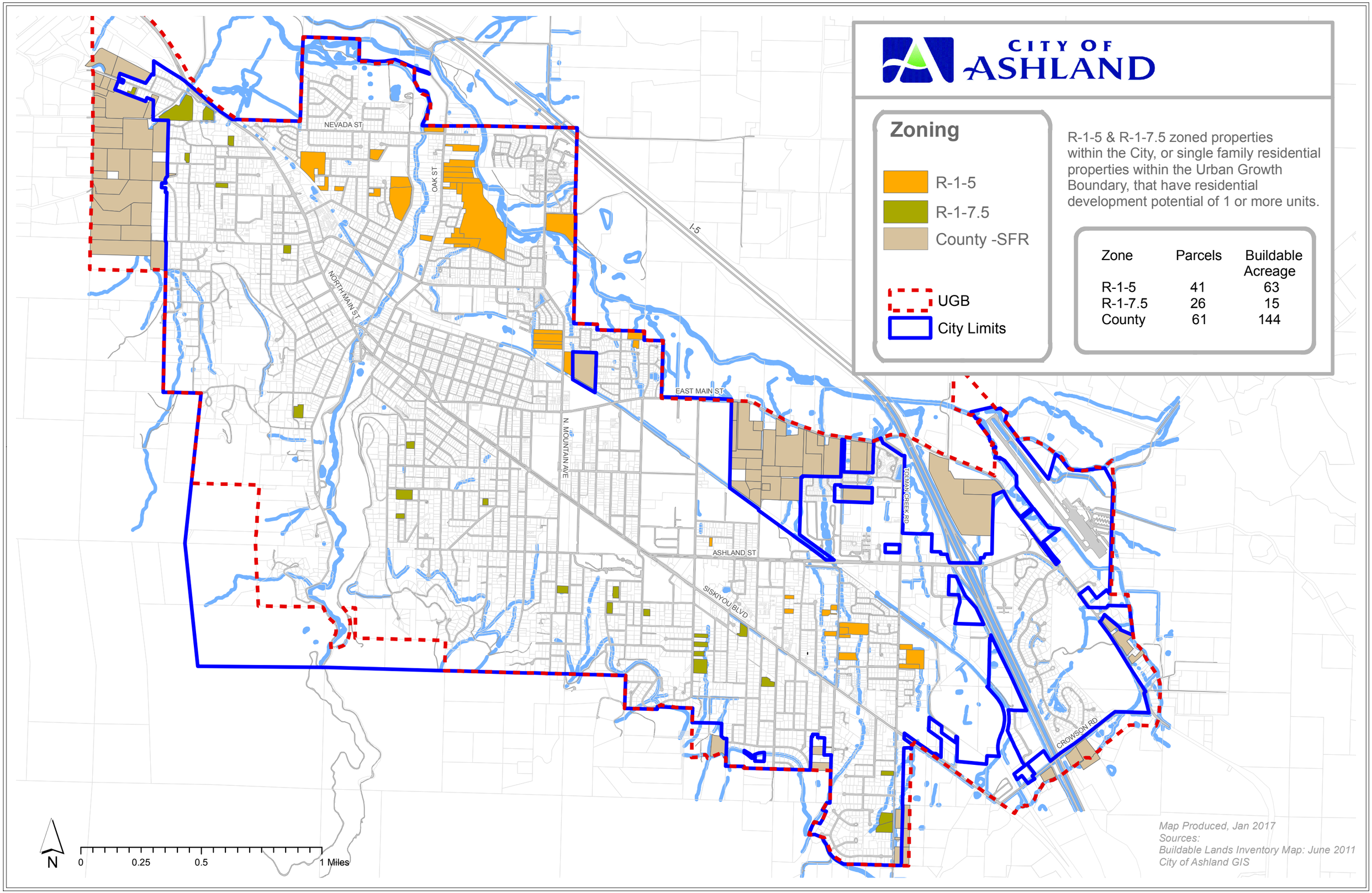
   a. *Purpose.* Points may be awarded for the provision of major recreational facilities such as tennis courts, swimming pools, playgrounds, or similar facilities.

   b. *Standard.* For each percent of total project cost devoted to recreational facilities, a six percent density bonus may be awarded up to a maximum of ten percent bonus. Total project cost shall be defined as the estimated sale price or value of each residential unit times the total number of units in the project. Estimated value shall include the total market value for the structure and land. A qualified architect or engineer shall prepare the cost of the recreational facility using current costs of recreational facilities.

4. Affordable Housing. A maximum bonus of 35 percent is allowed. Developments shall receive a density bonus of two units for each affordable housing unit provided. Affordable housing bonus shall be for residential units that are guaranteed affordable in accordance with the standards of section 18.2.5.050 Affordable Housing Standards.

5. Cottage Housing. Cottage housing developments of 7 units or greater, meeting

the standards of section 18.2.3.090 Cottage Housing, are eligible for conservation housing density bonuses per the requirements of 18.3.9.050.B.1, and the affordable housing density bonuses per the requirements of 18.3.9.050.B.4, but are not eligible for additional density for the provision of common open space or the provision of major recreational facilities.


CITY OF ASHLAND
Zoning
R-1-5
R-1-7.5
County -SFR
UGB
City Limits
R-1-5 & R-1-7.5 zoned properties within the City, or single family residential properties within the Urban Growth Boundary, that have residential development potential of 1 or more units.
Zone | Parcels | Buildable Acreage
R-1-5 | 41 | 63
R-1-7.5 | 26 | 15
County | 61 | 144
NEVADA ST
OAK ST
NORTH MAIN ST
N. MOUNTAIN AVE
EAST MAIN ST
I-5
TOLMAN CREEK RD
ASHLAND ST
SISKIYOU BLVD
CROWSON RD
N
0
0.25
0.5
1 Miles
Map Produced, Jan 2017
Sources:
Buildable Lands Inventory Map: June 2011
City of Ashland GIS