

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
October 9, 2018
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. September 11, 2018 Regular Meeting
 - 2. September 25, 2018 Study Session
- V. **PUBLIC FORUM**
- VI. **UNFINISHED BUSINESS**
 - A. Approval of Findings for PA-T1-2018-00011, 294 Skycrest Drive.
- VII. **TYPE II PUBLIC HEARINGS**
 - A. **PLANNING ACTION: PA-T2-2018-00002**
 - SUBJECT PROPERTY: 880 Park Street**
 - OWNER/APPLICANT: Tudor Properties, LLC/Kistler Small + White, LLC**
 - DESCRIPTION: A request for Site Design Review approval to construct a 15-unit apartment complex consisting of six apartment buildings, a separate 221 square foot laundry facility and a 30-space parking lot for the property at 880 Park Street. The application includes requests for Exception to the Street Standards to retain the existing asphalt multi-use path along Siskiyou Boulevard and to construct a meandering sidewalk along the subject properties Park Street frontage rather than installing new city standard sidewalks and parkrow planting strips, and for a Tree Removal Permit to remove five trees greater than six-inches in diameter at breast height (d.b.h.), including two Green Ash (*Fraxinus pennsylvanica*), one Modesto Ash (*Fraxinus velutina*), and two Redwoods (*Sequoia sempervirens*) including a multi-trunked cluster with five trunks of diameters ranging from eight- to 14-inches d.b.h. Note: *An existing approximately 895 square foot shop building on the southeastern portion of the property would be demolished as part of the proposal.***
 - COMPREHENSIVE PLAN DESIGNATION: High Density Multi-Family Residential; ZONING: R-3; ASSESSOR'S MAP #: 391E39 1E 15AD; TAX LOT: 3402.**

Please Note: The hearing and record for 880 Park are closed. The Planning Commission will deliberate and make a decision at this meeting.

- B. **PLANNING ACTION: PA-T2-2018-00003**
 - SUBJECT PROPERTY: 188 Garfield Street**
 - OWNER/APPLICANT: Rogue Panning & Development Services, LLC**

CITY OF
ASHLAND



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

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DESCRIPTION: A request for Site Design Review approval to construct a 72-unit studio apartment community (“The MidTown Lofts”) for the properties located at 188 Garfield Street. The application also includes requests for a Tree Removal Permit to remove 15 trees that are more than six-inches in diameter at breast height (d.b.h.); an Exception to the Site Development and Design Standards to treat storm water run-off in a combination of bio-swales, underground treatment facilities and detentions ponds rather than in landscaped parking lot medians and swales; and for Exceptions to Street Standards to retain the existing curbside sidewalk system along the frontage of the property and for the location of the driveway curb cut on Quincy Street, which is proposed to be shared with the property to the east and which would exceed the maximum driveway curb cut width for residential developments. (All of the proposed units are studio units that are less than 500 square feet in gross habitable floor area and each counts as $\frac{3}{4}$ of a unit for purposes of density calculation; density bonuses are requested for conservation housing, outdoor recreation space and major recreation facilities.) **COMPREHENSIVE PLAN DESIGNATION:** High Density Multi-Family Residential; **ZONING:** R-3; **ASSESSOR’S MAP:** 39 1E 10CB; **TAX LOT:** 2100 & 2101.

C. PLANNING ACTION: PA-T2-2018-00004

SUBJECT PROPERTY: 1661 Ashland Street

OWNER: Rogue Credit Union & Columbia Care Services, Inc.

APPLICANT: Columbia Care Services, Inc./Jerome White, KSW Architects

DESCRIPTION: A request for a Land Partition and Site Design Review to create three parcels from the parent property located at 1661 Ashland Street. Parcel 1 would be 33,278 square feet in area and would contain the proposed “Rogue Ridge” development consisting of 30 multi-family dwelling units including one resident manager’s unit and 29 affordable housing units in a 26,146 square foot, three-story building in two connected wings; Parcel 2 would be 9,913 square feet in area and would contain a future two-story commercial building; and the third parcel would be 22,462 square feet and would contain the existing Rogue Credit Union building. (25 of the 30 proposed units are studio units that are less than 500 square feet in gross habitable floor area and each counts as $\frac{3}{4}$ of a unit for purposes of density calculation; the five remaining units are two- and three-bedroom and count as full units for density purposes.) **COMPREHENSIVE PLAN DESIGNATION:** Commercial; **ZONING:** C-1; **ASSESSOR’S MAP:** 39 1E 10DC; **TAX LOTS:** 8700 & 9201.

VIII. ADJOURNMENT

**CITY OF
ASHLAND**



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**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
MINUTES - Draft
September 11, 2018

CALL TO ORDER

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

Commissioners Present:

Michael Dawkins
Melanie Mindlin
Haywood Norton
Roger Pearce
Lynn Thompson

Staff Present:

Bill Molnar, Community Development Director
Derek Severson, Senior Planner
Dana Smith, Executive Assistant

Absent Members:

Troy Brown, Jr.

Council Liaison:

Dennis Slattery, absent

ANNOUNCEMENTS

Community Development Director Bill Molnar explained the City Council delayed the Second Reading of the Wildfire Mitigation Ordinance. Council requested additional background regarding interviews with local insurance companies. Council also wanted to know the staff resources needed to implement the ordinance. Testimony on a provision that relaxed hard surface for new construction and the 5-foot non-combustible requirement would be addressed at a different meeting. The Wildfire Ordinance was on the agenda for the City Council meeting September 18, 2018. Council would have a Public Hearing for the Transit Triangle Ordinance September 18, 2018 as well. At the Council's first Study Session in October, staff would provide an update on the Regional Housing Strategy draft. Southern Oregon University would soon solicit requests for proposal to update their ten-year plan. It will ultimately be adopted as a technical document in the Comprehensive Plan for the University.

AD-HOC COMMITTEE UPDATES - None

CONSENT AGENDA

A. Approval of Minutes

1. August 14, 2018 Regular Meeting
2. August 28, 2018 Study Session

Commissioner Norton made a correction to the minutes for the meeting August 14, 2018. On the bottom of page 3, the discussion following the motion regarding Election of Officers, first sentence should read, **"Commissioner Norton had gone back and looked at the periods other Chairs had served. One had served for three years and all the others had served two years."**

Commissioners Dawkins/Thompson m/s to approve the minutes of August 14, 2018 as amended. Commissioner Mindlin abstained. Voice Vote: all AYES. Motion passed 4-0.

Commissioners Dawkins/Thompson m/s to approve minutes of August 28, 2018. Voice Vote: all AYES. Motion passed 5-0.

PUBLIC FORUM

Huelz Gutcheon/Ashland/Spoke to Ashland expending its quality of life due to development, design and climate change.

Louise Shawkat/Ashland/Noted the wildfires had overshadowed the current drought. She distributed a document to the Commission on calculating water usage and submitted cover copies of three books on moving towards renewable energy, sustainable cities, and energy wise homes.

UNFINISHED BUSINESS

A. Approval of Findings for PA-T2-2018-00001, 449-459 Russell Street.

The item was inadvertently left out of the packet and postponed to the next meeting.

TYPE II PUBLIC HEARINGS

A. PLANNING ACTION: PA-T1-2018-00011

SUBJECT PROPERTY: 294 Skycrest Drive

APPLICANT/OWNER: Brian Smith & Diane S. Steffey-Smith / Piper Von Chamier for KenCairn Landscape Architecture

APPELLANT: Mary Jane Chilton

DESCRIPTION: The Planning Commission will consider an appeal of the Staff Advisor's approval of a request for a Physical and Environmental Constraints Permit to construct a 2,760 square-foot residence in Hillside and Severe Constraints Land. This application includes Tree Removal for two trees (one Black Oak and one Madrone) in or near the building footprint, a Variance to surpass the allowed lot coverage because of the existing flag driveway that serves the property to the North, and a Minor Modification to build the garage partly outside of the originally approved building envelope to minimize the driveway length and disturbance. COMPREHENSIVE PLAN DESIGNATION: Low-Density Residential; ZONING: RR-.5; ASSESSOR'S MAP #: 391E05DC; TAX LOT: 2802

Chair Pearce read aloud the public hearing procedures for land use hearings.

Ex Parte Contact

Commissioner Mindlin, Dawkins, Norton, and Thompson declared no ex parte and one site visit. Chair Pearce had no ex parte but drove past the site.

Staff Report

Senior Planner Derek Severson provided a presentation on 294 Skycrest Drive. Staff had approved the application July 27, 2018 with conditions. He addressed the context and creation of the lot and easement issues raised in the appellant's original letter.

The Tree Commission recommended approval as presented. The canopy on a large black oak tree had started dying and rot was evident in tree as well. The applicant would plant mitigation trees to replace the lost canopy. The garage would come to the edge of the black oak tree. The setback was originally five feet. The applicant changed it to six-feet in the application.

The appellant, Mary Jane Chilton based her appeal on four issues. Mr. Severson addressed each one:

1. The 2018 decision to grant a P&E permit is not valid as it is based on a previous building permit that expired years ago.

Land use approvals were not based on building permits and were typically approved prior to issuing a building permit. The appellant might have thought the lot was not legal. Partition Plat #P-48-2006 in Planning Action #2005-01476 was signed by staff May 24, 2006 and recorded by Jackson County.

2. Codes require that RR-.5 standards be adhered to by all taxpayers without differential treatment for tax lot size and variances according to taxes assessed and paid by existing neighbors.

In general regulations applied uniformly throughout the city and Variances and Exceptions were allowed. A Variance considered code provisions not accounting for specific or unique physical circumstances of the site irrespective of taxes paid. The approval criteria for a Variance included consideration that the code did not account for special or unique physical circumstances. Lot coverages were set by zoning districts as a percent of the lot size. Individual zoning districts had a minimum lot size requirement.

- 3. As a neighbor, she will be subjected to the inconvenience of noise and intermittent blockage of our driveway. She was also concerned about the steep embankment to the building site. These and other conditions are cause for anxiety and hence diminish her quality of life.**

The applicant was responsible for maintaining access easements that were in place prior and post construction. Part of the approval required a construction plan for staging and storing materials. The Ashland Municipal Code (AMC) regulated construction noise. Excessive noise would be subject to Code Compliance. Two experts provided geotechnical analyses and recommendations that adequately addressed code requirements and minimized impacts or potential hazards.

- 4. The appellant also asks that she be granted “the same consideration for Variances that may be required in order for us to create a buildable tax lot that would benefit the city revenue base.”**

The appellant’s lot was more than one acre but nearly all undeveloped areas had slopes that exceeded the 35% requirement. It would require an Exception to the Development Standards for Hillside Lands. If Ms. Chilton pursued an Exception, she would receive the same consideration as the applicants of this planning action.

Staff continued to support the application and recommended the Planning Commission deny the Appeal.

Questions of Staff

Mr. Severson addressed a question in Ms. Chilton’s letter that her access easement would be negatively impacted. With the construction staging plan in place he was not sure how it would adversely affect her. Additionally, he did not know if she had direct access to Grandview Drive.

Another question regarded the criteria in altering the original building envelope. Mr. Severson explained the approval criteria for creating a lot was not supposed to disturb areas that were not considered buildable like a slope more than 35%. An Exception looked at whether that outweighed the impact additional site disturbance and tree removal farther down the lot would have. This was the minor alteration to the original land use action.

The square footage showed 23.4% in one section and 23.7% in another. Staff approved 23.7% at 4,356 square feet (sq. ft.) for the Variance. The minimum coverage was 4,350 sq. ft. for the zone.

Applicant’s Presentation

Piper Von Chamier/KenCairn Landscape/Spoke to the application. Ms. Von Chamier submitted driveway exhibits into the record. The square footage for the proposed new paving was 1,560 sq. ft. The driveway area required for access was 860 sq. ft. The housing foot print was 2,305 sq. ft. Total increase was 18% minus the 860 sq. ft. There was 150 sq. ft. of miscellaneous pavement that included a small patio. Total square footage minus the 860 sq. ft. of access pavement was 3,315 sq. ft. or 18.1%.

The last exhibit showed Parcels 2, 3, and 4. They were originally one parcel that was separated. At one point, Parcel 4 was created as a gift to the City. If Parcel 4 was divided between Parcel 2 and 3, it would provide sufficient square footage for the lot coverage they were proposing.

The Variance for the lot coverage was the standard procedure for a smaller lot that was under half an acre. They moved the house closer to the existing driveway to minimize the lot coverage by avoiding a longer driveway. They were still over by a small amount.

Questions of the Applicant

Ms. Von Chamier addressed Exhibit E2 of the exhibits submitted into the record. The calculation showed 3,515. It was their understanding they needed to build an additional parking space for a flag lot. The corner of the garage was 50-feet from the street. Kerry KenCairn of KenCairn Landscape further explained they did not need the space. It was part of an earlier application and they thought it was

required. It was not part of the existing proposal. Mr. Severson clarified it was paved and used by the neighbor.

Ms. KenCairn addressed the decision to go outside of the original building envelope. The original building envelope was proposed twelve years ago. It would have created more land disturbance. Moving the building would facilitate less alteration of the existing property. Ms. Von Chamier added the farther away it was from the driveway, more of the lot was covered by pavement or building.

Appellant's Presentation

Ms. Chilton was not present at the meeting.

Questions of the Appellant - None

Public Testimony

Bob Hilton/Ashland/Explained he owned the adjoining property to 294 Skycrest Drive. He originally protested the applicant's site location because it would have impinged substantially on the use of his downstairs two car garage. The new location would minimize that impact. He no longer opposed the application.

Rebuttal by Applicant - None

Deliberations & Decision

Commissioners Dawkins/Norton m/s the dismissal of the appeal of the PA-T1-2018-00011 and upholding the original decision from staff. DISCUSSION: Commissioner Dawkins noted the grade change was part of the reason the Black Oak tree was dead. Commissioner Mindlin was concerned about the change to the building envelope but was willing to let it go since the neighbor no longer had an issue with the location. Commissioner Thompson agreed with Commissioner Mindlin. Chair Pearce's concern was the contradiction in square footage. **Roll Call Vote: Commissioner Norton, Dawkins, Mindlin, Pearce, and Thompson, YES.**
Motion passed 5-0.

B. PLANNING ACTION: PA-T2-2018-00002

SUBJECT PROPERTY: 880 Park Street

OWNER/APPLICANT: Tudor Properties, LLC/Kistler Small + White, LLC

DESCRIPTION: A request for Site Design Review approval to construct a 15-unit apartment complex consisting of six apartment buildings, a separate 221 square foot laundry facility and a 30-space parking lot for the property at 880 Park Street. The application includes requests for Exception to the Street Standards to retain the existing asphalt multi-use path along Siskiyou Boulevard and to construct a meandering sidewalk along the subject properties Park Street frontage rather than installing new city standard sidewalks and parkrow planting strips, and for a Tree Removal Permit to remove five trees greater than six-inches in diameter at breast height (d.b.h.), including two Green Ash (*Fraxinus pennsylvanica*), one Modesto Ash (*Fraxinus velutina*), and two Redwoods (*Sequoia sempervirens*) including a multi-trunked cluster with five trunks of diameters ranging from eight- to 14-inches d.b.h. Note: An existing approximately 895 square foot shop building on the southeastern portion of the property would be demolished as part of the proposal. COMPREHENSIVE PLAN DESIGNATION: High Density Multi-Family Residential; ZONING: R-3; ASSESSOR'S MAP #: 391E39 1E 15AD; TAX LOT: 3402.

Ex Parte Contact

Commissioner Mindlin, Thompson, and Norton declared no ex parte and one site visit. Commissioner Dawkins had no ex parte and no site visit. Chair Pearce declared no exparte but drove past the site often.

Staff Report

Senior Planner Derek Severson provided a presentation on the application. The request was for a site design review to construct a 15-unit complex consisting of six apartment buildings, a separate 221 square foot (sq. ft.) laundry facility, and a thirty space parking lot.

There two Exceptions to the Street Standards. One would retain the asphalt multi-use path on Siskiyou Boulevard. The second would construct a meandering sidewalk along the subject property's Park Street frontage. This would accommodate the replacement of existing power poles instead of installing new city standard sidewalks.

The application would remove seven trees one of which was a Redwood tree with a multi-trunked cluster eight to 14-inches in diameter.

Two story buildings would front Siskiyou Boulevard with a basement by City code creating three levels. Mr. Severson described the location of the buildings, entrances, the recreational area, laundry facility, the trash enclosure and parking lot. The applicants would use a retention pond for storm water with a control structure that would meter stormwater into the ditch along Siskiyou Boulevard.

Units would consist of four bedrooms, two bathrooms and a kitchen. Each apartment could rent bedrooms individually. Similar to the quads used at Southern Oregon University. City code considered them four-bedroom apartments.

Tree removal was one of four key issues. The Tree Commission considered the application and looked closely at the Redwood tree removal. They did not think it would survive the excavation for the basement and supported removal. A positive gain was increased canopy for the site. The Tree Commission requested less than half the street trees be something other than Raywood Ash. The Raywood Ash tended to tip. The trees also needed to be watered twice a week. Staff would address these conditions in the Findings.

The second issue was the project base density was 14.88 units and the applicant proposed fifteen. It required a 1.46 density bonus. The applicant would address this with additional recreational space.

The third key issue was the multi-use path on Siskiyou Boulevard. The applicants wanted to retain the multi-use path instead of installing standard frontage improvements. There was a letter from Sue Newberry supporting improving the path and bringing it into line with the standard. Mr. Severson noted there were several cracks in the path but nothing that altered or impaired the asphalt. Staff talked to the Electric Department about installing longer arms for the street light poles. Staff concurred with Ms. Newberry's letter that meandering sidewalks were not the best treatment for people with strollers or who were visually impaired. If the arms could not be put on the light poles, then curbside sidewalks should be installed.

The fourth issue was the parking lot treatment. Current standards talked about having swales in parking lot medians to reduce microclimatic environmental impacts as well as having some groundwater recharge. The applicants would use permeable concrete and the detention pond at the northwest corner of the site. The slopes on the site would not allow them to use swales.

Staff recommended approval of the application with the conditions noted in the packet.

Questions of Staff

For the multi-use path, based on what was necessary for the Electric Department the Public Works Department was willing to accept the meandering sidewalks. The Public Works Department read and recognized the comments made by the Oregon Department of Transportation (ODOT) opposing meandering sidewalks. The Electric Department planned to replace some existing poles. Pole placement had to be precise and in alignment. There needed to be more discussion with the Electric Department, Planning Department staff and the applicants on longer extension arms for the poles.

Ultimately curbside sidewalks were ideal although it would place the trees on the applicant's side instead of the park row.

Mr. Severson did not know the size of the mitigation trees. The main comments from the Tree Commission were how the tree mitigation would achieve an excellent canopy. The standard in the code was 1.5 to 2-inch caliper for mitigation trees.

Part of the meandering sidewalk involved avoiding an electrical cabinet and the detention pond.

The applicants were asking for eight on street parking spaces and were not asking for any credits. There was parking on Park Street but not Siskiyou Boulevard.

There were improvements that could be done to the ditch but the City did not have a standard for bio swale treatment. Some landscaping could occur as long as it was maintained in a way that did not decrease water flow. It was a state right-of-way.

The applicant would speak to trash management and the ability of permeable pavement to withstand a garbage truck.

Applicant's Presentation

Matt Small/Kistler, Small & White/Ashland/Introduced team members that were present to answer questions. Housing in Ashland was in short supply. In particular, affordable and rental housing. It had been close to twenty years since a project involving apartments was considered. He read excerpts from the Housing Needs Analysis that emphasized the need for multi-family rental and strategies to provide more housing. A major component of the current Oregon land use laws was promoting density. The subject property was zoned R-3, high density multi-family residential. He addressed the following comments from the Planning Department staff and neighbors:

Tree Mitigation and Street Trees. It was unfortunate the Redwood tree cluster had to be removed but there was no option. Any design change would significantly decrease the number of units. Alternately, it would not survive nine months of construction. The applicants were proposing a significant landscaping plan. They applicants agreed to replace Raywood Ash with any tree recommended by the Tree Commission.

Density. The site plan showed 8.2% recreation space and they were requesting an additional unit. They were roughly 307 square feet short. However, there was room in the site plan if they needed to increase outdoor recreation space.

Density calculations were 14.8 units. Mr. Small was recommending that instead of rounding down, the City round up given the housing situation.

Park Street Sidewalk. The plan would remove a pole in the driveway to the parking area. That was the reason for installing new poles. According to the Electric Department, they had to fall in line with the existing poles. The applicant was willing to move the sidewalk wherever it worked. However, moving the sidewalk next to the street would place the trees under the powerlines.

Siskiyou Boulevard Sidewalk. Bringing the sidewalk to city standards would be disruptive to the whole street. The applicant was willing to address ADA or asphalt issues with the existing configuration.

Proximity Concerns. For comments opposing the close proximity of the project Mr. Small reiterated the housing situation in town. Everything presented in the plan was allowed in the code.

Traffic Study. Typically, a traffic impact analysis occurred when the threshold of peak hour trips reached fifty. Their review of peak hour trips resulted in eight to 8.5 peak hour trips. It was considerably lower than the threshold.

Groundwater. They had a soils report done and there was shallow water on the site. They were addressing it with under slab drain pipe and drain pipe along the footings.

Questions of the Applicant

Mr. Small did not know the current condition of the ditch. He thought the owner would be willing to improve the ditch if it was not too costly. This was an ODOT right-of-way and they would have input as well. He suspected the ditch near the site that was filled in with trees had underground piping. It was expensive and Mr. Small was surprised ODOT gave the permission to plant trees there.

Mr. Severson clarified required density as 80% of the base.

Ona Williams, would be the manager of the proposed apartments and currently managed the apartments adjacent the subject property. They had a ten-yard dumpster emptied once a week. A smaller dumpster would fit in the trash enclosure for the new complex. It would be dumped once a week as well. They used four recycling containers at the property she managed that were emptied once a week without issue. The new site would most likely have three recycle containers. Two for co-mingled items and one for glass. Ms. Williams confirmed Recology came into the apartment complex she currently managed and emptied the recycling containers without issue.

Mr. Small had several conversations with the Electric Department to resolve the issue of replacing the light pole. They did not specifically discuss arm extensions but the applicants were open to that option.

He did not support bringing the multiuse path on Siskiyou Boulevard to Public Works standards. It would create an anomaly along that stretch of road. Mr. Severson clarified it was a Public Works maintenance standard and not a full curbside sidewalk. An example would be filling cracks in the asphalt path. Mr. Small thought the applicant would be willing to maintain the path to that standard and look into ADA standards for slopes and cross slopes as well.

Public Testimony

Virginia Dugan/Ashland/Her fence was immediately south of the property. She wanted to know what the applicant might do with the fence. She researched a tree they were planning to plant. It would grow 80-feet high and 60-feet wide, blocking her view. The roots would go into her property. She did not want the trash enclosure next to her property. Other concerns were traffic, density, and noise.

Colby Morgan/Ashland/Was concerned with the dormitory style apartments. He wanted the tree protection plan to include his trees because of their proximity to the site. Dormitory style apartments would create a significant impact on parking. He suggested a traffic study, on street parking and reducing the number of units to create more parking.

Taylor York-Morgan/Ashland/Spoke to noise, trash, and lighting. She supported a more substantial fence. She lived next to the existing apartment complex and commented on loud music and being harassed by tenants in her own backyard. She wanted the trash enclosure moved from her property line and better tree protection.

Susan Williams/Ashland/Wanted 3.5-inch caliper trees planted instead of 2-inch caliper. She showed a photo/illustration of what the building might look like from the street. It would affect the quality of life. She agreed with a suggestion to reduce the number of units from 15 to 12 and how that could significantly change the view.

Janet Robbins-Turk/Ashland/Requested a 7-day continuance. She was very concerned about the proposed building, the level of density and building height. She understood the need for housing. She read from a traffic flow study. The ability to rent out individual bedrooms would have a detrimental effect on parking, increase traffic congestion, and create safety issues.

Tim Turk/Ashland/Continued reading Ms. Robbins-Turk's study. The proposed development fell below the threshold of traffic impact study because it was based on 15 units, not quad style apartments. They objected to the sidewalk development along Park Street. The meandering path would not be good for strollers or people with disabilities. They requested Tree #7 be preserved. He described groundwater issues, flooding and noted the detention pond itself would flood during heavy rain.

David Hall/Ashland/His backyard was next to Tudor Square apartments and he had issues with people tossing liquor bottles into his yard. The new project would be in front of his place. The corner was not perpendicular. There were groundwater issues. Negotiating Park Street was difficult for children because people drove 35 mph. He demanded a sidewalk and a street light at the corner and a seven-day continuation.

Jared Cruce/Ashland/Agreed on the need for housing. The argument was how to do it and preserve the quality of life and the intersection at Park Street. Dorm style apartments would increase parking. The applicant did not answer questions on trash or the condition of the ditch. Park Street was a major artery for Linda Avenue and Terra Avenue. He wanted a study and a continuance.

Ken Morrish/Ashland/ People sped on Siskiyou Boulevard and Park Street. The project could result in 60 additional cars. There were issues getting onto Siskiyou Boulevard. It was unsafe. People would lose property value, and six to seven homes would lose the view of Grizzly Peak. He suggested having two stories and reducing the number of units.

Steve Case/Ashland/Lived on Park Street since 1978. There was a hidden driveway that made it difficult. He agreed with everything stated. The four bedroom fifteen-unit complex should be called 60 one bedroom units instead. Parking concerned him.

Craig Breon/Ashland/The average apartment size supported 1-3 bedrooms, not four bedrooms. He commented on traffic and noise. It was not conducive to potentially have 60 students living in this location. He questioned the 8 peak hour trips. He suggested reducing the buildings to two, having only two stories and 3 bedrooms instead of four.

Commissioner Dawkins/Thompson m/s to continue the meeting. Voice Vote ALL AYES. Motion passed 5-0.

Rebuttal by Applicant

Mr. Small explained four bedroom apartments could accommodate four individuals or families. It created different scenarios. Three-bedroom units would require the same number of parking spaces as four bedrooms.

Testimony cited issues with existing traffic problems. It was not incumbent on this project to correct existing issues.

The applicant would address questions raised regarding trash and the ditch.

He clarified the image of street frontage along Siskiyou Boulevard would not be flat. There would be porches, steps, and decks added to intentionally create an interesting street frontage. The buildings would be considerably shorter than the building to the south. The height was roughly 9.5 feet shorter than what was allowed.

For the location of the parking lot, it was difficult to access parking from Siskiyou Boulevard. There needed to be a separation from the driveway and streets. It was important to place the parking to the back of the lot.

The Landscape Plan called for 1.5-2-inch caliper trees. The applicant was open to increasing the caliper.

He was not sure what the parking requirement was for dormitory style parking. The applicant would address the fence along the south end of the property and replace it if necessary.

Water drainage coming onto the site would be captured at the top and diverted through underground pipes. The project would improve the water condition on the site.

Questions of the Applicant

Mr. Small explained the porous concrete of the parking lot would allow the water to percolate through to the surface below. There it would be gathered and taken into the pond on Siskiyou Boulevard and Park Street.

Jim Higday from Marquess & Associates and the civil engineer on the project addressed the slopes being too steep for a drainage swale. A swale needed a flat slope. They looked into putting a swale parallel to Park Street. Under the current code of Rogue Valley Sanitary Sewer (RVSS) and the City, the street and existing slopes were too steep to qualify as a swale. They looked into what could happen in the parking lot to address water, storm quality, and percolation.

There was not enough planter area in the parking lot for detention and proper water quality. As a result, they went with the pervious pavement instead. It allowed the water to percolate first into clean drain rock then into a pipe system where it was piped down to the pond at the intersection.

Mr. Higday clarified there was not an issue with trash trucks driving on pervious pavement. He confirmed this was the only solution due to the existing slopes and the street. There was a requirement in Pretreatment to cool the water on the surface. One of the options was planting trees to shade the asphalt. There was not enough coverage to do that with this location so they used concrete. He provided detail on how drainage would work. The pavement drainage system would account for groundwater three feet below the surface. A Geo technical conducted a report.

Mr. Small addressed light spill into neighboring properties. The property was approximately 8-feet lower than the property to the east. There was an existing fence along the property line. The applicant was willing to improve the fence to prevent light spill.

Deliberations & Decision

The Commission discussed continuing the hearing to a day certain or holding the record open for people to submit additional evidence. Commissioner Norton wanted to continue the hearing to the first meeting in October.

Commissioner Norton m/s to continue the hearing to the first meeting in October. Motion died for lack of a second.

Commissioner Dawkins/Thompson m/s to continue the meeting. Voice Vote: ALL Ayes. Motion passed 5-0.

Commission comment wanted to know the code on dorms as apartments. There was concern about Park Street and potential safety issues.

The Commission decided to keep the record open until September 18, 2018, 4:30 p.m. for all comments. A second comment period would subsequently occur until September 25, 2018, at 4:30 p.m. This would allow people to submit comments on what was submitted the week prior. A third comment period would happen the week following September 25, 2018. It would close October 2, 2018 at 4:30 p.m. This allowed the applicant to respond to all comments received September 12th through the 25th. Comments would be posted on the website or emailed as a PDF document upon request.

ADJOURNMENT

Meeting adjourned at 10:09 p.m.

*Submitted by,
Dana Smith, Executive Assistant*

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
STUDY SESSION
MINUTES - *Draft*
September 25, 2018

CALL TO ORDER

Vice Chair Melanie Mindlin called the meeting to order at 7:03 p.m. in the Civic Center Council Chambers, 1175 East Main Street.

Commissioners Present:

Troy Brown, Jr.
Michael Dawkins
Alan Harper
Melanie Mindlin
Haywood Norton
Lynn Thompson

Staff Present:

Bill Molnar, Community Development Director
Dana Smith, Executive Assistant

Absent Members:

Roger Pearce

Council Liaison:

Dennis Slattery, absent

ANNOUNCEMENTS

Community Development Director Bill Molnar introduced new Planning Commissioner Alan Harper. Last week, the City Council had a hearing on the Infill Strategy Transit Triangle. Right before the meeting, staff received a letter from the Oregon Department of Transportation (ODOT). As part of the record, they wanted staff to look at the impact of increased density at the intersection of Ashland Street and Tolman Creek Road. Staff had already compiled some of that information already but thought it was best not to consider First Reading. Council conducted the Public Hearing for input. The item would go back to Council at their October 16, 2018 meeting. It would most likely be a continuation of the public hearing since the complete analysis for ODOT would not be done by that time.

At the Council Study Session October 1, 2018 staff would provide a Housing Element Update.

The Planning Commission meeting October 9, 2018 would have the 880 Park Street deliberation and a 30-unit affordable housing project behind the Rogue Federal Credit Union on Ashland Street. The Commission would also hear another large apartment project at 188 Garfield Street.

Mr. Molnar would look into whether Commissioners Brown and Harper could participate in the deliberation for 880 Park Street. He thought if they watched the video and reviewed the record they might be able to participate.

AD-HOC COMMITTEE UPDATES

Commissioner Dawkins provided an update on the Ashland Transportation Expansion and Feasibility Study. He recommended the Commission read Technical Memorandum #1 on the 2018 Transit Feasibility Study webpage. He distributed a document on the Ashland Conceptual Transit Concepts depicting feasible routes.

PUBLIC FORUM

Brent Thompson/Ashland/Wanted the Planning Commission to reinstate the ability of property owners to do minor land partitions without bringing services to the new lot. The owner would be required to disclose there were no

services at the time of sale or they could put in services when they wanted to build. He also wanted a revision of the minor lot partition that maintained the current amount of landscaping requirements. Lastly, he wanted a revision to the ARU ordinance that would allow two units no larger than 300 square feet each.

Huelz Gutcheon/Ashland/Spoke to solar energy, read from a newspaper article and expressed support for solar energy.

UNFINISHED BUSINESS

Vice Chair Mindlin moved agenda item **B. Alan Harper Introduction and Presentation on Views from Communities Around the World** to D.

A. Approval of Findings for PA-T2-2018-00001, 449-459 Russell Street.

Commissioner Dawkins, Thompson, and Norton had no ex parte. Commissioner Brown, Mindlin, and Harper abstained. The Commission and staff discussed whether there was sufficient quorum to approve the Findings.

Commissioners Mindlin/Dawkins m/s to approve the Findings for PA-T2-2018-00001. Voice Vote: ALL AYES. Commissioner Brown, Thompson, and Harper abstained from the vote. Motion passed 3-0.

B. Confirm Planning Commission Retreat date May 11, 2019.

The Commission confirmed May 11, 2019 as their next retreat date.

C. Confirm term limits for Commission Chair.

Ashland Municipal Code (AMC) 2.10.050 Election of Officers, Secretary, and Subcommittees stated that neither the chair or vice-chair could serve for more than three consecutive annual terms. Mr. Molnar would follow up with the Legal Department for clarification.

D. Alan Harper Introduction and Presentation on Views from Communities Around the World.

Commissioner Harper shared his background and credentials. He and his family undertook an eighteen-month trip to 41 countries. He provided a presentation and discussed his experiences from a planning perspective.

ADJOURNMENT

Meeting adjourned at 8:19 p.m.

*Submitted by,
Dana Smith, Executive Assistant*

BEFORE THE PLANNING COMMISSION
October 9, 2018

IN THE MATTER OF PLANNING ACTION #T1-2018-00011, AN APPEAL)
OF THE STAFF ADVISOR’S APPROVAL OF A REQUEST FOR A PHYSICAL)
AND ENVIRONMENTAL CONSTRAINTS PERMIT TO CONSTRUCT)
A 2,760 SQUARE-FOOT RESIDENCE IN HILLSIDE AND SEVERE)
CONSTRAINTS LAND LOCATED AT 294 SKYCREST DRIVE. THE)
APPLICATION ALSO INCLUDES TREE REMOVAL FOR TWO TREES (ONE)
BLACK OAK AND ONE MADRONE) IN OR NEAR THE BUILDING FOOTPRINT,)
A VARIANCE TO SURPASS THE ALLOWED LOT COVERAGE BECAUSE OF)
THE EXISTING FLAG DRIVEWAY THAT SERVES THE PROPERTY TO)
THE NORTH, AND AN EXCEPTION TO THE DEVELOPMENT STANDARDS)
FOR HILLSIDE LANDS AND A MINOR MODIFICATION TO BUILD PORTIONS)
OF THE HOUSE AND GARAGE PARTLY OUTSIDE OF THE ORIGINALLY) **FINDINGS,**
APPROVED BUILDING ENVELOPE AND SEVERE CONSTRAINTS LANDS TO) **CONCLUSIONS**
PLACE THE GARAGE NEARER THE EXISTING DRIVEWAY AND) **&**
MINIMIZE THE DRIVEWAY LENGTH AND ASSOCIATED SITE) **ORDERS**
DISTURBANCE. STAFF INITIALLY APPROVED THE APPLICATION)
ADMINISTRATIVELY SUBJECT TO A NUMBER OF CONDITIONS.)
SUBSEQUENT TO THE MAILING OF A NOTICE OF DECISION, MARY JANE)
CHILTON WHO RESIDES JUST NORTH OF THE SUBJECT PROPERTY AT)
363 GRANDVIEW FILED AN APPEAL REQUEST.)
)
)
OWNER: Brian and Diane Smith)
APPLICANT: Kerry KenCairn Landscape)
APPELLANT: Mary Jane Chilton)

RECITALS:

- 1) Tax lot #2802 of Map 39 1E 05DC is located at 294 Skycrest Drive and is zoned RR-.5 (Rural Residential).

- 2) The application is a request for a Physical and Environmental Constraints Permit to construct a 2,760 square-foot residence in Hillside and Severe Constraints Land located at 294 Skycrest Drive. This application includes Tree Removal Permit for two trees (one Black Oak and one Madrone) in or near the building footprint, a Variance to surpass the allowed lot coverage because of the existing flag driveway that serves the property to the North, an Exception to the Development Standards for Hillside Lands and a Minor Modification to build portions of the house and garage partly outside of the originally approved building envelope and Severe Constraints Lands to place the garage nearer the existing driveway and minimize the driveway length and associated site disturbance.

- 3) The criteria for a Physical and Environmental Constraints Permit approval are described in AMC 18.3.10.050 as follows:
- A. *Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.*
 - B. *That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.*
 - C. *That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum development permitted by this ordinance.*
- 4) The criteria for a Variance are described in AMC Chapter 18.5.5.050, as follows:
- A. *The variance is necessary because the subject code provision does not account for special or unique physical circumstances of the subject site, such as topography, natural features, adjacent development, or similar circumstances. A legal lot determination may be sufficient evidence of a hardship for purposes of approving a variance.*
 - B. *The variance is the minimum necessary to address the special or unique physical circumstances related to the subject site.*
 - C. *The proposal's benefits will be greater than any negative impacts on the development of the adjacent uses and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City.*
 - D. *The need for the variance is not self-imposed by the applicant or property owner. For example, the variance request does not arise as result of a property line adjustment or land division approval previously granted to the applicant.*
- 5) The criteria for a Tree Removal Permit are described in AMC Chapter 18.5.7.040, as follows:
- 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.*

6) The criteria for an Exception to the Development Standard for Hillside Lands are described in AMC Chapter 18.3.10.090.H, as follows:

- H. *Exception to the Development Standards for Hillside Lands.*** *An exception under this section is not subject to the variance requirements of chapter [18.5.5](#) Variances. An application for an exception is subject to the Type I procedure in section [18.5.1.050](#) and may be granted with respect to the development standards for Hillside Lands if the proposal meets all of the following criteria.*
- 1. *There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.*
 - 2. *The exception will result in equal or greater protection of the resources protected under this chapter.*
 - 3. *The exception is the minimum necessary to alleviate the difficulty.*
 - 4. *The exception is consistent with the stated Purpose and Intent of chapter [18.3.10](#) Physical and Environmental Constraints Overlay chapter and section 18.3.10.090 Development Standards for Hillside Lands.*

7) The criteria for a Minor Modification are described in AMC Chapter 18.5.6.040, as follows:

- C. *Minor Modification Approval Criteria.*** *A Minor Modification shall be approved only upon the approval authority finding that all of the following criteria are met.*
- 1. *Minor Modification applications are subject to the same approval criteria used for the initial project approval, except that the scope of review is limited to the modification request. For example, a request to modify a commercial development's parking lot shall require Site Design Review only for the proposed parking lot and any changes to associated access, circulation, etc. Notice shall be provided in accordance with chapter 18.5.1.*
 - 2. *A modification adding or altering a conditional use, or requiring a variance, administrative variance, or exception may be deemed a Major Modification and/or may be subject to other ordinance requirements.*
 - 3. *The approval authority shall approve, deny, or approve with conditions the application, based on written findings; except that conditions of approval do not apply, and findings are not required, where the original approval was approved through a Ministerial review.*

- 8) The Planning Commission, following proper public notice, held a public hearing on September 11, 2018 at which time testimony was received and exhibits were presented. Following closing of the record and the public hearing, the Planning Commission denied the appeal, upheld the administrative decision and 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, and Miscellaneous Exhibits lettered with an "M"

SECTION 2. CONCLUSORY FINDINGS

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

2.2 The Planning Commission finds that the proposal for a Physical and Environmental Constraints Permit meets all applicable criteria for a Physical and Environmental Constraints Review Permit approval described in section 18.3.10.050, for a Variance described in section 18.5.5.050, for a Tree Removal Permit described in section 18.5.7.040, for an Exception to the Development Standards for Hillside Lands described in section 18.3.10.090.H, and for a Minor Modification described in section 18.5.6.040. The site plan and elevation drawings provided delineate the proposed single-family residence building footprint, design and associated improvements to the home site.

2.3 The Planning Commission finds that the application involves a request for a Physical and Environmental Constraints Permit, a Variance, a Tree Removal Permit, an Exception to the Development Standards for Hillside Lands and a Minor Modification to construct a 2,760 square-foot residence for the property located at 294 Skycrest Drive.

The Commission further finds that the current application was approved by staff on July 27, 2018 with a 12-day appeal period which extended through the end of business on August 8, 2018. On August 3, 2018 prior to the end of the appeal period, Mary Jane Chilton timely filed a notice of land use appeal. Ms. Chilton resides in the noticing area for the application, and had submitted written comments during the public comment period and thus had standing to appeal.

The notice of appeal identified four specific grounds for which the decision should be reversed or modified: 1) that the 2018 decision to grant a Physical and Environmental Constraints Review Permit is not valid as it is based on a previous building permit that expired years ago, 2) that city codes require that RR-.5 standards be adhered to by all taxpayers without differential treatment for tax lot size and variances according to taxes assessed and paid by existing neighbors, 3) that as a neighbor, she will be subjected to the inconvenience of noise and intermittent blockage of their driveway, and 4) that she has concerns about the steep embankment to the building site, and that these and other conditions are cause for anxiety and hence diminish her quality of life. Ms. Chilton also asked that she be granted “*the same consideration for Variances that may be required in order for us to create a buildable tax lot that would benefit the city revenue base.*”

AMC 18.5.1.050.G. explains that appeal hearings on Type I decisions made by the Staff Advisor are “*de novo*” hearings before the Planning Commission and follow the standard Type II public hearing procedure except that the decision of the Planning Commission is the final decision of the City. Consideration of the appeal is not limited to the application materials, evidence and other documentation, and specific issues raised in the review leading up to the Type I decision, but may include other relevant evidence and arguments. The Commission may allow additional evidence, testimony, or argument concerning any relevant ordinance provision.

2.4 The Planning Commission finds that a Physical and Environmental Constraints Permit may be granted if the approval authority finds that the application meets all applicable criteria, or can be made to conform through the imposition of conditions.

The application includes a total area of disturbance of 3,578 square-feet. Any alteration of Hillside Land that includes earth-moving activity disturbing a surface area greater than 1,000 square-feet requires a Physical and Environmental Constraints Review Permit, which was requested and approved by the Staff Advisor.

The project involves the disturbance of lands with slopes of less than 25 percent where development is generally not regulated; of lands with slopes of between 25 and 35 percent which are considered “Hillside Lands” and require Physical and Environmental Constraints Review; and of lands with slopes greater than 35 percent slope which are considered to have “Severe Constraints” and have an additional level of review. The subject property is also classified as Wildfire Lands. The average slope of the property is 48 percent, but the vast majority of the Severe Constraints land is outside of the building envelope. The average grade of the building site is 24 percent. The lot slopes generally from west to east.

The first approval criterion is that, “*Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.*”

The proposed residence has a main floor, daylight basement and a garage. The proposed home is 2,760 square feet with two stories. The majority of the site (80.4 percent) is proposed to be left in a natural state with limited excavation and areas of development limited to those immediately adjacent to the proposed residence. The building envelope and home site have been located on the western portion of the lot, near

Skycrest Drive, and nestled within the existing tree canopy to minimize any views of the home from the neighboring properties. The home will be developed on the more level, lesser sloped portions of the lot. A stepped foundation is being utilized to reduce grading on the site.

The second approval criterion is that, *“That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.”*

Geo-technical site evaluations performed by Mark J. Amrhein, PE, GE of Amrhein Associates, Inc. in 2008 and more recently by Robin Warren, PE of Applied Geotechnical Engineering & Geologic Consulting in late 2017 were provided with the application. The geo-technical experts conclude that the property is suitable for development with the proposed new home, and that if the geo-technical recommendations for development of the lot are followed, in the geo-technical expert’s opinion, there is no significant risk of slope instability. The geo-technical report identified the constraint issues listed in the Hillside Ordinance (seismic factors, erosion control, slope stability, storm water etc.), noting that the main considerations for development of the property were moderately steep slopes; the potential for shallow rock; and seasonally perched groundwater. The report specifically lists appropriate mitigation requirements for the construction, and provides recommendations for lot development and erosion control measures. A condition was included to require that foundation be designed by an architect or engineer with demonstrable geotechnical design expertise, and reviewed by the project geotechnical expert to verify consistency with his recommendations.

The third criterion is that, *“That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum development permitted by this ordinance.”*

The Planning Commission finds that proposed building design reflects the Hillside Building and Design Standards found in AMC 18.3.10.090.E. The residence is designed to follow the curvature of the hillside. The roofline is broken into multiple gables mimicking the irregular shapes found in the surrounding hills. The deck extends over the daylight basement, and provides outdoor space for the upper level. The residence is configured in an upside-down “V” shape stepping up and down with the slope to avoid continuous horizontal planes. The proposed residence meets the setback requirements, and avoids the access easements to the west and south.

The proposed residence is stepped into the hill, is 19 feet tall from the downhill (east) side, and is 12½ feet tall on the uphill (west) side. The roof of the residence is proposed in shingles and will have a 5½:12 pitch. The main entrance is on the west side of the house, next to the garage, and has a covered porch. A deck is proposed on the main floor extending east from the house. The main floor is stepped back from the daylight basement floor beneath it with the deck extending over the difference. The parcel is subject to Solar Access “Standard B” as per Planning Action #2005-01476 which allows shading of the property to the north equivalent to the shadow that would be cast by a 16-foot tall fence constructed on the north property line. The submittal demonstrated compliance with this standard.

In considering the Physical and Environmental Constraints Review Permit component of the current request, staff felt the application had taken into consideration potential impacts to the property and nearby

areas. 80.4 percent of the lot is proposed to remain undisturbed. The building envelope is limited to the flatter areas of the site. The residence has been designed to minimize contrast between it and the surrounding landscape. Disturbance on the site is being kept to a minimum. The sole grading to occur on-site will be for vehicular access, parking, storm water control and the building pad, and the graded areas are to be revegetated.

The Planning Commission finds that the application meets all applicable criteria for a Physical and Environmental Constraints Permit.

2.5 The Planning Commission finds that a Variance may be granted if the approval authority finds that the application meets all applicable criteria, or can be made to conform through the imposition of conditions.

Planning staff have noted that at the time of the lot's creation in 2005, the Planning Commission considered the creation of lots smaller than the minimum size for the zone with the following finding (#2.3), *"The Planning Commission finds that the subject site is unusual in that it is an oversized parcel in the Skycrest Drive neighborhood that contains a buildable area under 35% slope and has not been previously divided. The subject property is 1.10 acres and the Commission finds that despite the proposed parcels not meeting the dimensional requirements of the RR-.5 zoning district, the based density of one house per half acre is met by the proposed partition and development. Though three lots are being created, one home site is being created on the northerly parcel which along with the existing home will ultimately result in two single-family homes on 1.10 acres. The Commission (finds that the) positive benefit of the proposal is that the Ashland parks system will obtain an important link to the Ditch Road and to the Hald-Strawberry park and trail system by the creation of the easterly lot which will be dedicated to the Ashland Parks Department. The Commission finds that the lot dimensions of the parent parcel which necessitate the variance were not self-imposed by the applicant and property owner."* At the time, lot coverage on the under-sized lot being created was not addressed.

The first approval criterion for a Variance is that, *"The variance is necessary because the subject code provision does not account for special or unique physical circumstances of the subject site, such as topography, natural features, adjacent development, or similar circumstances. A legal lot determination may be sufficient evidence of a hardship for purposes of approving a variance."*

Within the RR-.5 zoning district, which typically requires a ½-acre (21,780 square foot) minimum lot size, the maximum allowed lot coverage is 20 percent. The subject property here is under-sized for the zoning district at 18,295 square feet, and the district-maximum 20 percent lot coverage would allow a maximum 3,659 square feet of coverage. The lot coverage proposed here is 4,350 square feet of 23.8* percent which exceeds the maximum allowed coverage and requires a Variance. (***Note:** *Some portions of the application refer to the requested coverage as 4,448 square feet or 24.3 percent, while the narrative description of the proposed Variance on page 16 of the application materials requests 4,350 square feet or 23.7 percent coverage. 23.7 percent coverage is the request considered and initially approved by staff.*)

The second criterion is that, *“The variance is the minimum necessary to address the special or unique physical circumstances related to the subject site.”*

Staff noted that the subject property is under-sized for the district, that 20 percent coverage for a minimally-sized for the district ½-acre lot would be 4,356 square-feet while the proposed total lot coverage is 4,350 square-feet, and that the subject property includes private driveway access easements serving adjacent properties at 363 Grandview Drive and 290 Skycrest Drive. The application notes that these shared driveways comprise a total of 1,560 square feet of impervious surface on the subject property, which equates to approximately 8.5 percent lot coverage. If the shared driveway areas were excluded from coverage, the lot coverage proposed would consist of the house footprint, 335 square feet of new driveway and 150 square feet of paved walkways. With the exclusion of the shared driveways’ coverage but including the approximately 860 square feet of coverage necessary for a driveway to the serve the proposed residence, lot coverage for the subject property would be at 3,650 square feet and would comply with the lot coverage allowance for the zoning district.

The third criterion is that, *“The proposal’s benefits will be greater than any negative impacts on the development of the adjacent uses and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City.”*

In considering similar requests (e.g. PA #2010-01622 for 163 Hitt Road and PA’s #2005- 01477 and #2007-01215 for 510 Granite Street) involving driveways shared by adjacent properties, the Planning Commission has been generally supportive of the exclusion of a shared driveway’s coverage from a lot’s overall coverage when the driveway is required to serve other properties and the reduction or removal of the driveway to reduce coverage is beyond an applicant’s control because it would deprive adjacent property owners of legally-established rights of ingress and egress. The Planning Commission finds that excluding shared driveway areas from lot coverage calculations for the subject property is appropriate in order to allow a reasonable degree of development on the subject property.

The fourth criterion is that, *“The need for the variance is not self-imposed by the applicant or property owner. For example, the variance request does not arise as result of a property line adjustment or land division approval previously granted to the applicant.”*

The Planning Commission finds that the variance is not self-imposed by the applicant or property owner. The reduction or removal of the driveway to reduce coverage is beyond an applicant’s control because it would deprive adjacent property owners of legally-established rights of ingress and egress.

The Commission further finds that the application meets the applicable approval criteria for a Variance.

2.5 The Planning Commission finds that a Tree Removal Permit may be granted if the approval authority finds that the application meets all applicable criteria, or can be made to conform through the imposition of conditions.

The application identifies 14 trees of six-inches or more in diameter and breast height (d.b.h.) including oaks, a pine and a madrone. Eight of these are proposed to be removed in conjunction with the proposed development, including six which were approved for removal in the 2005 partition creating the lot and

two additional trees including a 20-inch d.b.h. Black Oak (Tree #1) and a nine-inch d.b.h. Madrone (Tree #5) that are proposed for removal with the current request.

The Black Oak is noted as being in fair condition with evidence of root rot. It is directly adjacent to the foundation wall of the house and would be impacted by excavation. Loss of foliage in the tree's canopy was confirmed on-site by Planning Commissioners in a site visit conducted prior to the hearing. The Madrone tree is noted as being in poor condition with sparse foliage. It lies within the proposed footprint of the house and within the previously approved building envelope. The application proposes eight trees to mitigate the trees proposed for removal. The mitigation trees identified include a mix of Oregon White Oak, Vine Maple, Coast Silktassel, and Cascara Sagrada.

The Tree Commission considered the request at its regular meeting on July 12, 2018 and recommended that the application be approved as submitted. The Planning Commission finds that the application meets the applicable criteria for Tree Removal – the trees are proposed to be mitigated and will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks. The trees' removal will also not have a significant negative impact on tree densities, sizes, canopies and species diversity within 200 feet of the subject property.

2.6 The Planning Commission finds that an Exception may be granted if the approval authority finds that the application meets all applicable criteria, or can be made to conform through the imposition of conditions.

The Planning Commission finds that including slopes over 35percent within the modified building footprint requires an exception.

The first approval criterion is that, *“There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.”*

The application explains that a band of steepened land underneath the proposed home and garage appears to have been created during the grading of the uphill neighbor's driveway to the south and is not representative of the rest of the site which has a more consistent, slowly changing grade. The steep grade seems to have been artificially created and is over 35 percent slope. The Development Standards for Hillside Lands include general requirements that development is to occur on lands defined as having a building area. Slopes greater than 35 percent are generally considered unbuildable.

The second criterion is that, *“The exception will result in equal or greater protection of the resources protected under this chapter.”*

Because the grade is unusual for the site, this section of steeper slope is bracketed by gentle slopes. The area under 25 percent slope would not allow enough space for the home site. The proposed building envelope takes advantage of less steep portions of the site. The proposed home is a vertical volume that steps with the topography. Locating the garage on the uphill and west side of the house minimizes the grading and paving necessary for the home and vehicular access, resulting ultimately in less disturbance and more protection of the hillside.

The third and fourth criteria are that, *“The exception is the minimum necessary to alleviate the difficulty,”* and *“The exception is consistent with the stated Purpose and Intent of chapter [18.3.10 Physical and Environmental Constraints Overlay](#) chapter and section 18.3.10.090 Development Standards for Hillside Lands.”*

The Planning Commission finds that located a small portion of the garage in this artificially created area is the minimum necessary to alleviate the difficulty. Only 92 square-feet of the garage is proposed to be located on slopes over 35 percent, and the building’s envelope location in this less steep area of the lot is consistent with the purpose of chapter 18.3.10.

2.7 The Planning Commission finds that a Minor Modification may be granted if the approval authority finds that the application meets all applicable criteria, or can be made to conform through the imposition of conditions.

The originally approved building envelope excluded slopes greater than 35 percent. The minor modification requested here would allow a portion of the garage to be built on the steeper portion of the site. 92 square-feet of the garage and a portion of the driveway is proposed to be located on slopes greater than 35 percent, which are outside of the originally approved building envelope. Placing the garage within the steeper area on the northwestern portion of the lot decreases potential grading by reducing the amount of driveway that would be needed if the garage were moved downhill or further to the east. Facing the opening of the garage to the west rather than the south allows circulation to the house at 290 Skycrest to remain undisturbed by circulation to and from the garage at 294 Skycrest, and the proposed location of the garage removes it from the views of the upper lot and from Grandview Drive above as well.

In addition, one tree outside the building envelope is requested for removal due to the location of the garage foundation. The application indicates the tree is a Black Oak (Tree #1) in fair condition but with evidence of root rot. The home site has been located to nestle within the existing tree canopy and to minimize views of the home from the neighboring properties. The building envelope modification supports the home’s construction into the hill. The first floor steps down from the garage level, following the natural slope of the site. The basement below the first floor daylights on the downhill side. The proposed building envelope modification and proposed garage location allows the roofline to step with the hill and avoid roofline exposure.

The Planning Commission finds that the application meets the applicable approval criteria for a Minor Modification and is in keeping with the purpose and intent of the Physical and Environmental Constraints Overlay.

2.7 The Planning Commission finds the lot in question is not shaped like a flag lot. The driveway is no longer than 50 feet to the building site and the third parking space required for a flag driveway is not required here.

2.8 The Planning Commission finds that the appeal request submitted raises the following issues as the basis for the appeal:

- 1) That the 2018 decision to grant a Physical and Environmental Constraints Review Permit is not valid as it is based on a previous building permit that expired years ago.

- 2) That city codes require that RR-.5 standards be adhered to by all taxpayers without differential treatment for tax lot size and variances according to taxes assessed and paid by existing neighbors
- 3) That as a neighbor, she will be subjected to the inconvenience of noise and intermittent blockage of their driveway
- 4) That she has concerns about the steep embankment to the building site, and that these and other conditions are cause for anxiety and hence diminish her quality of life. Ms. Chilton also asked that she be granted *“the same consideration for Variances that may be required in order for us to create a buildable tax lot that would benefit the city revenue base.”*

The Commission finds that in response to the initial comments about the expiration of a building permit, Physical and Environmental Constraints Review Permits generally and this Physical and Environmental Constraints Review Permit specifically are not based upon building permits. Typically, land use approval would first be requested and once that approval is obtained the applicants could then apply for a building permit. In this instance, the applicants can apply for a Single Family Residence building permit once their land use approval is final. The building permit would be reviewed for consistency with the land use approval. In reviewing City of Ashland building permit records under the current permitting system (EnerGov), the previous permitting system (Eden), and prior permits which are archived on paper, staff were unable to locate any building permit records for 294 Skycrest, which is currently a vacant parcel.

Staff have explained that the appellant may in fact be suggesting that the land use approval which created the subject property, rather than a building permit, has expired. The appellant did not attend the Planning Commission appeal hearing and as such could not clarify this point of the appeal. Partition Plat #P-48-2006 creating the parcels that were approved on January 10, 2006 by Planning Action #2005-01476 was signed by the Ashland Planning Department on May 24, 2006 and recorded by Jackson County as survey plat ‘CS 19196’. As detailed in AMC 18.5.3.090, *“Final plats require review and approval by the Staff Advisor and City Surveyor prior to recording with Jackson County. Within 18 months of the date of preliminary plat approval...the tract of land shall be surveyed, and the applicant shall submit the final plat.”* AMC 18.5.3.100 further explains that, *“A new lot is not a legal lot for purposes of ownership (title), sale, lease, or development/land use until a final plat is recorded for the partition or subdivision containing the lot is recorded.”*

The Planning Commission finds, with regard to the second issue raised, that the Land Use Ordinance AMC Chapter 18 applies uniformly throughout the City of Ashland. The Ordinance specifically provides that where *“practical difficulties, unnecessary hardships, and results inconsistent with the general purpose of the ordinance may result from the strict application of certain provisions,”* a Variance may be granted. Variances are addressed in AMC Chapter 18.5.5, which includes specific review procedures and approval criteria. The ordinance also provides for exceptions to certain development standards (e.g., Exceptions to the Site Development and Design Standards, Solar Setback, Street Standards, Hillside Development Standards, Water Resource Protection Zone Standards) which in each case are considered in light of specific review procedures and approval criteria detailed in the relevant chapters. None of the approval criteria consider taxes assessed or paid. In each case, the approval criteria are specific to the circumstances of the individual site and proposal, although as is the case here previous precedent may be

considered relative to the review criteria where it provides some direction with regard to their application.

With regard to the specific assertion for “*differential treatment for tax lot size*,” the approval criteria for a Variance in AMC 18.5.5.050.A.1 include consideration that, “*the subject code provision does not account for special or unique physical circumstances of the subject site, such as topography, natural features, adjacent development, or similar circumstances.*” In this instance, lot coverage allowances are set by zoning district as a percent of the lot size, and zoning districts also typically have a minimum lot size requirement. The Planning Commission finds that when a lot is significantly undersized for its district, lot size is an essential consideration in considering an appropriate Variance to coverage.

Ms. Chilton also asked that she be granted “*the same consideration for Variances that may be required in order... to create a buildable tax lot that would benefit the city revenue base.*” Ms. Chilton’s property at 363 Grandview Drive is oversized for the RR-.5 zoning district. In addition, she also owns a small, narrow, rectangular parcel approximately 1,014 square foot in area which is contiguous to her property and separates it from the subject property to the south. Her combined property area is more than one-acre and might accommodate further partitioning solely based on its size, however in preliminary analysis of geographic information system (GIS) data, nearly all of the undeveloped areas of the property appear to have slopes in excess of 35 percent. In addressing “Buildable Area”, the Development Standards for Hillside Lands in AMC 18.3.10.090.A.1.b dictate that, “*Existing parcels without adequate buildable area less than or equal to 35 percent cannot be subdivided or partitioned.*” Should a formal slope analysis confirm the city’s initial GIS data, an Exception to the Development Standards for Hillside Lands would be necessary in order to further partition her property. Ms. Chilton has discussed the potential for further partitioning her property with Planning staff, and has been advised that a pre-application conference would be the appropriate next step in considering her options. Should an application ultimately be submitted, Ms. Chilton would receive the same consideration – *consideration of the applicable criteria relative to the specifics of her request* – being granted the applicants here. However, benefit to the city revenue base is not a criterion for an Exception.

The Commission finds that in response to assertion of an inconvenience the project will cause to neighbors, there are existing driveway access easements in place which benefit the appellant’s property at 363 Grandview Drive and the neighboring property to the south at 290 Skycrest Drive. It would be the applicant’s responsibility to ensure that these easements are honored and access to neighbors’ properties maintained during construction, and after. Condition #2b of the original staff decision now under consideration required that, prior to the submittal of a building permit, a construction staging and materials storage plan for the project be provided for staff review to delineate where materials would be stored, where construction would be staged, where contractors would park their vehicles during construction to minimize these impacts.

Construction noise is regulated in AMC 9.08.170.D.6 which sets specific parameters for noise as it relates to “*Construction or Repair of Buildings, Excavation of Streets and Highways.*” This section generally allows for construction and its associated noise city wide between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 6:00 p.m. on weekends and holidays.

The Commission finds that in response to Ms. Chilton’s concern with the impacts of construction to the steep embankment to the building site, the application includes details of geo-technical site evaluations

performed by Mark J. Amrhein, PE, GE of Amrhein Associates, Inc. in 2008 and more recently by Robin Warren, PE, GE of Applied Geotechnical Engineering & Geologic Consulting in late 2017. Mr. Warren's most recent report concludes that the property is suitable for development with the proposed new home, and that if the geo-technical recommendations for development of the lot are followed, in the geo-technical expert's opinion, there is no significant risk of slope instability. As conditions of the original staff approval, the home's foundation must be designed by an engineer or architect with demonstrable geotechnical design expertise as required in AMC 18.3.10.090.C (Condition #2a); written verification from Mr. Warren must be provided with the building permit submittal confirming that he has reviewed the building permit submittals (e.g. grading plan, storm drainage plan, foundation plan, etc.) and found them to be consistent with his recommendations (Condition #2g); and a preconstruction conference must be conducted which includes Mr. Warren and the general contractor, project landscape architect, and any excavation subcontractors to review the geotechnical requirements and specific requirements of this Physical and Environmental Constraints Review Permit as they relate to the site prior to any site work (Condition #3).

In reviewing the project, staff originally determined that the geotechnical analysis and recommendations provided by two experts, the requirement that the building plans be reviewed for consistency with these geotechnical recommendations, and the requirement that the geotechnical recommendations be directly conveyed to those working on site by the geotechnical engineer adequately addressed the requirements of the code in considering potential impacts and minimizing adverse impacts or potential hazards.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the request for a Physical Environmental Constraints Permit, Variance, Tree Removal, an Exception to the Development Standards for Hillside Lands and Minor Modification is supported by evidence contained within the whole record.

The Planning Commission denies the appeal, and re-affirms the Staff Advisor's original Physical and Environmental Constraints Permit, Variance, Tree Removal, an Exception to the Development Standards for Hillside Lands, and Minor Modification approvals to allow the construction of a single-family residence at 294 Skycrest Drive. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #T1-2018-00011 is denied. The following are the conditions and they are attached to the approval:

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise modified here.
- 2) That prior to the submittal of a building permit:
 - a. That the foundation shall be designed by an engineer or architect with demonstrable geotechnical design experience in accordance with 18.3.10.090.C.
 - b. A construction staging / storage plan for the project shall be submitted for review and approval to delineate where materials will be stored and contractors will park.

- c. That the driveway located on the subject property serving 290 Skycrest Drive to the south shall be maintained to the width and grade requirements of 18.5.3.060.
 - d. That the new paving and driveway shall meet requirements of 18.5.3.060.F.
 - e. That the applicant submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Electric Department prior to the building permit submittal. Transformers and cabinets shall be located in areas least visible from streets, while considering the access needs of the Electric Department.
 - f. That the storm drainage plan shall be designed, constructed and maintained in a manner that will avoid erosion on-site and to adjacent and downstream properties in accordance with 18.62.080.C.1. The storm drainage plan shall be submitted for review and approval to the Ashland Engineering and Building Divisions prior to application for a building permit.
 - g. That written verification from the project geotechnical experts addressing the consistency of the building permit plan submittals with the geotechnical report recommendations (e.g. grading plan, storm drainage plan, foundation plan, etc.) shall be submitted with the building permit submittals.
 - h. That exterior building materials and paint colors shall be compatible with the surrounding landscape to minimize contrast between the structure and the natural environment. Sample exterior building colors shall be provided with the building permit submittals for review and approval prior to the issuance of a building permit.
 - i. Solar setback calculations demonstrating that the proposed construction complies with the Solar Setback B along with elevations or cross section drawings clearly identifying the highest shadow producing point(s) and their height(s) from natural grade.
- 3) That a preconstruction conference be held prior to site work, the issuance of an excavation permit or the issuance of a building permit, whichever action occurs first. The preconstruction conference should be included in inspection schedule final report and should be attended by the applicant's project team, including the project engineer, project geotechnical experts (i.e. Applied Geotechnical Engineering), the general contractor, landscape architect and their excavation subcontractors to review the requirements of the Hillside Development Permit and erosion control.
 - 4) That prior to the issuance of a building permit:
 - a. That the temporary erosion control measures (i.e. silt fence and bale barriers) shall be installed according to the approved plan prior to any site work, storage of materials, issuance of an excavation permit and issuance of a building permit. The temporary erosion control measures shall be inspected and approved by the Ashland Planning Division prior to site work, storage of materials, the issuance of an excavation permit, and/or the issuance of a building permit.

- b. That the 20' x 20' utility easement in the northwest corner of the lot be modified to be outside of the building footprint or the building footprint be modified to be outside the utility easement or some combination thereof to avoid locating building footprint in a utility easement.
 - c. That all erosion control measures required by the project geotechnical expert including but not limited to erosion netting / fabric installed on the downhill side of the construction area shall be installed and inspected prior to issuance of a building permit and maintained throughout the duration of the construction.
 - d. That a Verification Permit shall be applied for and approved by the Ashland Planning Division prior to site work, excavation, and/or storage of materials. The Verification Permit is to inspect the identification of the tree to be removed and the installation of tree protection fencing for the trees on and adjacent to the site. The tree protection shall be chain link fencing six feet tall and installed in accordance with project landscape architect proposal.
- 5) That prior to the issuance of a certificate of occupancy:
- a. All service and equipment installation shall be installed according to Ashland Electric Department specifications prior to certificate of occupancy.
 - b. The landscaping and irrigation for re-vegetation of cut/fill slopes and erosion control shall be installed in accordance with the approved plan prior to issuance of the certificate of occupancy. Vegetation shall be installed in such a manner as to be substantially established within one year of installation.
 - c. That a representative of Applied Geotechnical Engineering shall inspect the site according to the inspection schedule of the engineering geology report created by Applied Geotechnical Engineering, included in the application and date stamped June 2018. Prior to the issuance of the certificate of occupancy, Applied Geotechnical Engineering shall provide a final report indicating that the approved grading, drainage and erosion control measures were installed as per the approved plans, and that all scheduled inspections were conducted by the project geotechnical expert periodically throughout the project.
- 6) That all measures installed for the purposes of long-term erosion control, including but not limited to vegetative cover, retaining walls and landscaping shall be maintained in perpetuity on all areas in accordance with 18.3.10.090.B.4 - 6.

Planning Commission Approval

October 9, 2018
Date

DAVIS HEARN
ANDERSON & TURNER
ATTORNEYS AT LAW

JACK DAVIS
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SAM B. DAVIS (1923-2017)
SIDNEY E. AINSWORTH (1927-2003)
DONALD M. PINNOCK - Retired
DANIEL L. HARRIS - Retired
DAVID V. GILSTRAP - Retired
SUSAN V. SALADOFF - Retired
JEFFREY K. MCCOLLUM - Retired

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OCTOBER 2, 2018

TRANSMITTED BY EMAIL

City of Ashland Planning Commission

c/o **Derek Severson, Senior Planner (derek.severson@ashland.or.us)**
Bill Molnar, Comm. Dev. Director (bill.molnar@ashland.or.us)
Community Development Dept. | Planning Division
51 Winburn Way | Ashland, OR 97520

RE: Planning Action: PA-T2-2018-00002 | 880 Park Street
Applicant's Closing Legal Argument

Dear Ashland Planning Commission:

Applicant respectfully submits this Final Legal Argument, provided in support of approving Applicant's request to construct apartments at 880 Park Street.¹

Rebuttal to "New Evidence" Submitted During Second "Open Record" Period (September 25).

Applicant understands and appreciates that, under the written submittal schedule adopted at the conclusion of the public testimony on September 11, the Commission's direction was to limit Applicant's "final rebuttal" written "argument" only. However, several submissions to the Commission during the "open record" period ending September 25 constituted "new evidence". In the spirit of fairness and in hopes of better addressing neighbor concerns, Applicant respectfully requests the opportunity to address the "new evidence" submitted September 25, as follows:

¹ See: Post-hearing briefing schedule established by Commission at conclusion of public testimony portion of public hearing (September 11, 2018).

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Applicant Response to Staff Memo to Commission re: TSP - Siskiyou Blvd./Park Street Future Intersection Improvements (09/25/2018).

Staff's September 25 Memo to the Commission identifies a potential future project in City's Transportation System Plan (TSP) identified as Project #13, "Siskiyou Blvd. (OR99)/Park Street Intersection Improvements."² The project is described in Staff's Memo as "Realign Park Street approach to eliminate offset." Staff's Memo briefly describes this potential future realignment project referenced in City's TSP and the apparent lack of a clear nexus between Applicant's project and realignment of the intersection.

Staff's Memo to the Commission concludes:

"Planning and Public Works/Engineering staff believe that if applicants were to reserve and dedicate the area necessary for the future installation of a dedicated northbound right-turn lane at the intersection of Siskiyou and Park Street, and to work with the Electric Department to insure that the placement of relocated power poles in their electric service plan does not create obstacles to the future installation of a dedicated right turn lane this would appropriately address the intersection issues without the need to eliminate buildings or reduce the ability of this R-3 zoned site to accommodate needed housing."³

After reviewing Staff's September 25 Memo, Applicant's engineers provided Staff with a concept drawing depicting how any necessary future Park Street realignment project could be accommodated without affecting Applicant's project as currently proposed; and Staff indicated satisfaction with the conceptual plan provided. ***See: attached Park Square Civil Utility Plan C2; and Staff Response to Realignment Plan Provided by Applicant's Engineer.***

Further, any later revision along the lines of the conceptual utility plan will not affect the functionality of the stormwater detention facilities serving Applicant's property.

² Memo to Commission from Senior Planner Derek Severson (September 25, 2018).

³ Memo to Commission from Senior Planner Derek Severson, Pg. 2.



Applicant Rebuttal to “New Evidence” Submitted by Opponent-Neighbors re: Traffic.

During the open record period ending September 23, opponent neighbors submitted “new evidence” concerning traffic in the vicinity of Siskiyou Blvd. and Park Street in the form of “Traffic Count”. Solely for purposes of fair rebuttal, Applicant’s Oregon-licensed traffic engineer provides the Commission with the attached “Memo re: Park Square Apartments - Traffic Count.” The traffic engineer’s memo addresses any apparent discrepancy between the traffic counts submitted to the Commission by two neighbors, and those previously submitted to the Commission by Applicant’s Oregon-licensed professional traffic engineer. ***See: attached Traffic Engineer Rebuttal Memo No. 1.***⁴

Neighbors also submitted evidence concerning the possibility of Applicant’s project being served by direct access from Siskiyou Blvd., rather than Park Street. In rebuttal to the “new evidence” submitted by neighbors, Applicant’s traffic engineer provides a brief analysis and concludes that ODOT would be unlikely to allow any access from Applicant’s property directly to Siskiyou Blvd. (Hwy. 99) based on relevant access spacing requirements. ***See: attached Traffic Engineer Rebuttal Memo No. 2.***⁵

Applicant Rebuttal to “New Evidence” Submitted by Opponent-Neighbors re: Required 5-foot Setback from East Property Line.

“New evidence” was submitted by a neighbor indicating that Applicant’s parking area setback was shown on the Site Plan as only 2', 8" from the east property boundary, rather than the required 5 feet.⁶

In rebuttal, Applicant attaches a revised Site Plan for the project depicting a conforming 5-foot setback along the east property boundary. ***See: attached Site Plan reflecting 5-foot setback between Applicant’s parking area and the east property***

⁴ Traffic Engineer Rebuttal Memo 1, Tech Memo to City of Ashland from Kelly Sandow, P.E., Sandow Engineering (September 28, 2018), attached.

⁵ Traffic Engineer Rebuttal Memo 2, Tech Memo to Matt Small from Kelly Sandow, P.E., Sandow Engineering (October 1, 2018), attached.

⁶ “New evidence” by Mr. & Mrs. Morgan of 906 Park Street during September 25 open record period.



boundary.⁷

Applicant Rebuttal to “New Evidence” Submitted by Opponent-Neighbors re: Drainage Catch Basin on Applicant’s Property.

New evidence was also submitted by opponent neighbors concerning and existing drainage “catch-basin” on Applicant’s property.⁸ This old catch-basin was discovered on Applicant’s property and appears to serve the neighboring uphill properties, without the benefit of any recorded easement or legal basis for its existence. In rebuttal, Applicant reiterates that Applicant’s Oregon-licensed geotechnical engineers have inspected the site and have no concerns about appropriate handling of all groundwater, drainage and stormwater associated with the property and the project. Applicant’s engineers will ensure that all water currently conveyed to any existing catch basin will be fully accommodated through installation of an engineered system designed to handle all groundwater, drainage, and stormwater on the property.⁹

Applicant-Proposed Condition of Approval re: Unit Rental Limited to No More than 5 Unrelated Adults.

During the course of the Commission’s public hearing, and various subsequent written material submitted since, several opponent neighbors provided personal speculation that these much-needed apartments will be inhabited by large groups of unrelated adults (particularly students), taxing the code-compliant parking serving the apartment complex, and rendering the units more akin to “dormitories” than apartments.

The Apartment Units are NOT “dormitories”. As substantiated by Applicant’s previous record submittals offered to the Commission, the “dormitory” argument fails for a number of reasons.¹⁰

⁷ Park Square - New Apartments, Site Plan & Zoning Summary AO.1 by architect Matt Small of Kistler + Small + White Architects, attached.

⁸ Submittal by neighbors Mr. & Mrs. Morgan during September 25 record period.

⁹ See previous submittals to Record by Applicant’s Oregon-licensed geotechnical engineer, Rick Swanson.

¹⁰ See: Applicant’s previously-submitted testimony, evidence, and argument addressing “parking issues” provided into the Commission’s Record on September 18, 2018, and September 25, 2018.



First, City's ALUO provisions setting forth the standards and criteria applicable to "parking ratios" clearly and objectively provides that multifamily units consisting of "3-bedroom or greater" require two off-street parking spaces per unit.¹¹ Applicant meets City's clear and objective standard by providing the required two off-street parking spaces per unit. The four-bedroom apartment units are simply "3-bedroom or greater". If four-bedroom units require more than two parking spaces per unit, than Council should pursue the local legislative process necessary to amend ALUO Table 18.4.3.040 to remove the "3-bedroom or greater" language from the Ordinance. Unless and until the clearly-stated "or greater" standard expressly provided in City's existing Ordinance is so amended, the "two spaces per unit" off-street parking ratio applies.

Second, City's parking ratio requirements for "dormitories" expressly fall under the heading of "Institutional and Public Categories" in City's parking ratio Table.¹² Clearly Applicant's apartments are neither "institutional" or "public" in any respect. The units are simply reasonably-priced four-bedroom apartment units, plain and simple.

Third, City's ALUO provides no definition of "dormitory" as used in City's parking ratio Table (although the express context for dormitories in the Table is under the "Institutional or Public Categories" heading, as discussed above). In absence of a definition for "dormitory" in City's ALUO, no clear and objective standard or criteria is provided which would allow City to appropriately apply that definition to Applicant's apartment units. As discussed at length in Applicant's previous evidence and argument submitted September 18 and September 25, Applicant's project is an application for "Needed Housing" under the statutory provisions enacted by the Oregon Legislature.¹³ Any City standards applied to a "Needed Housing" proposal are required to be, "clear and objective," and – conversely – application of any ambiguous, unclear, or subjective standards, definitions or criteria violate state law.¹⁴ *See: e.g., LUBA Headnotes - Goal 10 Housing Rule, attached to Applicant's record submittals of September 25.*

¹¹ ALUO Table 18.4.3.040 (parking ratios).

¹² ALUO Table 18.4.3.040 (parking ratios).

¹³ ORS 197.307(4).

¹⁴ Id.



Lastly, Staff noted in a previous memo to the Commission that the ALUO defined "Family" to include, "... not more than five people who are not related by blood, marriage, legal adoption, or guardianship."¹⁵

Although not required to do so by any clear and objective standards or criteria in City's ALUO, Applicant proposes and is willing to accept a condition of approval that none of Applicant's apartment units may be occupied by more than five unrelated adults. This fits City's definition of "Family", and addresses any neighbor concerns about how many adults will be living in each unit and random speculation concerning inappropriate off-street parking demands.

Incorporation of Legal Argument in Applicant's Previous Submissions.

Applicant declines to unnecessarily expand the record by repeating in detail legal arguments previously provided to the Commission in Applicant's previous record submittals.

Applicant's September 18 submissions to the Record. Addressing comments by the Commission and the public during the public hearing on September 11, Applicant provided the Commission with additional evidence and argument during the first post-hearing "open record" submission period ending September 18, 2018. The legal arguments provided in those materials are not repeated, but are instead incorporated here by reference.

Applicant's September 25 submissions to the Record. Addressing new evidence submitted by several neighbor-opponents during the above-referenced "open record" period, Applicant provided additional rebuttal evidence and argument on September 25, 2018. The legal arguments provided in those materials are not repeated, but are instead incorporated here by reference.

Oregon's Needed Housing Statutes

Although previously cited extensively in Applicant's prior submittals to the Commission referenced above, it is critical the commission understand that the Oregon Legislature's SB 1051 (2017) expanded the definition of "needed housing" in response to Oregon's statewide housing crisis. ORS 197.307 and ORS 197.303 apply to all housing types. The legislative record is replete with references to the critical shortage of available housing, and particular multifamily rental housing units such as those reflected in Applicant's proposal before the commission.

¹⁵ ALUO Chapter 18.6.1 - Definitions: "Family".



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Again, the relevant statute mandates that the Commission may apply only “clear and objective” City standards and criteria to any planning application for “Needed Housing” like Applicant’s.¹⁶

Further, the relevant statute mandates that any standards and criteria applied by the Commission, “May not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay.”¹⁷

Lastly, City’s standards and criteria applied by the Commission, “must be clear and objective on the face of the ordinance establishing those standards.”¹⁸

Substantial evidence exists in the record that Applicant’s project meets or adequately addresses all City’s clear and objective standards and criteria relevant to this important proposal to increase City’s “needed housing” in an appropriate R-3 zone.

City has long-lamented its critical shortage of available multifamily rental housing and is now under a critical mandate, both local and state-wide, to pro-actively address the crisis. The project presents City with an important opportunity to demonstrate City is serious about in-fill, particularly in an R-3 zone on a transit corridor.

Respectfully submitted,

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¹⁶ ORS 197.307(4).

¹⁷ ORS 197.307(4)(b).

¹⁸ ORS 227.173(2).

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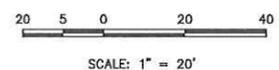
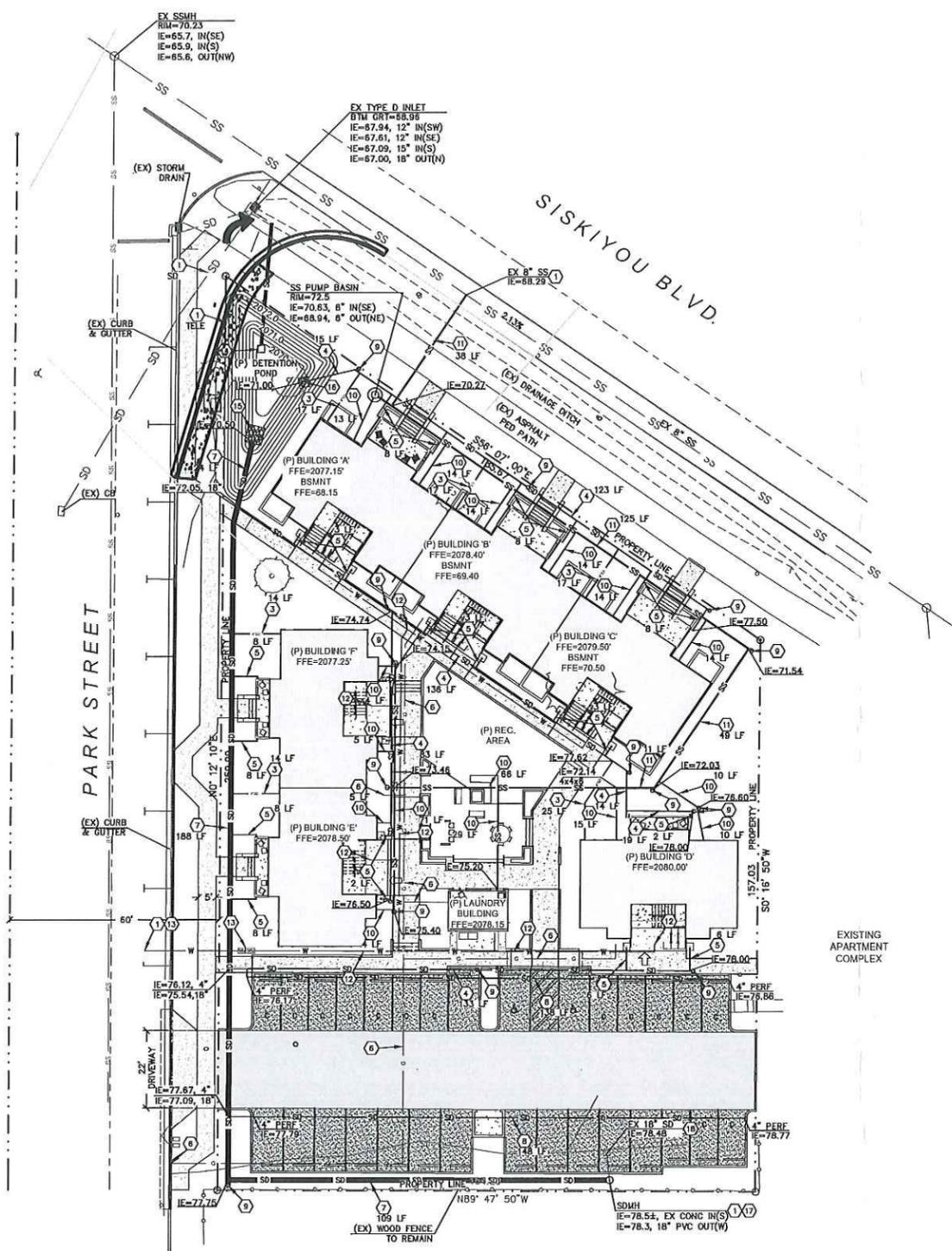
Enclosures:

1. Applicant's conceptual drawing addressing potential future Park Street realignment per Staff's September 25 Memo to Commission re: TSP;
2. Email from Staff re: Applicant's conceptual drawing referenced above;
3. Technical Memo 1 from Traffic Engineer (rebutting opponent traffic count evidence);
4. Technical Memo 2 from Traffic Engineer (rebutting access location evidence);
5. Applicant's revised Site Plan showing 5' setback between parking area and east property boundary.

cc: Matt Small | Kistler Small White
Clients

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CONSTRUCTION NOTES:

- 1 *CAUTION* BURIED UTILITIES THIS AREA. CONTRACTOR TO VERIFY HORIZONTAL & VERTICAL LOCATION OF UTILITY AS NECESSARY, PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF PROBLEM EXISTS.
- 2 CONSTRUCT 8" PVC STORM DRAIN LINE @ 1.0% (MIN.) SLOPE. TRENCH PER DETAIL 2, SHEET C3.
- 3 CONSTRUCT 4" PVC FOUNDATION DRAIN LINE @ 1.0% (MIN.) SLOPE. TIE INTO PROPOSED STORM DRAIN PIPE. SEE PLUMBING DRAWINGS FOR CONNECTION AT BUILDING. TRENCH PER DETAIL 2, SHEET C3.
- 4 CONSTRUCT 4" PVC STORM DRAIN LINE @ 1.0% (MIN.) SLOPE. TRENCH PER DETAIL 2, SHEET C3.
- 5 CONSTRUCT 4" ROOF DRAIN PIPE @ 1.0% (MIN.) SLOPE. TIE INTO PROPOSED STORM DRAIN PIPE USING MANUFACTURED FITTINGS. SEE PLUMBING DRAWINGS FOR BUILDING CONNECTION. TRENCH PER DETAIL 2, SHEET C3.
- 6 CONSTRUCT NATURAL GAS LINE. SEE PLUMBING PLAN FOR BUILDING CONNECTION LOCATIONS. COORDINATE WITH AVISTA GAS FOR SERVICE CONNECTION.
- 7 CONSTRUCT 18" PVC STORM DRAIN LINE @ 0.5% (MIN.) SLOPE. TRENCH PER DETAIL 2, SHEET C3.
- 8 CONSTRUCT 4" PERFORATED RIGID PVC, UNDER DRAIN 0.5% SLOPE (MIN.) (PERFORATIONS FACING DOWN). SEE CROSS SECTION DETAIL 10, SHEET C3.
- 9 CONSTRUCT STANDARD UTILITY CLEAN-OUT PER DETAIL 1, SHEET C3.
- 10 CONSTRUCT 4" PVC SANITARY SEWER LINE @ 2% (MIN.) SLOPE. CONNECTION TO BUILDING PER PLUMBING PLAN AND CURRENT PLUMBING CODE. TRENCH PER DETAIL 2, SHEET C3.
- 11 CONSTRUCT 6" PVC SANITARY SEWER LINE @ 1% (MIN.) SLOPE. TRENCH PER DETAIL 2, SHEET C3. CONNECT TO EXISTING 8" SANITARY SEWER MAIN USING MANUFACTURED FITTINGS PER RVSS STANDARDS.
- 12 CONSTRUCT 2" DOMESTIC WATER LINE. CONNECT TO WATER METER PER PLAN. STUB TO BUILDING METERING SYSTEM PER PLUMBING PLAN. TRENCH PER DETAIL 2, SHEET C3.
- 13 CONSTRUCT 2" WATER METER & DOUBLE CHECK VALVE ASSEMBLY. CONNECT TO EX. 6" WATER MAIN PER CITY OF ASHLAND STANDARDS.
- 14 CONSTRUCT STORM DRAIN CONTROL STRUCTURE, PER DETAIL 9, SHEET C3.
- 15 CONSTRUCT 5'X 5' 1' RIVER ROCK SPLASH PAD.
- 16 CONSTRUCT 3'X 3' 1' RIVER ROCK SPLASH PAD.
- 17 CONSTRUCT STANDARD 48" MANHOLE, CONNECT EXISTING 18" CONC. PIPE, GROUT FOR WATER TIGHT SEAL.
- 18 DEMO AND REMOVE EXISTING ITEM AS NOTED.

SANITARY SEWER NOTES

1. CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH CITY OF ASHLAND STANDARDS AND CURRENT OREGON PLUMBING CODE.
2. CONTRACTOR SHALL NOTIFY THE OREGON UTILITY NOTIFICATION CENTER 48 HOURS IN ADVANCE OF CONSTRUCTION.
3. SANITARY SEWER PIPE SHALL BE PVC (ASTM 3034) OR AS INDICATED.
4. SERVICE CONNECTIONS SHALL BE MADE USING ONE PIECE PRE-MANUFACTURED SERVICE WYE FITTINGS.
5. MAINTAIN 18" CLEARANCE BETWEEN WATER AND SANITARY SEWER, WHERE POSSIBLE.
6. USE ROMAC COUPLERS TO CONNECT TO EXISTING SEWER PIPES.

STORM DRAIN NOTES

1. ALL P.V.C. STORM DRAIN PIPE SHALL BE SDR 35, ASTM 3034.
2. ALL STORM DRAIN SHALL HAVE WATER-TIGHT JOINTS AND FITTINGS.
3. CAP ALL ENDS OF STUBBED OUT STORM PIPE.
4. ALL ROOF DRAIN/DOWNSPOUT CONNECTION PIPING SHALL BE WATER TIGHT.

LEGEND - NEW CONSTRUCTION

AC ASPHALT	AD AREA DRAIN
CB CATCH BASIN	SS SANITARY SEWER
EX EXISTING	CO CLEAN OUT
TOG TOP OF GRATE	TC TOP OF CURB
FS FINISH SURFACE	FL FLOW LINE
IE INVERT ELEVATION	GD GROUND
CCT CONCRETE SURFACE	FFE FINISH FLOOR ELEVATION
SWK SIDEWALK	(0.00) EXISTING GRADE
(EX) EXISTING FEATURE	(REC) RECORD INFORMATION
(P) PROPOSED FEATURE	

NOTE: ADD 2000.00 TO GRADES TO MATCH DESIGN ELEVATIONS

PRELIMINARY

THESE DRAWINGS SHALL NOT BE USED FOR: CONSTRUCTION BIDDING RECORDATION CONVEYANCE ISSUANCE OF A PERMIT
90% CD



MAI Project Number: 18-1024
P: 541-773-7115
F: 541-778-4078
1120 East Jackson
PO Box 490
Madras, OR, 97501

**PARK SQUARE
NEW APARTMENTS**
OWNER: TUDOR PROPERTIES LLC
880 PARK STREET, ASHLAND, OREGON 97520

REVISIONS

**CIVIL
UTILITY PLAN**

PROJECT: 10-000
ISSUE DATE: 06-28-18
SHEET:

C2



CALL BEFORE YOU DIG
1-800-332-2344
48 HOURS BEFORE BEGINNING EXCAVATION
OREGON LAW REQUIRES YOU TO FOLLOW RULES
ADOPTED BY THE OREGON UTILITY NOTIFICATION
CENTER. THOSE RULES ARE SET FORTH IN OAR
922-001-0010 THROUGH OAR 922-001-0090. YOU MAY
OBTAIN COPIES OF THE RULES BY CALLING THE CENTER
AT 503-232-1987.

City Staff Response to Realignment Plan Provided by Applicant's Engineer

matt@kistlersmallwhite.com

From: Derek Severson <derek.severson@ashland.or.us>
Sent: Friday, September 28, 2018 2:01 PM
To: Matthew Small
Subject: Park Street

Copy of Applicant concept drawing attached

Matt,

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- Derek

Derek Severson, *Senior Planner*
City of Ashland, Department of Community Development
51 Winburn Way, Ashland, OR 97520
PH: (541) 552-2040 **FAX:** (541) 552-2050 **TTY:** 1-800-735-2900
E-MAIL: derek.severson@ashland.or.us

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TECH MEMO

TO: City of Ashland

FROM: Kelly Sandow P.E.
Sandow Engineering

DATE: September 28, 2018

RE: Park Square Apartments- Traffic Count



Sandow Engineering would like to provide additional information in response to the concerns regarding the traffic counts performed for the evaluation.

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From: Kelly Sandow PE
 RE: Park Square Traffic Evaluation
 Date: 9.28.18
 Page 2

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Neighbor's Count ^{1,2}	Sandow Count ³	Neighbor's Count ^{1,2}	Sandow Count ³
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Additional Development Traffic		Additional Development Traffic	
5 ^{2,4}	7 ^{3,4}	5 ^{2,4}	7 ^{3,4}
Increase in traffic from the development		Increase in traffic from the development	
5%	8%	0.7%	1%

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In summary:

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TECH MEMO

TO: Matt Small

FROM: Kelly Sandow P.E.
Sandow Engineering

DATE: October 1, 2018

RE: Park Square Apartments-Access Location



RENEWAL 06/30/20

As per your request I have evaluated the possibility of locating the Park Square Apartments access onto Siskiyou Boulevard.

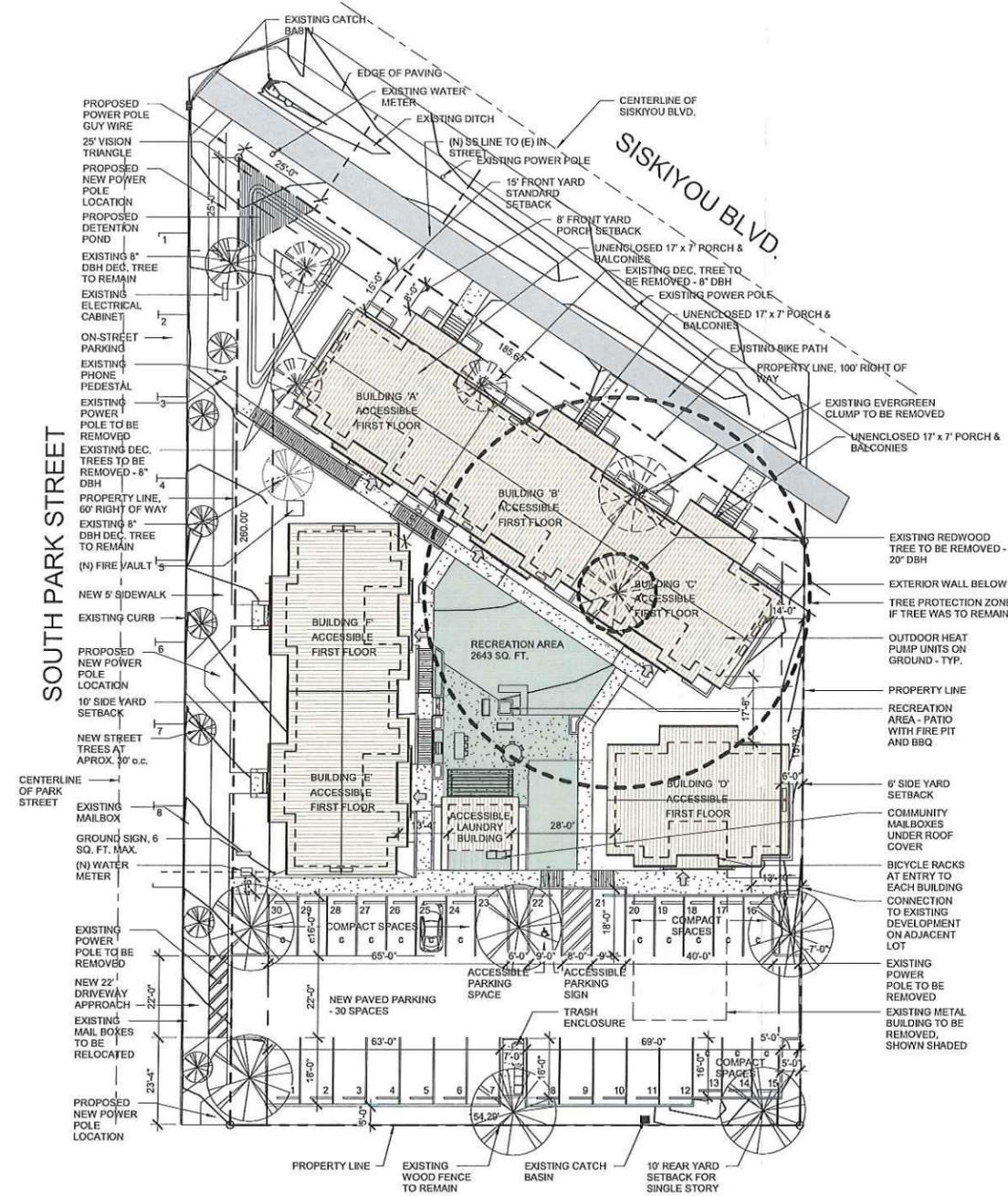
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There is no place within the site frontage on Siskiyou Boulevard that the access could be placed to meet the spacing standards. The most eastern edge of the site is located within 250 feet of the Park Street intersection. Exceptions can be granted to allow for accesses onto roadways when the spacing standards are unable to be met. However, in this case, the site has frontage on Park Street. It is ODOT's general practice to not approve exceptions to the spacing standards when the site has access to a lower order City Street. Therefore, ODOT will likely not allow for an access to this site onto Siskiyou Boulevard.

Please let me know if you have any additional questions.

Kelly Sandow





VEHICLE PARKING PROVIDED	
PARKING STALL TYPE	COUNT
(ASHLAND ADA) 9' x 18'	1
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TOTAL	30

PER ASHLAND LAND USE ORDINANCE, TABLE 18.4.3.040, MULTI-FAMILY: 3-BEDROOM OR GREATER UNITS REQUIRES 2.00 SPACES PER UNIT.

ZONING INFORMATION

BASE ZONE: MULTI-FAMILY RESIDENTIAL - (R-3)
 OVERLAY ZONES: NONE
 SPECIAL DISTRICTS: NONE
 MAP & TAX LOT: 39 1E 15AD 3402
 AGERAGE: 0.74 ACRES (32,199 SF)

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BUILDING AREA/STORIES:	BUILDING	AREA	STORIES	ADA
	BUILDING A	3345	3	Y
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	BUILDING C	3345	3	Y
	BUILDING D	2230	2	Y
	BUILDING E	2230	2	Y
	BUILDING F	2230	2	Y
	LAUNDRY BUILDING	221	1	Y

TOTAL BUILDING SQUARE FOOTAGE: 16,946 ZE
 NUMBER OF DWELLING UNITS: 15 FOUR-BEDROOM
 NOTE: ADA ACCESSIBILITY APPLIES TO GROUND FLOOR UNITS ONLY.

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PERCENTAGE OF IMPERVIOUS SURFACE: 66%

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ACCESSIBLE UNITS: 6 ACCESSIBLE TYPE B UNITS ARE PROVIDED PER SECTION 1107

LEGEND

- PROPOSED BUILDING
- PROPOSED RECREATION AREA

PROPOSED SITE PLAN 1
 24 X 36: 1" = 20'-0"
 11 X 17: 1" = 40'-0"



SCALE: 1" = 20'
 10'-0" 20'-0" 40'-0" 80'-0"

SITE PLAN & ZONING SUMMARY

A0.1



PARK SQUARE - NEW APARTMENTS

SITE REVIEW
8.01.18

City Staff Response to Realignment Plan Provided by Applicant's Engineer

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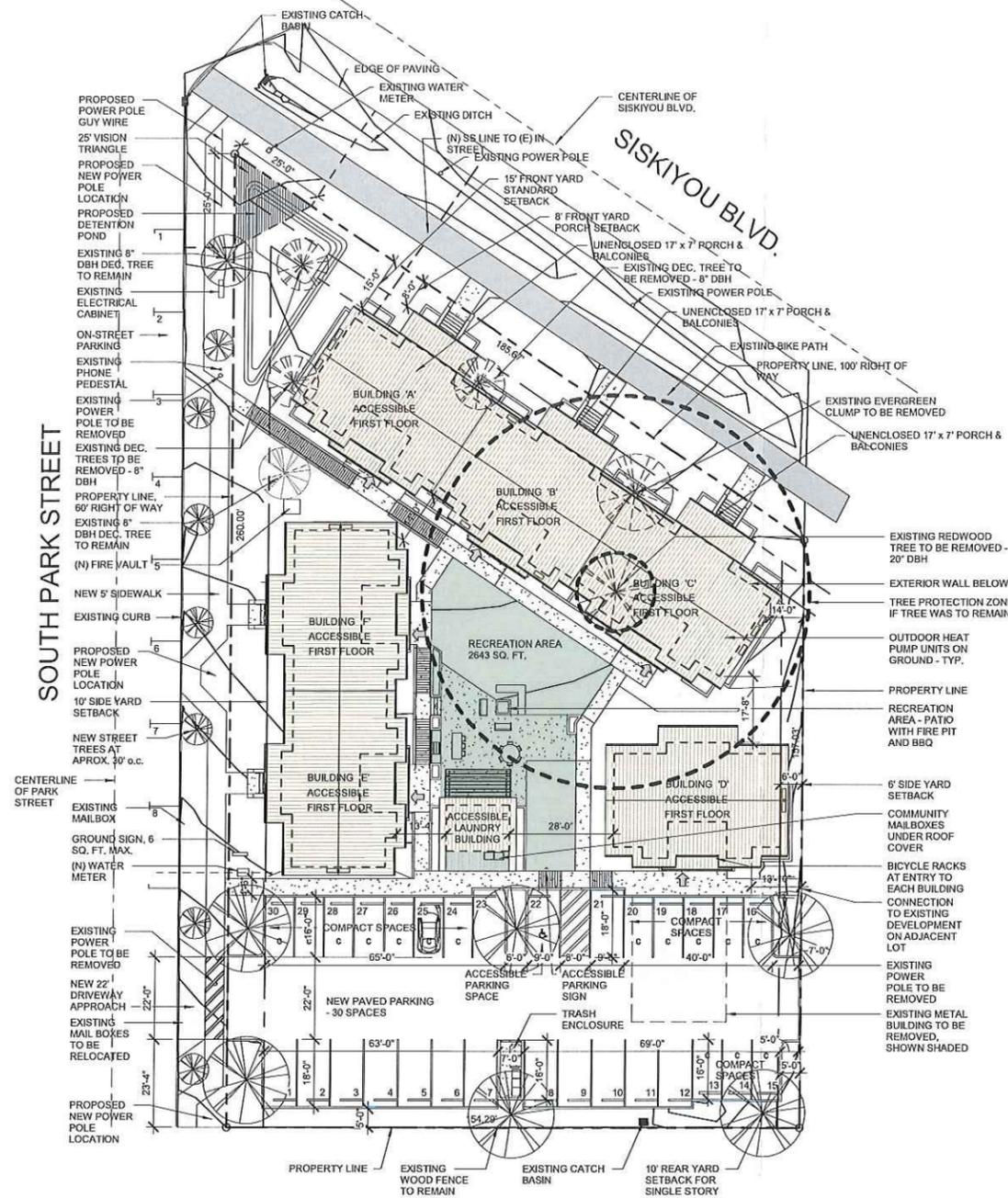
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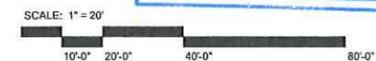
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- PROPOSED BUILDING
- PROPOSED RECREATION AREA



SITE PLAN & ZONING SUMMARY

A0.1



PARK SQUARE - NEW APARTMENTS
 SITE REVIEW
 8.01.18

From: David Hall <dhall@mind.net>
Sent: Tuesday, September 25, 2018 1:48 PM
To: Derek Severson
Subject: 880 Park Street: PA-T2-2018-00002

Derek,

I've had a chance to read through the rebuttals to the Park Square Development at 880 Park Street (PA-T2-2018-00002).

I remain disappointed with the size of this project, but understand the city's desire to burden the Siskiyou/Ashland/TolemanCreek triangle with high density. I do not feel the "unit" interpretation as it applies to dormitory style buildings is accurate. There has to be a higher impact for traffic and other issues relative to the quantity of people living on such a small area. And I do not think the parking calculations are sufficient. I feel some open space is needed within this triangle area to retain some of the city's natural beauty.

I think the developer needs to retain some feeling of open space between the buildings and Siskiyou. Perhaps using more of the pond area to serve as a sight of traffic clearance open area and improve the WW2 style culvert that de-beautifies the street view. The traffic visibility studies all quote visibility upon entering the street, not at the actual stop sign that is placed before the walking path. Once drivers initiate merge from that stop sign, which has less visibility, they are committed to merge. I am also extremely disappointed with the developer's ability to design around a telephone pole but not able to design around an established redwood tree. I would not allow the builder any additional grace on building codes based on all the concessions that they are asking for. It seems like we should follow the letter of the laws here and not push the envelope further than it is already being pushed.

As a neighbor, I do feel that the current management is doing a good job at Tudor Square. It was much worse under the previous ownership. Does the owner plan on selling the facilities or changing the management anytime in the near future? I also re-request that a generator be added to the water abatement for emergencies, and that as much emphasis on creating a natural space along the exterior of the development be made.

Thank You,

David and Lauren Hall
924 Park Street.

RECEIVED
SEP 25 2018
City Of Ashland

From: GinnyDugan <spring2@mind.net>
Sent: Tuesday, September 25, 2018 4:01 PM
To: Derek Severson
Subject: 880 Park St.

900 Park St
Ashland OR 97520
September 25, 2018

Planning Commission
Re: 880 Park St development
Commissioners,

I attended the hearing about the development at 880 Park St on September 11 and expressed my specific concerns about this development, since it will be adjacent to the north edge of my property. I am writing now to reiterate those concerns, with some suggestions for mitigation, as well as the general concerns my neighborhood has about the impact of the development.

Impact on 900 Park St.:

1) Fence between the properties

I am concerned that the fence between the properties, which I paid for, will be affected by the plan to dig down several feet to make the parking area lower (and level the lot?).

I request that you require the developer to build a retaining wall which will prevent the ground from collapsing under the fence (see 3 also).

2) Noise and parking; and proposed large trees.

With my neighbors, I think that the expected number of residents and cars will have a negative impact on my property. The recreation area proposed for the middle of the development will encourage parties and probable late night noise. The number of cars going in and out of the proposed parking area looking for parking spots (that will often not be there) will cause noise and late night lights. My bedroom window faces the proposed recreation and parking areas.

There is an easement on my property about 2 feet from the north side, where the proposed development will be. This is a drain that goes from 906 Park St to the street. I am concerned that the 80-foot trees they propose to plant along the edge of the property will grow into that easement/drain causing the water to back up in my yard (see 3 also)

I request that you require the developer to plant thick hedge that will grow to 10-12 feet next to the retaining wall. See the attached photo of the hedge growing between 910 and 906 Park St that blocks noise and light from the Turk's back yard as an example

3) Concern about groundwater

There used to be a creek flowing in what is now the east side of my property. When I had a tree stump removed that was near the back property line, the cat they brought in sank about 5 or 6 feet into the very wet mud and had to be hauled out. The retaining wall between my property and 910 has water outlets in it that often have rivulets during the winter. The lot at 880 Park St often has standing water on it during the winter.

I request that the City Planner review the groundwater mitigation plan with whichever experts the City has to ensure that this development will not have an adverse impact on the current situation on my property, on my neighbors at 906 Park St, and on the currently empty lot.

Impact on neighborhood:

1) Traffic and parking

RECEIVED
SEP 25 2018
City Of Ashland

I agree with my neighbors that the number of parking spaces proposed for this development is not adequate, even though it meets the current requirements for a multi-family dwelling. This means that possibly 30 additional cars will be trying to park on the street itself.

Having the entrance/exit to the parking area be on Park St. instead of Siskiyou will exacerbate the traffic on Park St and at the intersection with Siskiyou.

I have attached two simple variations on the proposed development that suggest ways to put the parking along the east side of the property with the entrance/exit onto Siskiyou that I request you consider. These might also allow for saving the redwood trees on the property.

2) Neighborhood quality of life

Tudor Square on Terra Street already impacts the neighbors whose property adjoins that one with noise and littering. The proposed development will do the same to the people whose property is on Park St.

I realize that under the current Land Ordinances, this development will probably be approved. There is no legal reason to deny the overall permit. I have written to the City Council asking them to have the Planning Department review the current ordinances and propose additions or changes to address 'dorm-type' and other non-standard developments in Ashland.

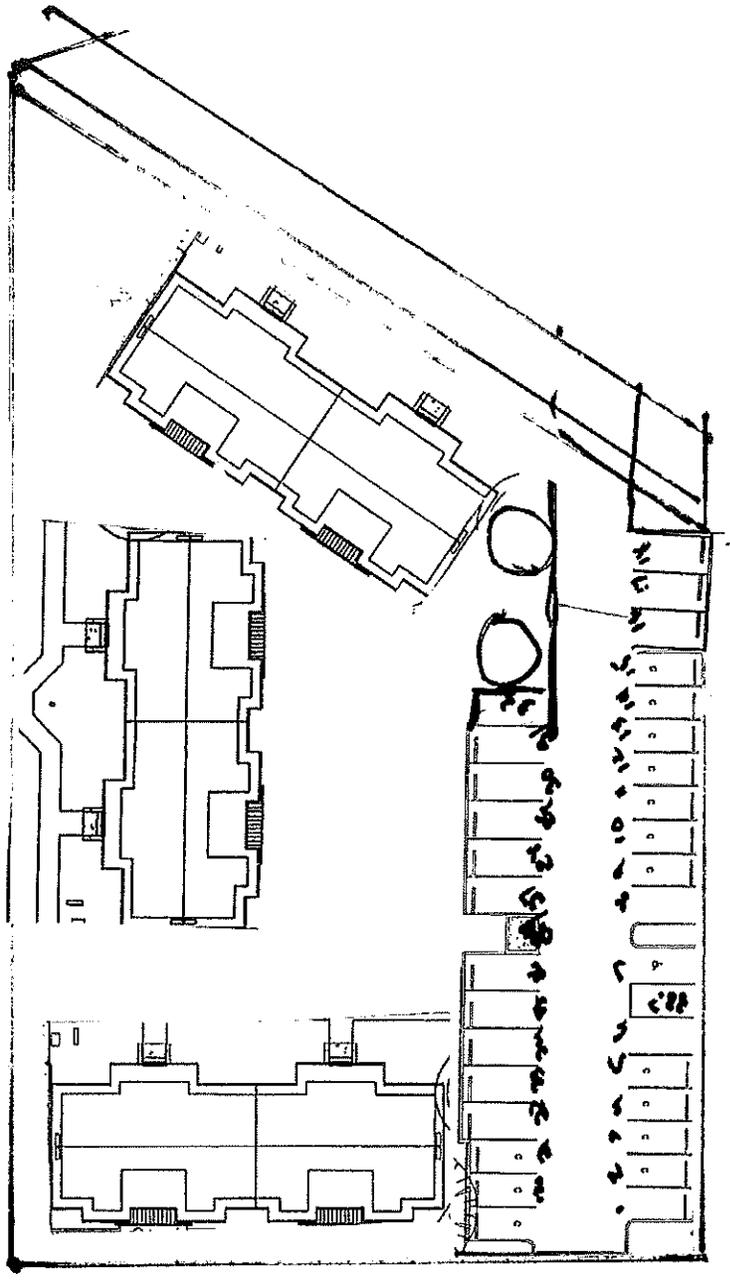
However, I hope that you will consider my suggestions to mitigate the impact of this specific development both to my property and to my neighborhood.

Thank you,
Virginia (Ginny) Dugan
Ashland resident and homeowner since 1990.

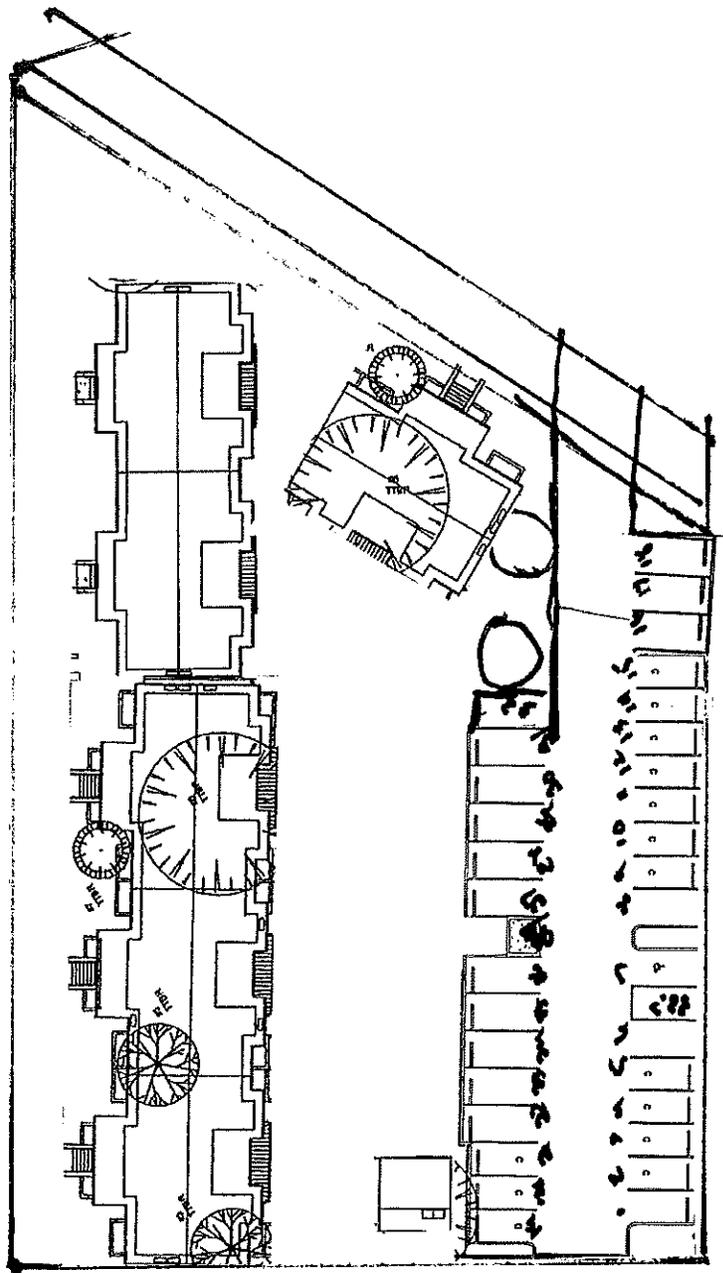
Hedge suggestion:



8



2



From: Tim and Janet Turk <ultrarunning@gmail.com>
Sent: Monday, September 24, 2018 11:25 PM
To: Derek Severson
Subject: Rebuttal: PA-T2-2018-00002 / 880 Park Street

To: Ashland Planning Commission
Regarding Planning Action: PA-T2-2018-00002
Subject Property: 880 Park Street
Owner/Applicant: Tudor Properties, LLC/Kistler, Small + White, LLC

9/24/18

Reintroduction:

The Park Street Neighborhood residents who have thus far contributed comments, concerns, and evidence in regards to the Park Square development proposal for 880 Park Street, have no objection to a multifamily development being built at that location. We simply want to be sure that the development that is built there will meet the needs of our community, our neighbors and the future residents of park street.

Planning Commission and the Ashland Community, the Park Street neighborhood and community would like to make it crystal clear that we as a community have no objections to having a multi family community join us on our street. We are simply raising concerns about some of the details in the applicant's current plan for the proposed development, and sharing our perspective of what we believe will allow our community to thrive now and in the future as it grows and changes. Some of the statements made in the submissions by the applicant and their council seemed be an attempt to characterize the neighborhood sentiment as "NIMBY" ("not-in-my-back-yard") or "elitist". This is completely misrepresentative of the prevailing perspective of the residents who have been vocal regarding concerns with this proposed development. Many of us have been neighbors with the Tudor square development for many years, which has allowed us to have experience with what it is like to live near this style of residential development, both pro and con.

During the applicant's presentation to the commission, as well as within their later submissions to the record, they mentioned the importance of providing "affordable housing", and submitted news articles on this subject. Our community could not agree more with the viewpoint that providing "affordable housing" should be a vital component in addressing the shortage of rental housing in Ashland. However, there is no indication that the proposed development will meet the criteria for "affordable housing", or that the new rental units will be priced below the current high market value for rentals in Ashland, which is also a barrier to many people seeking to live in Ashland, particularly those considered in the "workforce" range of income. The Transit triangle presentation documents presented at city council on September 18th, 2018 indicate that 46% of families

can afford a monthly rent of \$875. These units do not represent that and would cost \$2000 monthly to rent an entire "unit".

Vacancy rates:

Based on the presentation to the Ashland City Council on 9/18/18 regarding the Transit Triangle Overlay proposal, the most needed style of housing was reported to be studio and one bedroom apartments. Based on documents provided by Ona Williams, the manager of the Tudor Square Apartments, it was reported that there are currently 165 rooms rented of the 183 rooms available to rent in that complex. This amounts to 90% of total occupancy; or a 10% vacancy rate. The current vacancy rate in Ashland is "as low as 1-2%", as represented by the applicants. Why then is the current vacancy rate of 10% at Tudor Square, which operates using the same type of individual-room-rental model that is reported Park Square will use) so much higher than the Ashland vacancy rate of 1 - 2%? These numbers were presented 1 week before the start of classes at SOU which is one of the most competitive times for rental housing in Ashland. Could it be that this quad-style/dormitory-style of rental complex is not what many of those seeking rental housing in Ashland are needing, looking for, or wanting? Does this style of housing offer what the city is looking for, and in need of, to address the overall rental housing shortage? It certainly appears that it poses some problems in regards to providing the kind of "needed housing" that individuals and families seeking to live in Ashland are in search of. The applicants and their council have made many statements and entered evidence regarding the need to improve the rental housing situation in the city of Ashland. All of the neighborhood residents that have weighed in on this development proposal thus far agree with that perspective wholeheartedly; there is definitely a need for more rental housing in Ashland. However, the applicants' arguments neglect to address the question of what kind of housing is desirable and marketable to most individuals and families who are in search of rental housing in Ashland. As referenced in the City of Ashland memo, families are noted to be "an individual, or two or more persons related by blood, marriage, legal adoption or guardianship; or not more than five persons who are not related by blood, marriage, legal adoption or guardianship" This is remarkably similar to the IBC definition for "dormitory"- a space in a building where group sleeping accommodations are provided in one room, or in **a series of closely associated rooms for persons not members of the same family group** under joint occupancy and single management, as in college dormitories or fraternity houses" (2018 IBC, Ch. 2, Section 202).

The quad-style/dormitory-style of housing that Tudor Square provides, and that Park Square proposes to provide, does not appear to be what the majority of people are seeking in regards to rental housing in Ashland.

Traffic study flawed:

Some of the data provided in the Sandow Engineering report was not collected by an engineer or by a member of their company, unless the developer/applicant, Matt Small, works as such. Matt Small was observed by several neighborhood residents, including myself, on 9/13/16 during the hours of 4:00-6:00 pm (the date and time that the count was reported to have taken place), seated in his car, which was parked on south Park Street near the intersection with Siskiyou Blvd. There were no other vehicles observed that were parked on the street nearby within that time frame on that date. One can only conclude that Mr. Small was responsible for collecting the data that was provided as the "traffic count" for the 9/13/18 date in the Sandow Engineering report. It seems misleading to include this traffic count data in a report prepared by a professional engineering firm, when this count was not completed by them. Traffic count data was also collected at this same location by Park Street resident, Tim Turk, on 9/14/18 during the hours of 7:30-9:00 am, which neighborhood residents are aware is the busiest week day time period at that intersection. Given that the applicant's traffic count for 9/13/18 was not completed by an engineering professional, it is clear the data provided in Mr. Turk's traffic count, that was completed on 9/14/18, should be viewed with as much weight and validity as the data reported for the count taken by developer/applicant, Matt Small.

Parking:

Planning for adequate parking is our neighborhood's biggest concern in regards to the potential impact on the current residents, as well as the future residents who will be needing parking in the future apartment complex. As the community has attested, we view the proposed project as a dormitory style housing complex in mirror image to the current model being run at Tudor Square. Using figures provided by Ona Williams for the current model: There are 115 tenants that own 77 cars. This represents that 67% vehicle ownership rate among current tenants. With 68 spaces on site usable by tenants (2 of the 70 occupied by company vehicle and manager) this represents a parking lot capacity of 113%, or an overflow of 9 vehicles. Now remember that they are currently at 90% occupancy. If at full occupancy, using the 67% vehicle ownership rate, Tudor Square properties would require a total of 89 parking spaces. The 67% (or 2:3) ownership rate is very comparable to the parking requirements for a dormitory or guest house.

In regards to the proposed Park Square complex, using the 67% vehicle ownership rate (evident at Tudor Square), the proposed complex would require at least 40 off street parking spots. This is also in alignment with the calculations completed in the city planner's memo using the 2:3 method. We have just demonstrated that this ratio is backed by the evidence presented by Tudor Square properties. Furthermore, in the city planner's memo, he states that there is no mechanism in the code for extrapolation, using the square footage of the units and using the conversion factor provided for dormitories, the complex should require 46 parking spots. While the applicant could request on-street credit, we as a community would request that they leave these spots for the

tenants' overnight visitors and guests who would otherwise be forced to park further up Park Street, which is one of the steepest streets in Ashland. The community is asking the planning commission to use the most appropriate designation for the proposed Park Square development for parking, which we contend is that of a dormitory. Even the city's own planner has referred to the proposal as a "dormitory-style" development. And now with the numbers provided by Tudor Square, there is further confirmation our assertion that the off-street parking requirements be equivalent to what is required for a dormitory.

Miscellaneous:

We would like to take a moment to dispel one of the assertions made in a rebuttal written by a local attorney, One of the authors of this document has a backyard that borders the proposed development site. At no time have we had issues with transient people camping in the field. However, we have had issues with harassment from tenants yelling from their windows, garbage thrown over the fence and loud bass music shaking our home.

We would also like to address the city planners proposed requirement to the commission regarding placing a limit of no more than 5 occupants to a "dwelling". We question the long term feasibility and enforcement of such a requirement. It would be a stronger move by the Planning Commissioners, who are in place to protect and guide appropriate growth in our community, to simply ensure the adequate requirements for off-street parking in case.

We would again like to state for the planning commission, the applicant and the city, that we as a community are not against developing the Park Street location and are very supportive of improving the housing situation in Ashland. We are looking to help shape the development into something that both our community needs and the future residents will enjoy without undue burden on our community.

Thank you again for your service in helping to shape and maintain our community in a positive way for many years to come.

Colby and Taylor Morgan
906 Park Street
910 Park Street

Janet and Tim Turk

From: Colby Morgan <Morganco@H2Morgan.com>
Sent: Monday, September 24, 2018 11:26 PM
To: Derek Severson
Subject: 880 park street submittal Rebuttal

To: Ashland Planning Commission
Regarding: PA-T2-2018-00002
Subject Property: 880 Park Street
Owner/Applicant: Tudor Properties, LLC/Kistler Small + White, LLC

Ashland City Planning Commission,
I am writing you in on-going reference to the proposed development at 880 park street. We live here at 906 park street on the south east corner. As you will see from our my submitted testimony from the hearing I raise some substantial concerns. I will further outline them below.

My first concern is our trees, as I have mentioned before the arborist for canopy (the applicant's consultant) has recommended protection of the 3 trees on our property. All of them exist within 15 feet of the property line which warrants protection plans under Ordinance **18.4.5.03 section B (1)**. Currently the tree Protection plan (document L3.0) only includes the diameter of our trees, not the calculated tree protection zone. Using the calculation provided by planning staff during their presentation, (18" of distance for every 1" of trunk). The tree protection zone for the deodar Cedar would be 42 feet, white birch 48 feet and Thundercloud Plum 34.5 feet. To give you an idea, the current Metal building is 29 feet off the property line according to the surveyor's drawings. **Ashland Municipal Code 18.4.5.030.C.** dictates that no construction activity shall occur within the tree protection zone and should be free of excavation, trenching or grading. Currently there is a Parking lot set to be excavated/graded within the Calculated tree protection zone. This should have serious consideration by the planning staff and commission as it relates to the tree protection zone and existing code. Legal action will be considered if harm to trees occurs due to root damage, pruning or cutting.

Parking is a large concern for the community. I will direct you to the community letter to which I am coauthor of. Using Numbers provided by the property manager of Tudor Square, **(table 1)** they currently have 77 cars owned by tenants with a lot capacity of 74 cars. Currently Tudor square is at 90% occupancy. If at occupancy they would in theory need space for 17 more cars. This is determined due to 67% (or ~2/3) of their tenants currently having cars on site. In fact, the current percentage of tenants with cars closely aligns with the 2:3 ratio for parking under dormitory under **Ashland code section 18.4.3.040**. This further lends its self to the most comparable use for the proposed development. Thus, initiating Ashland Municipal code **Section 18.4.3.030, A. 2**. Frequently Tudor square experiences over flow into the field (before they closed it) and side streets, see figure 1 which shows mid-day satellite photo from May of 2016, obviously people have left to their places of occupation but many cars still remain.

Tudor Square Parking	
Current rooms rented	165
Tenants current	115
Cars owned by tenants	77
Spaces on site	74
% of active Tenants with cars	67%

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Current lot occupancy %	104%
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Table 1. Current Tudor Square Parking and Occupancy numbers (source Ona Williams)

A secondary concern is the design of the parking lot. According to **18.4.4.030.F.2.a** there should be 5 foot landscaped strip shall screen parking abutting a property line. Looking at the south east edge there is only a 2’8” strip against the property line. Where in the south east side there is also a 10’ set back which suddenly changes to a 5-foot set back **see figure 2**. This warrants review by the commission to ensure it complies with intended regulations. The commission should also require the applicant to replace the fence with a substantial fence in good repair that is resistant to both light and sound unlike the current fence in place.

I also have concerns about the accuracy of drawings, as I review the drawings I have noticed a large discrepancy between the drawings in reference to the catch basin on the southern edge of the property. This places some doubt into the accuracy and readiness of the plans. **See figure 3**

Again, I would like to stress that we are not against improving the housing situation in Ashland or this development. We are asking that the developers provide more off-street parking that is in line with dormitory requirements and their own parking requirements in the current property.

It is through the recommendations and demands of the planning commission that will shape this into an asset to the greater Ashland area and preserve the characteristics of our neighborhood.

Thank you for your thought to the preservation of our community
 Colby and Taylor Morgan
 906 park street

Figure 1 Satellite image of parking situation for Tudor square Properties Mid day with use of field being used as parking lot



Image from May of 2016 Mid day, Commissioners are on the record saying that in the transit triangle that “parking spots can be shared due to residents leaving during the day”. Imaging indicates shortage of parking for current property.

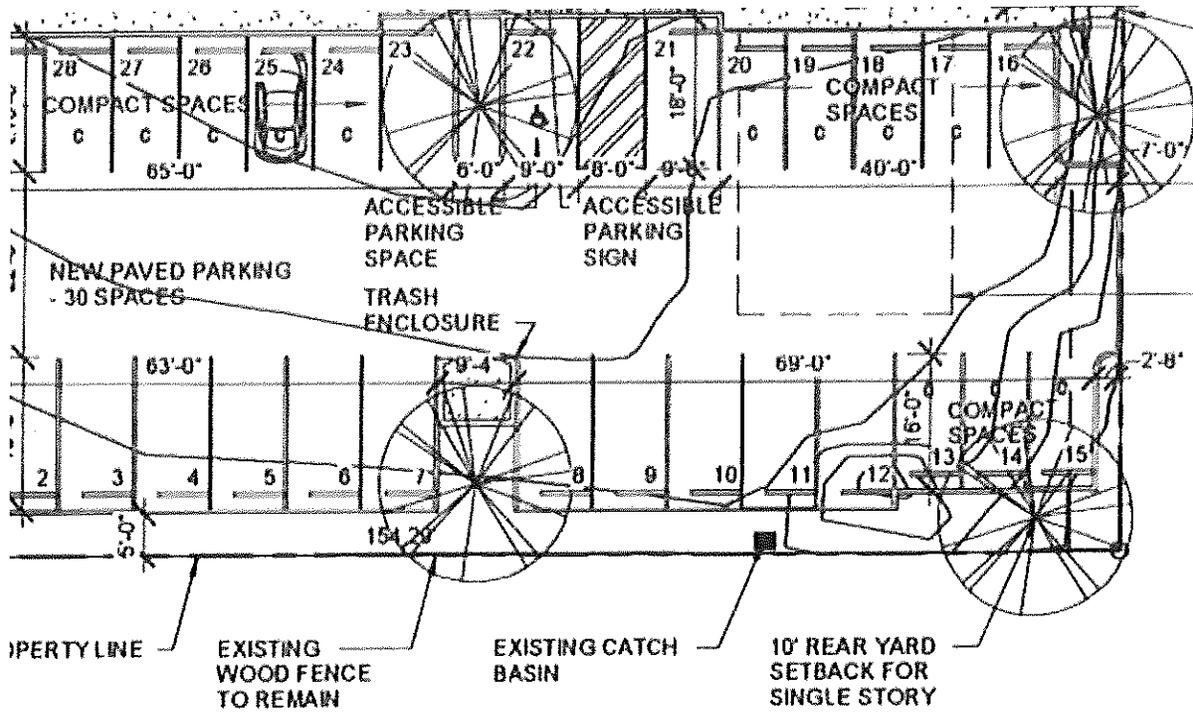


Figure 2 Demonstrating change in set back and 2 foot 8 inch off set instead of required 5 foot against abutting property lines. With changing depth that is not continuous with the 10 foot set back

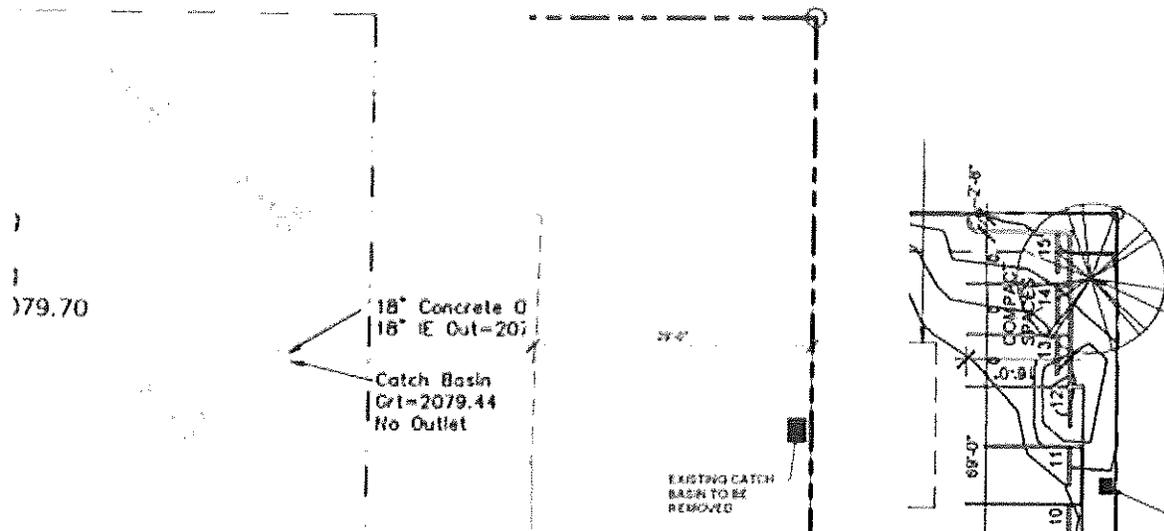


Figure 3 demonstrates different position of catch basin in 2 different drawings, surveyors map, drainage and landscaping lay out.

Colby Morgan RN BSN CRRN

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Charles L. Butler, III
Attorney and Counselor at Law

September 20, 2018

VIA E-MAIL ONLY

To: City of Ashland Planning Commission (planning@ashland.or.us)
c/o Bill Molnar (bill.molnar@ashland.or.us)
Derek Severson (derek.severson@ashland.or.us)
Community Development, Planning Division
51 Winburn Way, Ashland, Oregon 97520

Re: Planning Action: PA-T2-2018-00002 | 880 Park Street
Applicant's First Post-Hearing Submittal
Additional Evidence/Argument
Next Meeting: October 9, 2018, 7:00 P.M., City Council Chambers

Dear Planning Commission:

Thank you for the opportunity to present further evidence and statements in support of the above-referenced development project, which I would request be allowed to proceed.

As a member of Tudor Properties, LLC ("Tudor Properties"), I write today in favor of this planning action and the application and materials presented in support of same. For the sake of consistency, I will refer to the development project as "Park Square." My statements in support of Park Square will be grouped into the following three general categories:

- **Ashland's need for high-quality, reasonably priced rental units;**
- **Improvement of the neighborhood overall; and**
- **Tudor Properties' proven ability to manage, operate the units.**

Though I do not represent Tudor Properties, Tudor Square, and/or Park Square in an attorney-client capacity, I can appreciate the arguments raised on both sides as well as the legal implications of same. The record is clear, however, that there is no zoning, code, and/or other legal impediment to the construction of Park Square. Frankly, none of the statements and arguments raised in opposition to Park Square are sufficient to deny Tudor Properties' application in this matter.

I. Park Square represents an opportunity in Ashland for the superior construction of attractive, high-quality, and reasonably priced rental living spaces for Ashland residents, both young and old.

As the City of Ashland Planning Commission (the “Commission”) is aware, cities across the county have a duty to increase the quality of public participation in urban planning and community design, and nowhere is this participation more significant than in the construction of residential units that are affordable for hardworking individuals and families. Park Square excels in this regard – the design is attractive, the contractor is excellent, and the scope is well-thought-out.

I was born and raised in Ashland, Oregon for the first 18 years of my life, and my immediate family still resides there – we all love Ashland, it is a part of everything we are and do. Ashland struggles, though, with providing sufficient opportunities and locations where young people, working families, and older/retired people can afford to live. Neighboring Tudor Square, also owned by Tudor Properties, LLC, provides 48 similar residential units, which are fully leased almost all of the time. *Please see:*

<https://www.apartments.com/tudor-square-ashland-or/sne4816/>
<https://www.facebook.com/Tudor-Square-Apartments-114758871877557/>

Park Square would modernize the entire property, including Tudor Square, and add 15 additional apartment units of needed housing. Each of these units is vitally necessary in Ashland, which, though it is a highly desirable place to live, has a notoriously low vacancy rate. Additionally, given its high cost of living, Ashland is known to push out potential working class residents in favor of nearby “bedroom” communities such as Talent, Phoenix, and the greater Medford area. Residents of Tudor Square, and the future residents of Park Square, want to live and work in Ashland, and for good reason – it’s a great place to live.

II. Park Square will improve the quality of living for all residents in the overall neighborhood, including for the owners of the adjacent single-family residences.

Park Square does not impugn the fact that Ashland is a wonderful place to live – in fact, it will improve the neighborhood and safety for residents therein.

The Property currently is a mostly vacant lot. As such, and despite best efforts by Tudor Properties to the contrary, transient people often “camp” on the Property, leaving behind garbage, spoiled food items, sharp objects, and human excrement. The immediate

neighbors in the single-family residences have also noticed these unwelcome visitors and complained of trash and bottles being thrown into their back yards. Once the Property is developed, transient activity will no longer be tolerated or possible on the Property – and neighbors will see a much-needed improvement in the conscientiousness of their fellow Park Street residents and neighbors.

III. Tudor Square, the sister (and neighboring) property to Park Square, is a very well-run, well-managed, and desirable place to call home, for all of its residents and on-site management; Park Square will be as well.

Once developed, Park Square will share a management office with Tudor Square, which is a very good thing. Previously known as the Colony Inn, Tudor Square was purchased by Tudor Properties in approximately 2003. Shortly thereafter, Tudor Square was gutted and improved, both inside and out. When it was known as the Colony Inn, management was very poor, and the residents were largely unhappy or felt unsafe. The exact opposite is the case today. Tudor Square residents enjoy dedicated, on-site management (and a wonderful manager and her family who resides on the property), and this same management office will operate Park Square. Tudor Square management is beloved its residents, the complex is a safe and enjoyable place to live, whether for a short or longer term. Most importantly, Tudor Square is well-built and reasonably priced for its residents, which are just two of the many reasons why people love living there.

Park Square, similarly, will be a safe and enjoyable place to live. The design is excellent: the buildings are low-rise, very attractive, and the appearance is in keeping with the overall neighborhood and surrounding landscape. The contractor, Outlier Construction, is highly qualified to construct Park Square, and will build an unmatched apartment community in terms of appearance, livability, and longevity.

For all these reasons, it is respectfully requested that the Park Square application be allowed to proceed.

I look forward to your questions and comments at any time. My mobile number is 541-261-2111. And, again, thank you for the opportunity to speak on behalf of Park Square.

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City of Ashland Planning Commission
September 20, 2018
Page 4 of 4

Sincerely,

HACKER & WILLIG, INC., P.S.



Charles L. Butler, III

OSB #122443

WSBA #36893

Licensed to practice in the State and Federal Courts of Oregon
and Washington, and in the Ninth Circuit Court of Appeals

CLB/adt

Enclosures: As Stated

September, 19th 2018

To: City of Ashland Planning Commission

I am writing to you today to express my whole-hearted support of the Park Square development project. I have lived in Ashland most of my life, spending my childhood here and returning as a young adult with my husband. I taught in the Ashland schools for several years before having our first child a little over a year ago. I love this community and I am so grateful to be able to raise my child in this beautiful town. However, I realize that not everyone has the means to do so. Our community is in dire need of affordable housing. With the elimination of open enrollment in the state of Oregon, families are eager to move to our community to take advantage of our incredible schools. Never the less, there is little to no affordable housing available for these families, along with so many others. I hear of so many looking for an affordable place to live with little luck, it's a conversation that I have on a weekly basis with friends, family and acquaintances.

Park Square would be a perfect solution for individuals and families in search of housing in Ashland. With the quad format, rooms can be rented to single individuals or multiple rooms (even whole units) can be rented to families. Thus, allowing flexibility for a diverse clientele. I know the idea of a 4-bedroom unit may be foreign to some, but it meets the needs of countless groups. From retirees, to families, to young professionals, Park Square is a place many can call home. This is the type of creative living format that many are searching for. As a community member, and as a partner in this project, I implore you to approve this project to provide much needed housing in our community.

Sincerely,

Alexi Butler McCullough

415 West Nevada Street
Ashland, Oregon 97520

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Park Street project

Dave Tygerson

Wed 9/19/2018 10:34 AM

Inbox

To: matt@kistlerssmallwhite.com <matt@kistlerssmallwhite.com>;

Cc: Derek Severson <derek.severson@ashland.or.us>; Thomas McBartlett III <thomas.mcbartlett@ashland.or.us>;

 1 attachments (292 KB)

Park Square Apartments_ prelim.pdf;

Matt,

Regarding sidewalk conflict on Park Square Apartment project:

The recommendation of the Electric Department regarding sidewalks and existing power poles, would be to install curb side sidewalks leaving poles in existing locations.

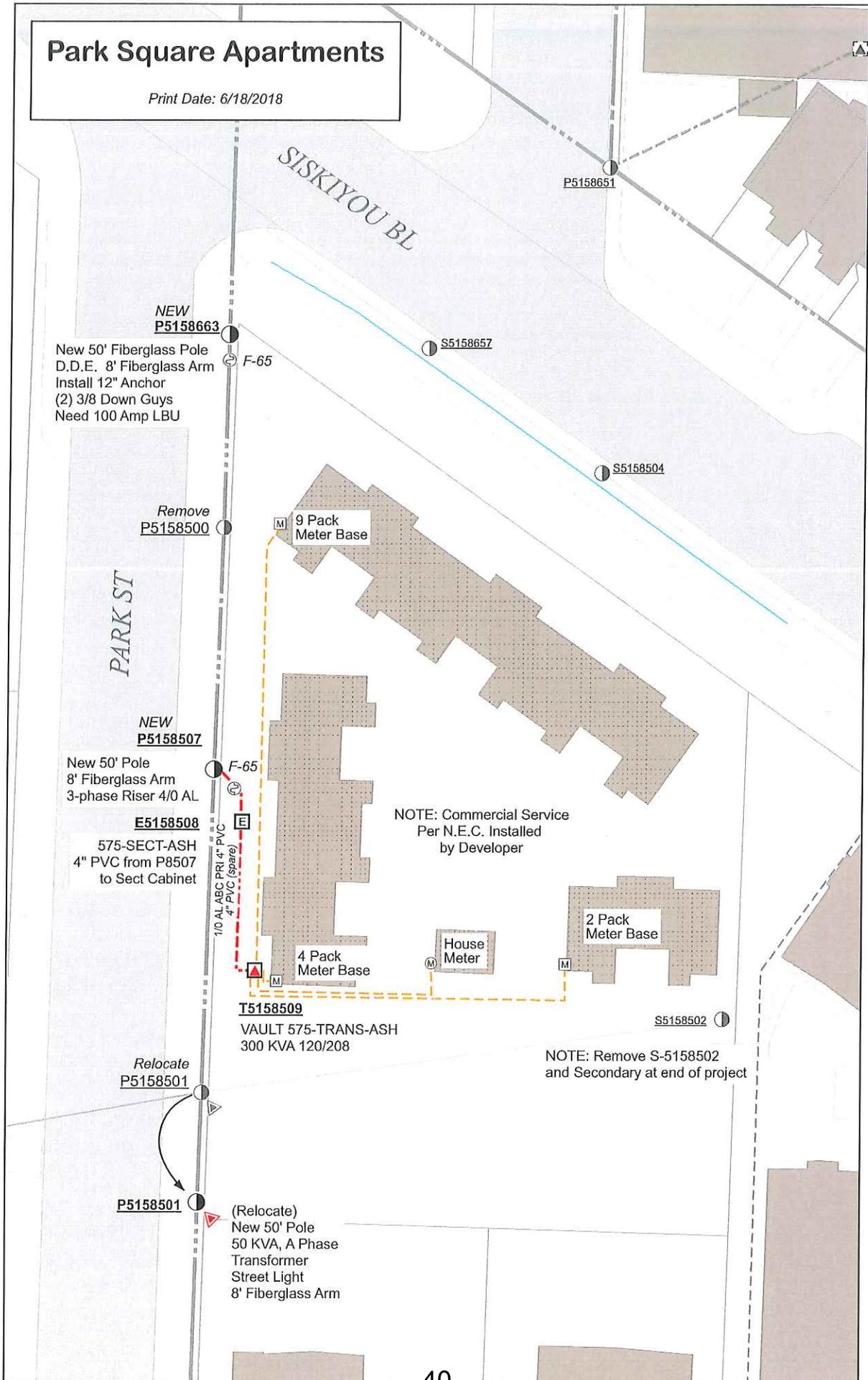
There is currently (4) Utilities using infrastructure to deliver electric and communication services to Park Street area. Relocating poles would involve considerable time and expenses from all utilities with the finished product requiring extensive anchoring and pole supports that do not exist at this time.

Please call with any questions you may have.

Regards,
Dave Tygerson
541.552.2389

Park Square Apartments

Print Date: 6/18/2018



Memo

DATE: September 18, 2018
TO: Planning Commissioners
FROM: Derek Severson, *Senior Planner*
RE: 880 Park Street Issues

HOUSING TYPE

In reviewing Chapter 18.6.1 Definitions in the Ashland Municipal Code:

A “**Dwelling**” is defined as, “*A structure conforming to the definition of a dwelling under applicable building codes and providing complete, independent living facilities for one family, including permanent provisions for living, sleeping, eating, cooking, and sanitation. Buildings with more than one set of cooking facilities are considered to contain multiple dwelling units or accessory dwelling units, as applicable, unless the additional cooking facilities are clearly accessory to the primary use, such as an outdoor grill or wet bar. For the purposes of this ordinance, the following types of dwelling units are defined:*

- **Accessory Residential Unit.** *A secondary dwelling unit on a lot where the primary use is a single-family dwelling, either attached to a single-family dwelling or in a detached building located on the same lot, and having an independent means of access (i.e., door).*
- **Duplex Dwelling.** *A structure that contains two dwelling units located on one lot. The units must share a common wall or common floor/ceiling.*
- **Manufactured Home.** *A structure constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes, and that was constructed in accordance with federal manufactured housing construction and safety standards and regulations in effect at the time of construction.*
- **Mobile Home.** *A structure constructed for movement on the public highways that has sleeping, cooking, and plumbing facilities, that is intended for human occupancy, that is being used for residential purposes, and that was constructed between January 1, 1962, and June 15, 1976, and met the construction requirements of Oregon mobile home law in effect at the time of construction.*
- **Multifamily Dwelling.** *A dwelling in a structure or grouping of structures containing two or more dwelling units located on one lot.*



- **Senior Housing.** *Housing designated and/or managed for persons over a specified age. Specific age restrictions vary, and uses may include assisted living facilities, retirement homes, convalescent or nursing homes, and similar uses not otherwise classified as Residential Homes or Residential Facilities.*
- **Single-Family Dwelling.** *A detached or attached structure containing one dwelling unit located on its own lot.”*

A “**Family**” is defined as, “*An individual or two or more persons related by blood, marriage, legal adoption, or guardianship; or not more than five persons who are not related by blood, marriage, legal adoption, or guardianship.*”

“**Dormitories**” are addressed in the Ashland Municipal Code as follows:

“**Group Living**” is defined as, “*Group living is characterized by the long-term residential occupancy of a structure by a group of people. The size of the group typically is larger than the average size of a household. Group Living structures do not include self-contained units but rather have common facilities for residents including those for dining, social and recreational, and laundry. Residential Care Homes, Residential Care Facilities, and Room and Board Facilities are types of Group Living.*”

“**Room and Board Facility**” is defined as a subcategory of “**Group Living**” as a “*Group living establishment located in a dwelling or part thereof, other than a travelers’ accommodation or hotel, where lodging, with or without meals, is provided for compensation for a minimum period of 30 days. Personal care, training, and/or treatment is not provided at a room and board facilities. Examples include dormitories, fraternities, sororities, and boarding houses.*”

Here staff would note the following:

- A dormitory is considered a type of group living. Group living is noted as typically accommodating a group larger than the average size of a household in structures that are not self-contained but rather have common dining, social, recreational, and laundry facilities.
- The proposed units here are self-contained and include four bedrooms, two bathrooms and a kitchen in each unit. Common laundry, social and recreational facilities are provided on-site.
- A dwelling unit is defined as having one set of cooking facilities and accommodating one family, which is not more than five unrelated persons. The Commission may wish to include a condition making clear that each dwelling unit here is not to house more than five unrelated persons.

PARKING DEMAND

In AMC Table 18.4.3.040, both single family and multi-family dwellings are subject to the following parking requirements:

- | | | |
|----|---|-------------------|
| a. | Studio units or 1-bedroom units less than 500 sq. ft. | 1 space/unit. |
| b. | 1-bedroom units 500 sq. ft. or larger | 1.50 spaces/unit. |
| c. | 2-bedroom units | 1.75 spaces/unit. |
| d. | 3-bedroom or greater units | 2.00 spaces/unit. |



AMC Table 18.4.3.040 addresses “Clubs, Fraternity and Sorority Houses; Rooming and Boarding Houses; Dormitories” with a parking requirement of, “2 spaces for each 3 guest rooms; in dormitories, 100 sq. ft. shall be equivalent to a guest room.”

Here staff would note the following:

- At 2.00 spaces per unit for “3-bedroom or greater units”, 15 units would require 30 parking spaces.
- If the Commission were to extrapolate additional parking demand based on the incremental increase in demand as bedrooms are added, 2.25 spaces per unit for 15 units would equate to 33.75 parking spaces. 2.5 spaces per unit for 15 units would equate to 37.5 parking spaces. The Ashland Municipal Code does not address extrapolating additional demand as bedrooms are added.
- AMC 18.4.3.030.A.2 addresses “Unspecified Use” as follows, “Where automobile parking requirements for any use are not specifically listed in Table 18.4.3.040, such requirements shall be determined by the Staff Advisor based upon the most comparable use specified in this section, and other available data.” However, parking ratios are specified in the table for both multifamily dwellings and dormitories.
- At 2 spaces for each 3 guest rooms, 60 dormitory rooms would require 40 parking spaces.
- 30 off-street parking spaces are proposed to be provided on the subject property and an additional eight on-street parking spaces are available along Park Street.

TRAFFIC

In considering the traffic issues raised, staff have consulted the Public Works/Engineering Department regarding traffic impact study requirements, vehicle trip counts, speeds and accidents on record in the vicinity. Karl Johnson, *E.I.T., Associate Engineer* has provided the following traffic count and speed information:

Park Street (Data gathered by the City, 85 feet south of Siskiyou Boulevard in 2013)

Park Street south of Siskiyou Boulevard is classified as a Neighborhood Collector in the Transportation System Plan (TSP). The design assumptions for a “Neighborhood Collector, Residential” are that it can accommodate 1,500 to 5,000 average daily trips (ADT).

- **Average Daily Trips:** 720 ADT
- **Average Speed in Miles Per Hour:** 16 mph
- **85th Percentile in Miles Per Hour:** 20.1 mph (85 percent of vehicles are going 20.1 mph or less)

Siskiyou Boulevard (Data gathered by ODOT, approximately 100 feet north of Clay Street in 2017)

Siskiyou Boulevard is classed as a Boulevard or Arterial in the Transportation System Plan (TSP). The design assumptions for a Boulevard are that it can accommodate from 8,000 to 30,000 average daily trips (ADT).

- **Average Daily Trips:** 5,500 ADT

Accident Data

See attached map prepared by Lea Light Richards, *GISP, GIS Analyst*.



- There have been 13 accidents in the vicinity since 2000.
- 12 of the 13 accidents occurred on Siskiyou Boulevard. The bulk of these involved left turning movements on Siskiyou.
- The two most recent accidents have been drivers striking utility poles – one on the opposite side of the street in 2013, and one in 2018 cited for DUI, hit and run and criminal mischief who struck a pole on the property's Siskiyou Boulevard frontage and subsequently left the scene.
- The only accident on record on Park Street occurred about 40 feet south of Siskiyou Boulevard at 8:46 a.m. on July 9, 2007. In that instance, a driver backed into a City vehicle which was parked along the subject property's Park Street frontage. There was minor damage; a police report was taken but no citation was issued.

Traffic Impact Study

City standards for requiring a traffic impact study are that proposed land use actions, new developments, and/or redevelopment accessing a State highway/boulevard, directly or indirectly (via collector or local streets), will need to provide traffic impact studies to the respective local reviewing jurisdiction(s) and ODOT, if the proposed land use meets one or more of the following traffic impact study thresholds. A traffic impact study will not be required of a development that does not exceed the stated thresholds.

1. **Trip Generation Threshold:** 50 newly generated vehicle trips (inbound and outbound) during the adjacent street peak hour;
2. **Mitigation Threshold:** Installation of any traffic control device and/or construction of any geometric improvements that will affect the progression or operation of traffic traveling on, entering, or exiting the highway;
3. **Heavy Vehicle Trip Generation Threshold:** 20 newly generated heavy vehicle trips (inbound and outbound) during the day;

All traffic impact studies will need to be prepared by a registered professional engineer in accordance with ODOT's development review guidelines.

The applicants have indicated and Public Works/Engineering staff have concurred that the thresholds are not met to require a traffic impact study for the current application. The anticipated trip generation for 15 apartments would be around ten newly generated vehicle trips during the adjacent street's peak hour; no new traffic controls or geometric improvements that would affect the progression or operation of traffic are proposed; and no newly generated heavy vehicle trips are anticipated.

According to the Institute of Transportation Engineers (ITE) Trip Generation manual (7th Edition), Multi-Family Residential (ITE Land Use Code 220) weekday trip generation rates are 6.72 ADT and peak hour trip generation is 0.67 peak hour trips per unit. 15 units would generate approximately 100.8 ADT and approximately 10.05 peak hour trips. ITE Code 220 also includes a 3.35 ADT generation rate per person, and a .40 peak-hour trips per person. If these per person rates were used, the trip generation for 60 single-occupant guest rooms would be 201 ADT and the peak hour trips would be 24.

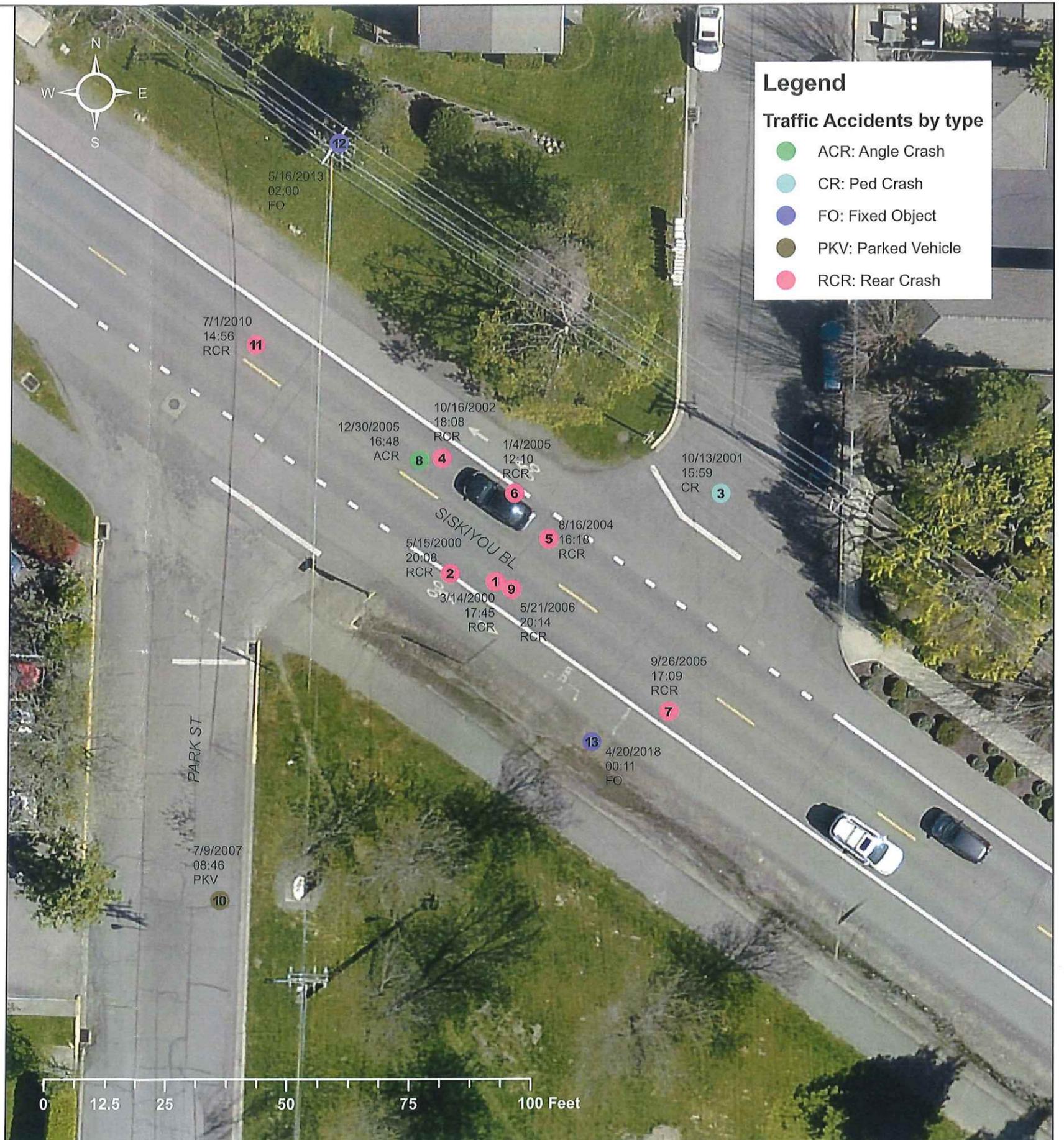


For a College (ITE Land Use Code 550), trip generation figures are not provided separately for dormitories versus the college itself. This ITE land use code notes that each student generates approximately 2.38 ADT and 0.24 peak-hour trips. If 60 single-occupant dormitory rooms were considered according to these rates they would generate approximately 142.8 ADT and approximately 14.4 peak-hour trips.



Traffic Accidents Siskiyou and Park Streets 2000-2018

1. 3/14/2000 V2 sb on Siskiyou was stopped waiting to make a left turn. Driver of v1 rearended v2. Dv1 cited for careless driving. Non injury.
2. 5/15/2000 V2 sb on Siskiyou was stopped waiting to make a left turn. Driver of v1 rearended v2. Dv1 cited for following too close. Minor injuries.
3. 10/13/2001 Dv1 struck pedestrian crossing Park Street. Ped transported to ACH with injuries. Dv1 cited for failure to yield to a pedestrian.
4. 10/16/2002 V2 sb on Siskiyou was stopped behind another vehicle who was waiting to make a left turn. Driver of v1 rearended v2. Dv1 cited for following too close. Non injury.
5. 8/16/2004 V2 sb on Siskiyou was stopped waiting to make a left turn. Driver of v1 rearended v2. Non injury, no citation.
6. 1/4/2005 V2 nb on Siskiyou was stopped waiting to make a left turn. Driver of v1 rearended v2. Minor injury to D2. Report only.
7. 9/26/2005 V2 sb on Siskiyou was stopped waiting to make a left turn. Driver of v1 rearended v2. Non injury. No citation.
8. 12/30/2005 V1 SB on Siskiyou stopped to wait for traffic to pass before making a left turn onto Park St. As turn was being executed, v1 was sideswiped by v2. V2 drove off. No leads.
9. 5/21/2006 V2 sb on Siskiyou was stopped waiting to make a left turn. Driver of v1 rearended v2. Multiple injury. Dv1 cited for careless driving.
10. 7/19/2007 V1 and v2 on Park St about 40 ft south of Siskiyou. Dv1 backed into v2 (a City vehicle) while v2 was parked. Minor damage only, report taken, no citation.
11. 7/1/2010 Dv1 NB on Siskiyou slowed and began to make a left turn onto Park Street. Dv2 rearended v1. Dv2 cited for following too close. Injury to passenger of v1.
12. 5/16/2013 Dv1 struck utility pole and left scene. No leads.
13. 4/20/218 Dv1 struck utility pole and continued driving on. Driver was found and cited DUII, Hit and Run and Criminal Mischief.





PA-T2-2018-00002
880 PARK ST
SUBJECT PROPERTY

1:538
1 inch = 45 feet

Mapping is schematic only and bears no warranty of accuracy.
All features, structures, facilities, easement or roadway locations
should be independently field verified for existence and/or location.

Google Streetview



July 10, 2018



August 28, 2018



Sept. 18,
2018



Sept. 18,
2018



September 18, 2018







JACK DAVIS
CHRISTIAN E. HEARN
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SEPTEMBER 18, 2018

TO: City of Ashland Planning Commission (planning@ashland.or.us)
c/o Bill Molnar (bill.molnar@ashland.or.us)
Derek Severson (derek.severson@ashland.or.us)
Community Development | Planning Division
51 Winburn Way | Ashland, OR 97520

FROM: Chris Hearn | OSB #911829 (chearn@davishearn.com)
DAVIS HEARN ANDERSON & TURNER, PC (www.davishearn.com)

RE: Planning Action: PA-T2-2018-00002 | 880 Park Street
Applicant's First Post-Hearing Submittal (Evidence/Argument)

Dear Planning Commission:

Our firm represents Tudor Properties, LLC ("Applicant") in connection with Applicant's proposed affordable rental project at 880 Park Street.

While I didn't personally attend the Commission's September 11 public hearing on Applicant's proposed affordable rental project, I recently reviewed the entire public hearing via City's "online video archives" link.

Under the schedule adopted at the conclusion of the September 11 public hearing, Applicant respectfully submits the following supplemental evidence and argument for the Commission's review and consideration during the established "first submittal period" designated by the Commission, along with additional "supplemental evidence" provided by Applicant's team under separate cover.

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I. Introduction

The Affordable Rental Housing Crisis

Serving on the Commission for six years and Council for five, I attended countless hours of public meetings and hearings during which Ashland's distinct lack of moderately priced rental housing was a repeated lamentation. City was and is concerned with avoiding gentrification, and has adopted ordinance provisions designed to promote the construction of affordable housing, yet City's success has been limited to securing construction of only about 10-12 affordable "for purchase" units per year over the past several years.¹

Concerning City's available rental housing at affordable rates, few applicants have come forward with any significant proposals for construction of apartments since the 1980s.

The dearth of affordable rental housing in Ashland led to public protests in late 2016, spawning regional attention. *See attachments.*²

"Everyone has a right to decide where to call home," said Jason Houk of Oregon Jobs with Justice, who organized the gathering. He described the difficulty of living in a community with a less than 1 percent vacancy rate, according to the Ashland Housing Commission. "In the last year and a half people are being squeezed out of our community. Working class people are being pushed out," Houk told the gathering.

¹ Hearn meeting with Bill Molnar and Derek Severson on Jan. 8, 2018.

² *Santa Cruz Sentinel*. "Housing Crunch in Trendy Ashland Prompts Protests Over Rents," 10/18/2016;

Washington Examiner. "Ashland Study Shows Dearth of Affordable Housing," 10/08/2012;

News-Review. "Rising to Tackle Rental Housing Challenge," 11/30/2016;

Ashland Daily Tidings. "Trying to Change the Affordable Housing Climate," 08/29/2018.

“The meeting comes in the wake of a new report from Children First for Oregon putting the number of homeless students statewide at a record 21,340, or 3.7 percent of the state's public school enrollment.”³

Although especially dire in Ashland, the affordable rental housing crisis is a regional problem.

“Oregon has become a desirable place to live, with droves of people moving to the state in the Pacific Northwest.

“But the availability of housing has not kept up. From villages on the rugged coastline, to Portland, to towns near the mountains and in Oregon’s famed forests, people are in desperate need of affordable rental housing as rates keep going up and rentals become scarcer.”⁴

Addressing the problem requires local governments actually “walk the walk” (and not just, “talk the talk).

“Four walls and a roof will cost you an arm and a leg in the Pacific Northwest. The cost of housing is skyrocketing in and around the major cities of Cascadia. In Seattle, the price of a home is growing at nearly twice the average for U.S. cities, according to the Seattle Times, pushing rents to “record highs.” From June 2015 to June 2016, Seattle rents on average rose 9.7 percent, the highest rate in the country. Portland took second place, with a 9 percent average increase, and Governing Magazine rated the Rose City the most gentrifying city in America. North of the border, Vancouver leads Canada in most expensive average rents, and rental apartment vacancy rates are “at or near zero,” according to the Globe and Mail, with vacancy rates somehow even lower in surrounding suburban cities. In 2014, the think-tank Demographia rated Vancouver the second-least affordable city in the world, after Hong Kong.”⁵

³ *News-Review*. “Rising to Tackle Rental Housing Challenge”, Julie Akins, 11/30/2016.

⁴ *OPB.ORG*. “Across Much Of Oregon, Renters Feel The Brunt Of The Housing Crunch,” Andrew Selsky, 05/02/2017.

⁵ *Cascadia Magazine*, Casey Jaywork, 01/29/2018.

II. Legal Context

A. Needed Housing

As the Commission performs its charge by applying City’s standards and criteria to Applicant’s proposed project, it is critical to recognize that Applicant’s project is an application for “Needed Housing”.

A critical feature of Needed Housing is that the Oregon Legislature has determined that, “a local government may adopt and **apply only clear and objective standards, conditions and procedures** regulating the development of housing, including needed housing.”⁶

Further, with respect to needed housing within a city, such “standards must be clear and objective on the face of the ordinance” establishing those standards.⁷

The Commission cannot choose to interpret vague criteria or definitions in a way that imposes approval standards which are not specifically provided in the Ashland Land Use Ordinance (“ALUO”). *Rogue Valley Association of Realtors v. City of Ashland*.⁸

B. Parking Requirements

At the September 11 public hearing on Applicant’s needed housing proposal, several of the neighbor-opponents proposed that Applicant’s project fails to meet City’s off-street parking requirements.⁹ The neighbor-opponents’ position is that the floor plans of Applicant’s multi-family units must be classified as “dormitory” units, rather than “multi-family” apartment units. City’s ordinance provisions

⁶ ORS 197.307(4).

⁷ ORS 227.173(2).

⁸ 35 Or LUBA 139.

⁹ ALUO 18.4.3.040 (Parking Ratios).

provide no support for the proposition that Applicant must meet the off-street parking requirements applicable to “Institutional and Public Categories” under ALUO Table 18.4.3.040 (Parking Ratios).

First, City’s **ALUO Table 18.4.3.040** is clear and objective in its standards for off-street parking spaces by use. City’s “Residential Categories” set forth in the Table specify the requirements for “Multi-family” use, and specifically state that multi-family units consisting of “3-bedroom **or greater** require 2.00 spaces per unit.”¹⁰ **See: ALUO Table 18.4.3.040. (Copied and pasted below for easy reference.)**

It is axiomatic that if multi-family apartment units having more than three bedrooms did not fall within City’s “Multi-family” residential use category for purposes of meeting off-street parking requirements, then City’s ALUO Table 18.4.3.040 would not use the language, “3-bedroom **or greater**.” Yet it does.

Second, City’s ALUO does not contain a specific “dormitory” designation, except in the text and context of “**Institutional and Public Categories**.” *See: Table below.* In terms of parking requirements, City’s “Institutional and Public Categories”, specifically designate, apparently by way of example, “Clubs; Fraternity and Sorority Houses; Rooming and Boarding Houses; Dormitories.” *See: Table below.* Applicant’s proposed multi-family apartment units are simply four-bedroom units, and no clear and objective ALUO provisions militate toward any other reasonable use designation. Since the City’s off-street parking requirements for “dormitories” are under the “Institutional and Public” category, it cannot reasonably apply to Applicant’s proposed 4-bedroom apartments, since they are neither “institutional”, nor “public”.

Third, since City's ALUO does not specifically define term "dormitory" the definition is established by "Webster's Third New International Dictionary of the English Language, Unabridged." *ALUO 18.6.1.020.C.* While I was unsuccessful in locating a copy of that particular source, a variety of dictionaries are available on line, and the definition largely fits the common connotation of “dormitory”.

¹⁰ ALUO Table 18.4.3.040 (Automobile Parking Spaces by Use); Residential Use Category: Multi-family “(d)”.

Merriam-Webster defines “dormitory” as follows:

- “1. A room for sleeping especially : a large room containing numerous beds
2. A residence hall providing rooms for individuals or for groups usually without private baths.
3. (Chiefly British) A residential community inhabited chiefly by commuters.”¹¹

Dictionary.com defines “dormitory” as follows:

- “1. A building, as at a college, containing a number of private or semiprivate rooms for residents, usually along with common bathroom facilities and recreation areas.
2. A room containing a number of beds and serving as communal sleeping quarters, as in an institution, fraternity house, or passenger ship.”¹²

Fourth, while City’s ALUO 18.4.3.040 specifically categorizes the off-street parking requirements for “dormitories” as “Institutional and Public” (neither of which Applicant’s proposed multi-family units are), the ALUO’s “Definitions” mention “Group Living” arrangements, which are defined in sub-categories as either, “Residential Care Homes”, “Residential Facilities”, or “Room and Board Facilities” – none of which apply to Applicant’s proposed apartment units.¹³

Fifth, Applicant does not intend to limit rental of the proposed multi-family to groups of unrelated adults. The proposed multi-family units are completely appropriate for families with children. The opponent-neighbors appear to assume that the apartment units will be rented to groups of unrelated adults (“like a dormitory”). No objective basis exists for such an assumption. Subjective conclusions concerning “what sorts of people” might occupy available rental housing, and the prospective nature of the personal relationships between and among the occupants of the particular apartment units rapidly deteriorates into

¹¹ www.merriam-webster.com/dictionary/dormitory

¹² www.dictionary.com/browse/dormitory

¹³ ALUO 18.6.1.030 - Definitions, “Group Living”.

potentially discriminatory stereotyping. It is respectfully suggested the Commission decline to take its analysis in that direction.

Lastly, based on the Oregon Legislature’s “Needed Housing” provisions promulgated and enacted in ORS 197.307(4) and other statutory provisions, the Commission may only apply “clear and objective” standards and criteria to Applicant’s proposed project. Concerning the applicable off-street parking requirements, City’s only “clear and objective” standards are those found in ALUO 18.4.3.040 – which clearly requires Applicant provide two parking spaces for each apartment unit which has “3 bedrooms or greater”. If four-bedroom units are classified as “dormitories”, then City’s ordinance provisions should clearly and objectively reflect that, but they do not.

C. Relevant Provisions of City’s ALUO

ALUO 18.4.3.040. Parking Ratios.

“Except as provided by section 18.4.3.030, the standard ratios required for automobile parking are as follows. See also, accessible parking space requirements in section 18.4.3.050.”

Table 18.4.3.040. Automobile Parking Spaces by Use

USE CATEGORIES	Minimum Parking per Land Use (Based on Gross Floor Area; fractions are rounded to the whole number.)
<u>Residential Categories</u>	
Multifamily	a. Studio units or 1-bedroom units less than 500 sq. ft. - 1 space/unit. b. 1-bedroom units 500 sq. ft. or larger - 1.50 spaces/unit. c. 2-bedroom units - 1.75 spaces/unit. <u>d. 3-bedroom or greater units - 2.00 spaces/unit.</u> e. Retirement complexes for seniors 55 years or greater - 1 space per unit.

<u>Institutional and Public Categories</u>	
Clubs; Fraternity and Sorority Houses; Rooming and Boarding Houses; Dormitories	2 spaces for each 3 guest rooms; in dormitories, 100 sq. ft. shall be equivalent to a guest room.

ALUO 18.6.1.010. Purpose

“The purpose of chapter 18.6.1 is to define terms that are used in the Land Use Ordinance (“this ordinance”) and other terms that may arise in interpreting this ordinance, particularly those that may be uncommon or have more than one meaning.

18.6.1.020. Applicability

- A. **Applicability.** The definitions in chapter 18.6.1 apply to actions and interpretations under the Land Use Ordinance (AMC Title 18). The meanings of some terms in this chapter may, in certain contexts in which they are used, be clearly inapplicable. In such cases the context in which a term is used will indicate its intended meaning, and that intent shall control.
- B. **General Provisions.** Terms not defined herein shall have their ordinary accepted meanings within the context in which they are used. Webster’s Third New International Dictionary of the English Language, Unabridged, shall be considered a standard reference. Where the singular variation of a term is used it also includes the plural.
- C. **Conflicting Definitions.** Where a term listed in chapter 18.6.1 is defined by another section of this ordinance or by another code or statute referenced by this ordinance, the term is not redefined herein for purposes of that other code or statute.

ALUO 18.6.1.030 - Definitions

“The following definitions are organized alphabetically.

* * *

“Group Living. Group living is characterized by the long-term residential occupancy of a structure by a group of people. The size of the group typically is larger than the average size of a household. Group Living structures do not include self-contained units but rather have common facilities for residents including those for dining, social and recreational, and laundry. Residential Care Homes, Residential Care Facilities, and Room and Board Facilities are types of Group Living.

- Residential Care Home. A residential treatment or training or adult foster home licensed by or under the authority of the department, as defined in ORS 443.400, under ORS 443.400 to 443.825, a residential facility registered under ORS 443.480 to 443.500 or an adult foster home licensed under ORS 443.705 to 443.825 that provides residential care alone or in conjunction with treatment or training or a combination thereof for five or fewer individuals who need not be related. (See also, ORS 197.660).
- Residential Facility. Residential facilities provide housing and care for 6 to 15 individuals who need not be related as defined under ORS 430.010 (for alcohol and drug abuse programs); ORS 443.400 (for persons with disabilities); and ORS 443.880. Staff persons required to meet State-licensing requirements is not counted in the number of facility residents and need not be related to each other or the residents.
- Room and Board Facility. Group living establishment located in a dwelling or part thereof, other than a travelers’ accommodation or hotel, where lodging, with or without meals, is provided for compensation for a minimum period of 30 days. Personal care, training, and/or treatment is not provided at a room and board facilities. Examples include dormitories, fraternities, sororities, and boarding houses.

Page -10-
Ashland Planning Commission
PA-T2-2018-00002 | September 18, 2018

Respectfully submitted,

DAVIS HEARN ANDERSON & TURNER
A PROFESSIONAL CORPORATION



CHRISTIAN E. HEARN | OSB #911829
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Enclosures: as stated above.

cc: Matt Small | Kistler Small White
Clients

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Santa Cruz Sentinel

Business

Housing crunch in trendy Ashland prompts protests over rents

POSTED: 10/18/16, 10:32 AM PDT

ASHLAND, Ore. (AP) — A tight housing market in trendy Ashland is causing rental rates to shoot up and some are protesting hikes of up to \$250 a month as the issue takes front and center in upcoming City Council and mayoral races.

The town of about 20,000 people near the California border has a rental vacancy rate of just 1 to 2 percent and housing costs are 67 percent higher than the average in the rest of the country, the Ashland Daily Tidings reported, relying on the cost of living index (<http://bit.ly/2ehDTSZ>).

Housing experts say the supply of homes has not kept up with demand, which has soared as the country emerged from the 2008 recession. A shortage of homes forces people to rent, but those units are also tight, said Oregon Home Builders Association Chief Executive Officer Jon Chandler.

It's a statewide problem that's felt acutely in Ashland, which attracts thousands of visitors each year with the Tony Award-winning Oregon Shakespeare Festival, its warm climate and laid-back vibe.

McKenna Smith, a student at Southern Oregon University, attended a recent protest with a sign demanding an end to rent hikes.

Smith said the property manager for her home sent her a rent increase notice of \$250 a month.

That forced her to move to nearby Medford and she commutes to Ashland for school.

"I say greed is horrible," Smith said, as she marched at Commercial Property Management along with a dozen other protesters. "If they have enough money I don't see why they are raising rents."

David Wright, president of CPM, said he understands renters' frustrations but the costs are being driven by supply and demand.

"The rents were pretty static for a long time," Wright said. "Since the market has improved, houses are selling and tenants are displaced. I definitely empathize with what's going on. We need more housing, more supply, so we can have affordable housing."

Affordable housing has been identified as a priority among all candidates for Ashland City Council and in the mayor's race. According to the cost of living index, Ashland's housing costs are 67 percent higher than the average in the rest of the country.

Sales of existing homes in Jackson County for the months of July through September showed Ashland with a median sales price of nearly \$375,000, while the county average was \$248,000. Ashland prices routinely come in much higher than those of the county at large.

Another protester, Vanessa Houk, recently lost her long term rental after the owners decided to sell it.

The Houks were eventually able to purchase a home with the help of crowd-sourced fundraising but Jason Houk told the newspaper it feels like the problem has reached a tipping point. The couple knows two people who had rent increases of \$150 a month and \$200 a month, respectively.

"I couldn't take it anymore," Jason Houk said of his decision to protest. "We're seeing more and more people living in their cars."



Rising to tackle rental housing challenge

By: Julie Akins | Nov 30, 2016

Ashland, Oregon. Two dozen people sitting in folding chairs balancing paper plates on their laps gathered Saturday at the United Church of Christ in Ashland to begin a movement. The group, calling itself the Renters Free Breakfast, plans to meet monthly to create a coalition of people concerned with the housing crisis in Ashland and other Oregon cities.

“Everyone has a right to decide where to call home,” said Jason Houk of Oregon Jobs with Justice, who organized the gathering. He described the difficulty of living in a community with a less than 1 percent vacancy rate, according to the Ashland Housing Commission. “In the last year and a half people are being squeezed out of our community. Working class people are being pushed out,” Houk told the gathering.

The meeting comes in the wake of a new report from Children First for Oregon putting the number of homeless students statewide at a record 21,340, or 3.7 percent of the state’s public school enrollment.

Nearly 2,000 pre-schoolers are also homeless. The agency reports that rising rents and earnings not keeping up have trapped families in a housing crisis.

The News-Review | 11/30/2016

Ashland – Rising to tackle rental housing challenge

www.nrtoday.com/rising-to-tackle-rental-housing-challenge/article_7d0f88ee-65e5-5eac-ad7b-fe76eda2ab93.html

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The US Census confirms that the typical family earned \$1,300 less than its inflation-adjusted income in 2007, before the recession.

People have not recovered from the housing collapse of 2008.

“I was working 55 hours per week and volunteered in my community and now I’m on the street. My landlord raised my rent 400 per month with 10 days notice,” said Marcus Harper. Harper said as a result of losing a steady place to live it was impossible to hold on to the rest.

He is one of the thousands of examples of those newly homeless as the numbers rise throughout the West. Every large city has declared a crisis and despite efforts to slow the tide, homelessness continues to rise.

“We have to lift the state ban on rent control and eliminate no-cause evictions. We have to demand the city funds the Housing Trust Fund,” Houk said about first steps toward creating a tenants’ voice in Ashland. He pointed to Portland Tenants Union as an example of people who came together to demand rights as renters.

The city of Ashland Housing Trust Fund was established to assist with affordable housing but is not funded at set levels annually. Mayor John Stromberg has also pointed to the fund as a piece of the puzzle in dealing with the housing emergency which faces Ashland.

Michelle Linley of the Jackson County Housing Authority told those gathered that she would volunteer to help walk people through paperwork and the system to assist in whatever way she could. She also acknowledged the difficulty for tenants in finding affordable housing. “Waiting lists are a year out. Once a person has a housing voucher (for housing subsidies) for more than a year, you’re in. No matter how much you make after that. We have people making \$60,000 per year on vouchers.”

Others in the meeting discussed the number of vacant homes, suggesting perhaps homeowners could be offered incentives to rent the homes to people at affordable levels. “Some communities waive or lower property taxes to owners to get the houses occupied,” said Linley, referring to an idea floated in Chicago. Others wanted to see property managers “held accountable.” “These property managers say they are just

doing what their owner clients want, but they advise those clients. Maybe they should have to do a social needs assessment to let property owners who don't live here know what's happening," Houk told the group.

He also encouraged participants to invite their city councilors and public officials so they could hear the stories of their community members affected by the lack of affordable housing and the ensuing homeless crisis as a result. "Invite them to come and help create solutions," Houk suggested.

While The Free Renters Breakfast was sponsored in part by Councilor Carol Voisin who leaves office at the end of the year after losing her bid for mayor, she was not in attendance nor were any other members of the council or others in elected office.

The group plans to meet monthly in hopes of becoming a voice for renters and also to expedite change through petitioning and organizing around the issue of the growing number of working families and children with nowhere to live.

Since 2007 the costs of rent and childcare has increased dramatically, by 10 and 18 percent faster than inflation, respectively.

Jackson County has been listed as one of the least affordable places to live when earnings are factored in, according to the Housing Commission. The overall problem of homelessness among children and families was most intense in small towns and rural areas around Oregon, with one in three children reporting some form of homelessness in Butte Falls.

"It is a crisis, but people don't speak about it like it's a crisis. It's a slow motion tragedy," said Houk.

Email Ashland freelance writer Julie Akins at julianneakins@gmail.com and follow her on Twitter at twitter.com/@julieakins.



Ashland study shows dearth of affordable housing

October 08, 2012 05:32 PM

ASHLAND, Ore. (AP) — About three-quarters of the people who live in one of Oregon's trendiest real estate markets, Ashland, couldn't afford a house there, and rental quarters are scarce, a city study found.

The town noted for the Oregon Shakespeare Festival and upscale tourism is also home to a large number of retired people and college students, which helps to explain why the median household income of slightly more than \$40,000 a year is less than the median in Jackson County, Oregon and the nation.

At the same time, the city's Housing Needs Analysis shows that the town has a surplus of high-end houses, worth more than \$279,000, the Ashland Daily Tidings reported Monday (<http://bit.ly/SIDdaS>).

The analysis found that 22 percent of homes for sale in Ashland cost less than \$279,300.

The average price for homes that sold in 2011 was just a few thousand dollars more, \$285,000. To afford a house at that price, a household would have to earn \$75,000, but 76 percent of Ashland households earn less, the study found.

Ashland has a relatively small inventory of land zoned for multi-family housing, and developers have tended to build and sell townhouses or convert rental apartments into condominiums for sale.

High housing costs are pushing workers such as those employed in the fast growing service and retail sectors to live outside Ashland and commute, the study says, increasing traffic and parking problems and perhaps contributing to falling school enrollment.

The Washington Examiner | 10/08/2012

"Ashland Study Shows Dearth of Affordable Housing"

www.washingtonexaminer.com/ashland-study-shows-dearth-of-affordable-housing

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Date: September 18, 2018

To: Matt Small

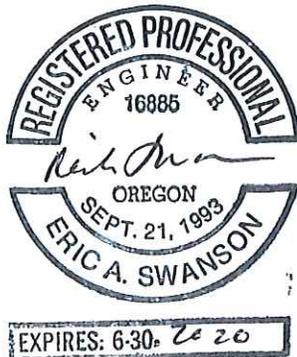
From: Rick Swanson, P.E., G.E.

RE: Groundwater Mitigation
Park Square Apartments, 880 Park Street, Ashland, Oregon
MAI Job No. 17-1303

As requested we have prepared this letter regarding the groundwater mitigation measures that will be utilized for the proposed Park Square Apartments project. We previously prepared a geotechnical investigation report dated December 20, 2017, for the design and construction of the project, and also prepared a supplemental geotechnical engineering recommendations letter dated March 14, 2018, for the design and construction of the project.

The owner, design team, and builder are fully aware of the shallow groundwater conditions at the site and are prepared to design and install numerous permanent dewatering and waterproofing measures to protect the new construction from groundwater entry. The dewatering measures will include slab underdrainage and retaining wall backdrainage systems, as well as surface water collection and drainage systems. Waterproofing measures will include slab waterproofing and retaining wall waterproofing measures. All of these dewatering and waterproofing measures are conventional and normal for controlling groundwater and have been used successfully for many years in similar situations.

This brief letter has been prepared in accordance with generally accepted soil and foundation engineering principles and practices in this area. No other warranty, either expressed or implied, is made.



The new study has led the city staff to consider steps to encourage more affordable housing.

"These suggestions are really a jumping off point to have conversations about what we could do," said city of Ashland Housing Program Specialist Linda Reid. "These are ideas based on what other communities have done."

The city's planning commission is meeting Tuesday to consider whether to send the report on to the City Council for approval.

Among the ideas are designating more land for apartments, encouraging mixed residential and business uses, reducing minimum lot sizes, loosening restrictions on manufactured housing, and allowing accessory residences called "mother-in-law" housing in neighborhoods reserved for single-family homes.

To the Planning Commission,

My name is David Thomas. I'm a 54 year old disabled vet. In the last year I've gained enough strength to live on my own again. I have multiple health issues due to 3 separate cases of Hodgkins Lymphoma. I've worked hard to come back and without a place like Tudor Square I wouldn't have a chance to live on my own again. This is a safe and comfortable place and I feel supported by the neighbors. We need more places like this for people like me that are trying to get back and need a place where they can go forward.

Tudor Square is the greatest opportunity I've had to succeed in overwhelming disability.

Thank you,



Dave Thomas

News

[Economy \(/News/Topic/Economy/\)](#) | [Local \(/News/Topic/Local/\)](#) | [News \(/News/Topic/News/\)](#)

Across Much Of Oregon, Renters Feel The Brunt Of The Housing Crunch

by **Andrew Selsky** AP May 2, 2017 7:37 a.m. | Bend, Oregon



In this April 12, 2017 photo, supporters of a bill to ban most no-cause evictions of home renters in Oregon demonstrate on the Capitol steps in Salem. Doves of people are moving to America's 33rd state, drawn by its natural beauty and job opportunities, but the fast growth has created a housing crisis.

Andrew Selsky/AP

Oregon has become a desirable place to live, with droves of people moving to the state in the Pacific Northwest.

But the availability of housing has not kept up. From villages on the rugged coastline, to Portland, to towns near the mountains and in Oregon's famed forests, people are in desperate need of affordable rental housing as rates keep going up and rentals become scarcer.

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Here is a look at how bad it is getting, and what some communities are doing:

Portland

In the state's largest city, some tenants have seen their rent rise steeply, sometimes even doubling. As housing becomes more expensive in the trendy city, many people are being pushed farther into the suburbs and beyond, adding to the traffic congestion that plagues the city of 630,000. The City Council in February required landlords to pay tenants relocation costs of \$2,900 to \$4,500 when they've raised rents by more than 10 percent or evicted them without cause.

Seaside

Sixty miles (100 kilometers) northwest of Portland, workers who staff the spots that tourists flock to can't find housing and are living in campgrounds and in their cars, Kevin Leahy, head of an economic

development outfit, told The Daily Astorian newspaper.

Central Oregon

Rental housing is so scarce in central Oregon's Bend area — popular for its recreational opportunities and numerous microbreweries — that bidding wars sometimes erupt when a property opens up, with people making offers higher than the original asking price.

Astoria

In this city, near where the Columbia River empties into the Pacific Ocean, leaders in April allowed property owners to create "accessory dwelling units" in places like basements, attics and backyards, and rent them out, City Manager Brett Estes said. Council members also are

considering further limiting Airbnb rentals to free up units for permanent residents. Already, entire homes can't be rented to vacationers.

“Major employers are having difficulty finding employees, because of the lack of housing or the price of housing,” Estes said in a phone interview.

Southern Oregon

In southern Oregon, the town of Grants Pass plans to rezone to allow for more apartments, and has lowered fees for new housing construction, according to the Daily Courier newspaper.

Eastern Oregon

Not all of Oregon is feeling the squeeze though. State Sen. Ted Ferrioli's eastern Oregon district covers 36,000 square miles (93,240 square kilometers) — roughly the size of Indiana — and he would love for people and businesses to move into those wide-open spaces. He worries it “will just become a park.”

“The population density in my district is less than six persons per square mile (2.6 square kilometers), and we've lost population every year in the last decade,” Ferrioli said. “The lifestyle isn't what people are used to. ... There's a sense of isolation and distance.”

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From: Phyllis M Fernlund [mailto:PFernlund@csuchico.edu]
Sent: Tuesday, September 18, 2018 9:41 AM
To: planning <planning@ashland.or.us>
Subject: Park street proposed apartments

I would like to share my thoughts about the proposed 60-person building on Siskiyou and Park. That is too many people for that corner. I suggest a two-story building for 30 residents, half the proposed number and parking for all 30 residents.

The visibility at that intersection is poor and is used by residents, hikers, and the apartments across the street. You would need an exit off Siskiyou to facilitate the new housing and relieve Park Street congestion.

It would be best to put student housing closer to the university.

Phyllis Fernlund
2009 Crestview Drive

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From: Michael Stringer <michaelbstringer@hotmail.com>
Sent: Tuesday, September 18, 2018 11:01 AM
To: Derek Severson
Subject: 880 Park St Comments

Derek,

I support the project to develop 880 Park St. as presented. I noticed that numerous friends of mine that live on Park St have made comments strongly opposed to the project, which is unfortunate. Regardless, or maybe because of this, I felt the need to go on record supporting the project.

I live across the street from another potential development project that would increase affordable housing in our community. I support the project because we need more housing in our community for those unable to afford the high rents here. If we are so supporting of our urban growth boundary, we must all decide to maximize use of space right here in Ashland.

Development costs are very high in our community, often because of such strong opposition from neighbors who have grown accustomed to living near "greenspace," which just means the development has not happened yet. With so little available land in the Ashland city limits, we absolutely need this project to move forward as proposed.

Thank you for your consideration of my comments.

Michael Stringer
159 N Laurel St
Ashland

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September 18, 2018

Chair Roger Pearce and Planning Commissioners
City of Ashland Planning Commission
51 Winburn Way
Ashland, Oregon 97520

Via: Email to derek.severson@ashland.or.us

Re: PA-T2-2018-00002, 880 Park Street

Dear Chairman Pearce and Commissioners,

I attended the Planning Commission hearing of September 11, 2018 to speak against approval of the 880 Park Street development as currently proposed, and this letter is intended to follow-up on issues based on the discussion at that hearing. I want to thank the Commission for a thoughtful hearing on the 11th and for allowing the community to continue to provide input for this important decision. As I mentioned at the meeting, my background includes ten years as a Planning Commissioner in my previous hometown in California (I now am an Ashland resident). In addition, I have represented a variety of nonprofit conservation organizations on issues of land use over the last twenty-five years.

First, I simply want to convey thoughts on the scope of power granted to a Planning Commission. I was concerned at the hearing that the project proponents were attempting to assert that if their project technically fit the numeric standards for the site, then the Commission does not have the authority to reject the project as proposed and recommend changes. I strongly disagree. I have seen this issue arise many times in my career, and I have found that at times Commission members, or even Council members, do not realize the scope of their authority.

The Ashland Municipal Code states as a role of the Planning Commission, “[to] render quasi-judicial decisions on land use applications and appeals of administrative land use decisions as prescribed by the Ashland Code and Oregon state law.” The following legal definition of “quasi-judicial” comes from the online version of the Merriam-Webster dictionary:

“: of, relating to, or being an administrative act, body, or procedure that is concerned with the adjudication of specific rights and obligations rather than the promulgation of rules, **that requires discretion and decision**, and that may be subject to notice and hearing requirements and judicial review.” [Emphasis added]

Thus, the Planning Commission has both the power and the responsibility to use its discretion to view project proposals in light of the various City goals and policies, such as provision of adequate housing while maintaining compatibility of neighborhoods.

Planning staff and the project proponent are correct in expressing the need for additional multi-family housing. This has been acknowledged by the residents both in their oral testimony and in recent written submissions. However, the Comprehensive Plan also discusses the need to, “protect existing neighborhoods from incompatible development.” (Comprehensive Plan, Housing Element, Policy 6.11-2) and directs that, “Site and design review shall be used to ensure compatible multiple-family structures.” (Comprehensive Plan, Housing Element, Policy 6.11-3.b)

As my testimony at the September 11th hearing noted, the number of bedrooms for multi-family apartments typically ranges from one to three, with the average being approximately two. From the various rental websites I cited, it is clear that four-bedroom apartments are quite rare and often not even listed as a category of rental housing.

We must admit that planning for multi-family housing in Ashland did not truly consider the impacts and standards for four-bedroom units, rented out by the bedroom, largely for students. Using parking as an example, Ashland standards simply require two spaces per unit for “3+” bedrooms, leading to the ridiculous notion that four-bedroom, six-bedroom, and eight-bedroom units would provide the same number of parking spaces as three-bedroom units. As for traffic, when Planning Department staff sent me the table that was used for estimating the number of auto trips per day that the project would generate (from the Institute of Transportation Engineers (ITE)), the data suggested approximately 6.5 trips per day per unit, or 100 trips per day for the project. However, when I looked up more ITE data, I found that trip generation **per person** in an apartment is estimated at 3.3 trips per day (ITE Trip Generation, 8th Edition), leading to a total number of trips that is double what your staff estimated. Similar issues arise for noise, trash generation, and aesthetics—wherever 60 people are proposed to live in the space intended for approximately 30.

Conclusion

The Commission should acknowledge that the project as proposed is fundamentally different than what this neighborhood expected under the label of “multi-family housing.” The Commission should then return the project to the developers and staff for revision, focusing on reducing overall impacts by designing a project more in line with current multi-family residential averages and expectations.

Sincerely,



Craig K. Breon, Esq.

From: Trina Sanford <trinacobbssanford@gmail.com>
Sent: Tuesday, September 18, 2018 1:45 PM
To: Derek Severson
Subject: Re: proposed 880 Park St. Development

To whom it may concern,

I would like to put into record that I am against the proposed 880 Park St. development on the grounds that this plan it is not only degrading the area at large but to the property upon which it could be built. Creating such a dense population of people, building structure and traffic can only create a larger issue down the road rather than mending the housing issue at hand.

Masked as a solution to our community's housing issue, this is, instead, just creating another one. With limited parking cars will be forced to spill over onto Park St and possibly Siskiyou Blvd for those who are brave enough (or stupid enough) to risk it which will limit adequate visibility for pedestrians and other drivers in the surrounding areas.

On a section of Siskiyou Blvd that seems to be mildly monitored or even observed, an increase in traffic as well as people could prove hazardous.

The design of the building does not lean in favor of what residential properties around Ashland are known for. It shouts large city design rather than quaint close knit community.

Being familiar with the Transit Triangle, I believe this development to be slipping through planning under such a scheme. And as a born and raised Ashlander I consider this proposed plan to be total overkill for our community and a direct result of turning a blind eye. My sympathies go out to the property owners near by.

Allowing this complex to be built would be ignoring the quality of life of its neighbors and for that, Planning and Tudor Properties should seriously reconsider its design. This feels less about our community and more about profit.

Please seriously reconsider this scale of this design, lack of parking and overall impact on our community at large. To continually pack people into lower income housing without realistic parking and traffic impacts is irresponsible.

Trina Sanford

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From: Colby Morgan <Morganco@H2Morgan.com>

Sent: Tuesday, September 18, 2018 3:22 PM

To: Derek Severson

Cc: Colby Morgan; Taylor York

Subject: Park street documents for submission

Hi Derek,

I am sure you are being inundated with submissions right about now. Thank you again for all the clarifications and help along the way. I am sure this process is far from over, but i do appreciate your balanced approach.

Attached is further documents for review by the commission.

Thank you again.

Colby Morgan RN CRRN BSN

Cell (503) 250-3947

morganco@h2morgan.com

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This is Susan Williams from 836 Park Street, Ashland, OR 9752) writing to urge the Planning Commission to duly note that the proposed project at 880 Park Street, with its additional 60 or more new residents — most with vehicles — living so near the entrance to the south end of Park Street, will add considerable traffic to the area. It will introduce substantial additional traffic into an already busy area probably, according to the City of Ashland’s Engineering Department, enough additional traffic to prompt a Transportation Impact Analysis (TIA) and quite possibly enough to necessitate installation of a traffic signal or at least a cross walk.

I am attaching a traffic count I completed on Monday, September 17, 2018 between 7:30 am and 9:00 am that indicates some of the pressures that *already* exist on Siskiyou Boulevard and its collector streets even before the addition of new cars to the area. During this traffic count I observed some problematic traffic patterns. Between those hours, and especially from 8:00 am to 9:00 am, people turning out of the south side of Park Street face an ongoing challenge, especially if they need to cross Siskiyou and continue down the north part of Park Street toward Ashland Street and Highway 5. Along with autos, buses, and pickup trucks traversing this busy intersection, I counted a substantial number of bicyclists, observed many pedestrians, and occasionally heard vehicles braking fast. This is an area where traffic is already substantial and near the limit, or even beyond the limit at key moments. One of those “beyond” moments occurs most weekends when hikers arriving by car, and bikers and walkers coming on foot, travel up and down the south part of Park to reach the Oredson Todd and White Rabbit Trail Systems. There is no question that problems will be exacerbated by the addition of many new vehicle trips into and out of the area at a time like that, when the safety of all involved will almost certainly be compromised.

According to the Engineering Department, “Proposed land use actions, new developments, and/or redevelopment accessing a State highway/boulevard directly or indirectly (via collector or local streets), will need to provide traffic impact studies to respective local reviewing jurisdiction(s) and ODOT, if the proposed land use causes 50 newly generated vehicle trips (inbound and outbound) during the adjacent street’s peak hour. It seems highly likely that 880 Park Street as planned will generate that many vehicle trips in and out during the peak period, or more, making such a study essential to the welfare of the community. With what I observed during just a small portion of the day, I believe the proposed addition of 60 new rental units to be rented individually, *many* to car owners, should prompt Ashland’s Engineering Department to require a Transportation Impact Analysis (TIA) of this area immediately. **However, a smaller number of units generating substantially less vehicle trips seems way more desirable. I hope that the Commission will see fit to reduce the number of units enough to lessen the inherent traffic problem, and possibly even preclude the need for the study. In short, shrinking the developer’s present plan may be the best and *safest* way to improve it.**

Results of Traffic Survey September 17, 2018 from 7:30 am to 9:00 am

At 7:30 am 10 cars pulled out of the south side of Park Street and 5 drove in.
At 7:30 am 10 cars pulled out of the north side of Park Street and 10 drove in.
54 vehicles drove west on Siskiyou Blvd, and 21 drove east. 1 bicycle passed.

At 7:45 am 6 cars pulled out of the south side of Park Street and 3 drove in.
At 7:45 am 3 cars pulled out of the north side of Park Street and 1 drove in.

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75 vehicles drove west on Siskiyou Blvd, and 26 drove east. 4 bicycles passed.

At 8:00 am 22 cars pulled out of the south side of Park Street and 3 drove in. **

At 8:00 am 10 cars pulled out of the north side of Park Street and 12 drove in.
105 vehicles drove west on Siskiyou Blvd, and 62 drove east. 2 bicycles passed.

At 8:15 am 17 cars pulled out of the south side of Park Street and 9 drove in. *

At 8:15 am 8 cars pulled out of the north side of Park Street and 12 drove in.
106 vehicles drove west on Siskiyou Blvd, and 56 drove east. 4 bicycles passed.

At 8:30 am 14 cars pulled out of the south side of Park Street and 10 drove in.

At 8:30 am 3 cars pulled out of the north side of Park Street and 9 drove in.
113 vehicles drove west on Siskiyou Blvd, and 69 drove east. 6 bicycles passed.

At 8:45 am 17 cars pulled out of the south side of Park Street and 6 drove in. *

At 8:45 am 11 cars pulled out of the north side of Park Street and 9 drove in.
77 vehicles drove west on Siskiyou Blvd, and 43 drove east. 1 bicycle passed.

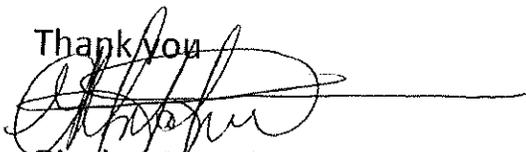
807 cars passed on Siskiyou Blvd during the time frame, and 220 negotiated the entrance to or crossing of Siskiyou Blvd. 18 bicycles negotiated a way through the traffic, but no one tried to cross the street.

* Indicates at least a few close calls with fast breaking, difficulty crossing the road for a left turn, and/or a significant surge of congestion more than once during the time frame. The speed limit is 35 there, but more often than not cars are going over 40 mph in the vicinity.

To the planning commission

My name is Gisela Montalvo and I have lived in this apartment complex with my kids since 2010. The whole time I have lived here I have had no problems with the landlord or other tenants. The complex is always clean, quiet, well maintained and affordable. All types of people live her including single moms and disabled people. This apartment complex has allowed me to raise my kids in Ashland, thanks to that it is affordable and safe. I think that building the new apartments will cut the amount of people passing through from the empty lot to camp or do whatever they do in the hills above us. I work late in the night or early in the morning and I always feel safe coming and going from my apartment.

Thank you



Gisela Montalvo #18ABCD

TECH MEMO

TO: Matt Small
Kistler Small + White Architects

FROM: Kelly Sandow P.E.
Sandow Engineering

DATE: September 17, 2018

RE: Park Square Apartments



Sandow Engineering has performed a safety and performance evaluation for the intersection of Siskiyou Boulevard at Park Street in Ashland. The study evaluated the existing operation of the intersection as well as the operation with the added traffic from the proposed apartment complex. The evaluation considers the standard traffic engineering evaluation criteria for frequency and patterns for crashes, intersection operation, vehicle queuing, turning movement conflicts, and intersection sight distance. The following describes the evaluation and findings.

TRAFFIC FROM DEVELOPMENT

The proposal is for the development of 15 apartment units over 6 buildings on tax lot 3402 of map 39 1E 15AD. The estimate of traffic generated to the site is determined using the trip generation information found within the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition. The site trips are estimated using the data provided for Land Use 221 Multifamily Housing (Mid-Rise). The site generated trips for the AM and PM peak hour trips are illustrated in Table 1.

TABLE 1: TRIP GENERATION

ITE Land Use	Size	Unit	Trip Generation					
			Rate	Trips	% In	% Out	Trips In	Trips Out
AM Peak Hour								
221 Mid-Rise Residential	15	Dwelling Unit	$\ln(T) = 0.98 \ln(x) - 0.98$	5	26%	74%	1	4
PM Peak Hour								
221 Mid-Rise Residential	15	Dwelling Unit	$\ln(T) = 0.96 \ln(x) - 0.63$	7	61%	39%	4	3

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As shown in Table 1, the apartment complex is estimated to generate 5 vehicle trips in the AM peak hour and 7 trips during the PM peak hour. The City of Ashland requires a Traffic Impact Analysis when development traffic will generate more than 50 trips during one of the peak hours. As illustrated, the levels of traffic generated from the proposed development do not trigger a TIA. However, as requested, an analysis was prepared for the intersection of Siskiyou Boulevard at Park Street.

CRASH EVALUATION

A crash investigation was performed for the study area intersections. The analysis investigates crashes that have been reported to the ODOT and the City of Ashland for the most recent 5 years, 2013-2018.

The ODOT crash reports indicate that there were no reported crashes for this intersection over the last 5 years. Attachment A contains the ODOT Crash rates.

The City of Ashland's crash data indicates there were no reported crashes within the last five years attributed to turning movements into and out of Park Street. There were a few crashes involving a single vehicle colliding with a power pole and vehicles colliding with parking cars on Park Street.

As per the crash data, there are no significant safety issues resulting in vehicle crashes.

INTERSECTION PERFORMANCE

Sandow Engineering performed an intersection evaluation specifically evaluating the intersection performance and queuing. The intersection of Siskiyou Blvd and Park Street was evaluated for Volume to Capacity (v/c) and Level of Service (LOS). The standard for intersections under ODOT's jurisdiction is v/c; while LOS is the standard for the City of Ashland.

Volume-to-capacity (v/c) ratio describes the capability of an intersection to meet volume demand based upon the maximum number of vehicles that could be served in an hour. V/C is the threshold for which ODOT evaluates the operation of intersections, as defined by the Oregon Highway Plan. V/C thresholds are defined based on roadway classification and speed. Siskiyou Blvd (Highway 99) is designated as a District Level Highway inside a Metropolitan Planning Organization (MPO). The v/c threshold for a facility of this type is 0.95.

Level of Service (LOS) is a measure of performance that is based on the Highway Capacity Manual (HCM). LOS is a concept developed to quantify the degree of comfort (including such elements as travel time, number of stops, total amount of stopped delay, and impediments caused by other

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vehicles) afforded to drivers as they travel through an intersection. It was developed to quantify the quality of service of transportation facilities. LOS is based on average delay, defined as the average total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. Average delay is measured in seconds per vehicle per hour and then translated into a grade or "level of service" for each intersection. LOS ranges from A to F, with A indicating the most desirable condition and F indicating the most unsatisfactory condition. The City of Ashland has a level of service threshold of LOS D for all intersections.

The intersection performance and queuing analysis were performed for the existing conditions during the PM peak hour and the conditions with the added development traffic. A traffic count was taking during the PM Peak period of 4-6 PM Thursday 9/13/2018. The traffic counts illustrate that the PM peak hour occurs from 4:45 to 5:45 PM. The existing traffic volumes are illustrated in Attachment B.

The development trips for the PM peak hour are assigned to the network based on the existing travel patterns observed during the traffic count. The development traffic is illustrated in Attachment B.

The conditions with the development are the addition of the existing traffic counts and the development trips. The build-out traffic volumes are illustrated in Attachment B.

The intersection v/c and LOS analysis were prepared using SYNCHRO 9. Table 2 illustrates the results of the analysis and Attachment B contains the analysis outputs.

TABLE 2: INTERSECTION PERFORMANCE: YEAR 2018 PM PEAK HOUR

Intersection	Mobility Standard	Existing	With Development
	V/C LOS		
Northbound Siskiyou Blvd	0.95 LOS D	0.02 LOS A	0.02 LOS A
Southbound Siskiyou Blvd		0.00 LOS A	0.00 LOS A
Northbound Park Street		0.07 LOS B	0.07 LOS B

The intersection of Park St/Siskiyou Blvd operates within the city and ODOT standards.

A queuing analysis was prepared for the PM peak hour with the development Traffic. The analysis was performed using SimTraffic, a micro-simulation software tool that uses the HCM defined

criteria to estimate the queuing of vehicles within the study area. The average and 95th percentile queuing results are illustrated in Table 3 The SimTraffic outputs are provided in Attachment B.

TABLE 3: INTERSECTION QUEUING: YEAR 2018 PM PEAK HOUR

Intersection	Existing		With Development	
	Average Queue (feet)	95 th Percentile Queue (feet)	Average Queue (feet)	95 th Percentile Queue (feet)
Northbound Siskiyou Blvd	25	50	25	50
Southbound Siskiyou Blvd	0	0	0	0
Northbound Park Street	25	50	25	50

On average the intersection will experience a queue of 1 vehicle during the PM peak hour. The 95th percentile queue is up to 2 vehicles during the PM peak hour.

As illustrated in Tables 2 and 3 the addition of development traffic does not adversely affect the intersection performance or queuing.

TURNING MOVEMENT CONFLICT

Park Street is offset by about 135 feet (center line to center line) as it crosses Siskiyou Boulevard.

Both intersections of Park St and Siskiyou Blvd allow full movements. The turning movements were evaluated for potential conflicts. The turning conflicts are illustrated in Table 1. The turning movements can all occur in a safe and efficient manner consistent with typical standards of traffic engineering and design.

Northbound Siskiyou Blvd is anticipated to queue between 1-2 cars. The queue of northbound vehicles will not block turning movements into/out of Park St north of Siskiyou Blvd.

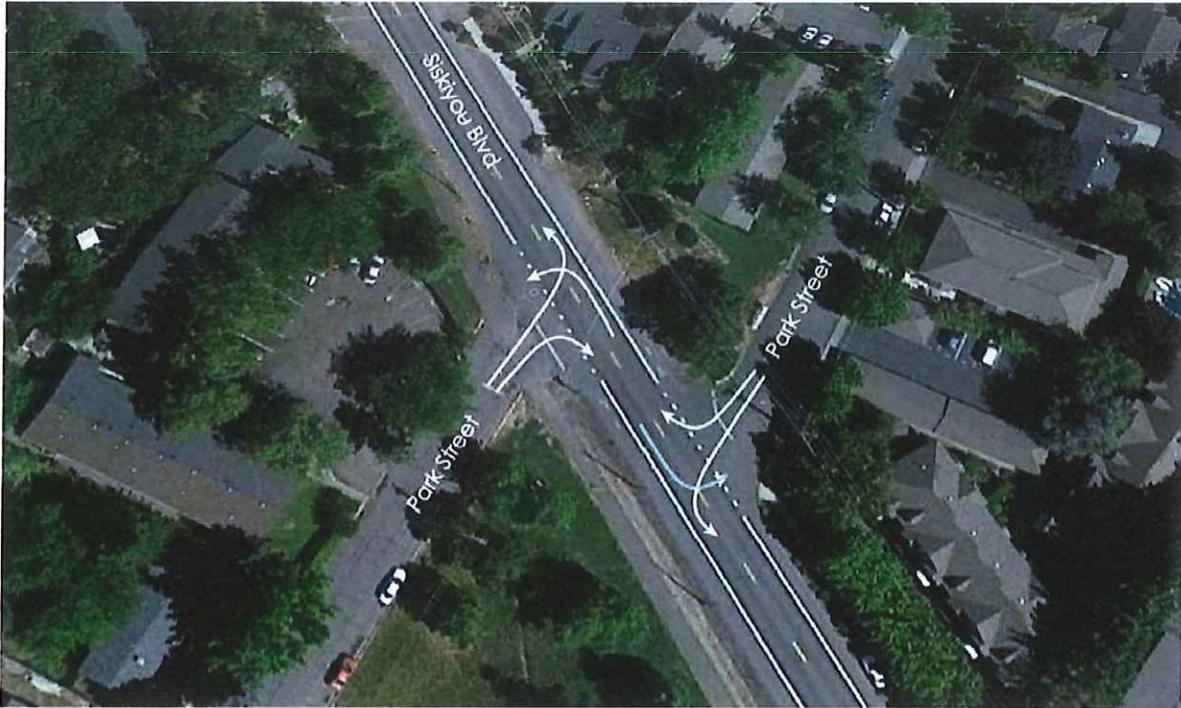


Figure 1: Turning Movements

SIGHT DISTANCE

The site access onto Highway 99 was reviewed for vehicle line of sight (sight distance). Sight distances are classified by the stopping sight distance (SSD) for the major roadway and departure/intersection sight distance (ISD) for the minor street (controlled) approach. The stopping sight distance is the length of roadway needed for a vehicle traveling at the design speed to safely stop for a stationary object in the roadway. The required sight distance allows a driver to perceive and react to object 2 feet high on the roadway visible from a driver's eye height of 3.5 feet above the ground. The departure sight distance (ISD) is a measure of the length of visibility of the roadway given to a stopped driver on a minor road approach. The distance provides time to perceive and react to gaps in traffic. For this calculation, it is assumed that the driver's eye is 3.5 feet above the ground and that the object to be seen is 3.5 feet above the ground of the intersecting road.

Intersections and driveways should, at a minimum, meet the SSD requirements. However it is desirable to achieve the ISD whenever possible.

The standards for evaluating SSD and ISD follow methodology in the AASHTO's *A Policy on Geometric Design of Highways and Streets* (2011).

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Siskiyou Blvd is a District Level Highway with a posted speed of 35 miles per hour. As per AASHTO the SSD on a roadway with a speed of 35 miles per hour is 250 feet. This means that a driver along Siskiyou Blvd needs to be able to see a stopped driver along the roadway waiting to enter the site at a minimum of 250 feet ahead of the driveway.

As per AASHTO, the ISD distance on a roadway with a speed of 35 miles per hour is 390 feet. This means that a driver waiting to leave the site will need to be able to see at a minimum of 390 feet in both directions to be able to perceive and react to adequate gaps in traffic to execute a safe left-turn maneuver

The line of sight needed for a vehicle to safely turn from Park St onto Siskiyou Blvd vehicles is illustrated in Figure 2. As illustrated in the figure, the lines of sight are available.

Additionally, a vehicle exiting from Park Street onto Siskiyou Boulevard from the south side can see a vehicle making a maneuver from the intersection to the north. This is illustrated in Figure 3.



Figure 2: Vehicle Sight Distance

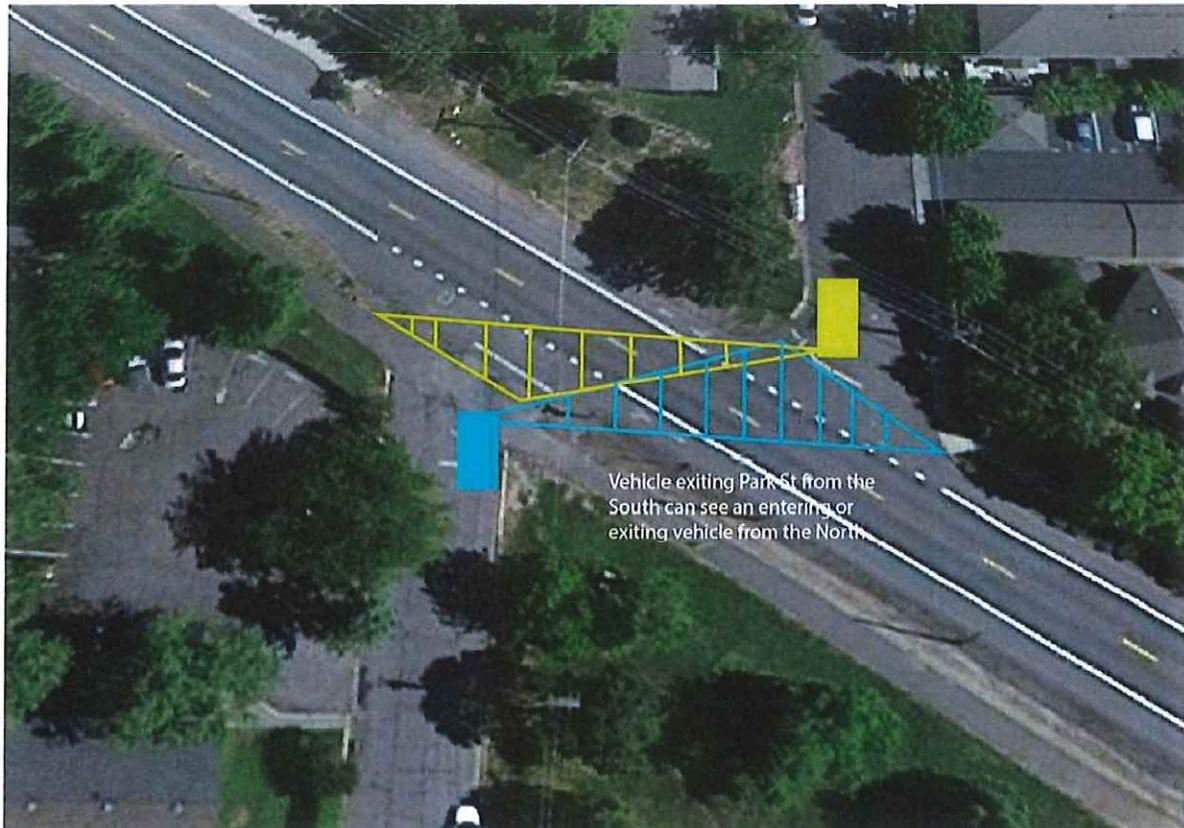


Figure 3: Area of vision for turning vehicle.

CONCLUSION

This traffic evaluation concludes the following:

1. The proposed apartment traffic will generate 5 trips in the AM peak hour and 7 trips in the PM peak hour.
2. The intersection of Park Street and Siskiyou Blvd has had no reported crashes within the past 5 years. There is no apparent safety issue with the intersection.
3. The intersection of Park St at Siskiyou Blvd operates better than the ODOT and city standard.
4. The queuing of vehicles entering and exiting the site will not cause operation issues at the intersection.

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5. There are no significant issues or turning movement conflicts that will be impacted by the apartment complex.
6. All sight distances are met for the south side Park Street Apartments.

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ATTACHMENT A CRASH DATA

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

PARK ST at SISKIYOU BLVD, City of Ashland, Jackson County, 01/01/2008 to 09/30/2017

COLLISION TYPE	FATAL CRASHES		NON-PROPERTY DAMAGE ONLY		TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION RELATED	OFF-ROAD
	FATAL CRASHES	NON-PROPERTY DAMAGE ONLY												
YEAR: 2010														
REAR-END	0	1	0	1	1	0	1	1	0	0	1	0	1	0
YEAR 2010 TOTAL	0	1	0	1	1	0	1	1	0	0	1	0	1	0
YEAR: 2008														
REAR-END	0	0	1	1	1	0	0	1	0	0	1	0	1	0
YEAR 2008 TOTAL	0	0	1	1	1	0	0	1	0	0	1	0	1	0
FINAL TOTAL	0	1	1	2	2	0	1	2	0	0	2	0	2	0

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

From: Kelly Sandow PE
RE: Park Square Traffic Evaluation
Date: 9.17.18
Page 10

ATTACHMENT B INTERSECTION EVALUATION

Development Trip Generation

Land Use Code
221- Multi-Family Mid Rise

AM Rate 15 eqn 5 AM Trips 5 PM Rate 7 eqn 7 PM Trips 7 in 61% out 39% in 4 out 3

Ped	0	0	0	0	0	0	0
309 L	0	0	0	0	0	0	0
309 T	309	0	0	0	0	0	0
338 R	30	0	17	0	15	0	0
Ped	0	17	0	15	0	0	32
L	0	0	0	0	0	0	0
T	0	0	0	0	0	0	0
R	0	0	0	0	0	0	0
PED	0	0	0	0	0	0	0

Existing Volumes

0 R	0	0	0	0	0	0	0
292 T	292	0	0	0	0	0	0
20 L	20	0	0	0	0	0	0
0 Ped	0	0	0	0	0	0	0

Ped	2	0	0	0	0	0	0
L	0	0	0	0	0	0	0
T	0	0	0	0	0	0	0
2 R	2.0	0	2	0	1	0	1
Ped	0	2	0	0	1	0	3
L	0	0	0	0	0	0	0
T	0	0	0	0	0	0	0
R	0	0	0	0	0	0	0
PED	0	0	0	0	0	0	0

Trip Distribution

0 R	0	0	0	0	0	0	0
2 T	2	0	0	0	0	0	0
2.0 L	2.0	0	0	0	0	0	0
0 Ped	0	0	0	0	0	0	0

Ped	0	0	0	0	0	0	0
311 L	0	0	0	0	0	0	0
309 T	309	0	0	0	0	0	0
341 R	32	0	19	0	16	0	0
Ped	0	19	0	16	0	0	35
L	0	0	0	0	0	0	0
T	0	0	0	0	0	0	0
R	0	0	0	0	0	0	0
PED	0	0	0	0	0	0	0

Volumes with Development

0 R	0	0	0	0	0	0	0
292 T	292	0	0	0	0	0	0
22 L	22	0	0	0	0	0	0
0 Ped	0	0	0	0	0	0	0

Intersection

Int Delay, s/veh 0.8

Movement NBL NBR SET SER NWL NWT

Lane Configurations	W		↑			↑
Traffic Vol, veh/h	17	15	309	30	20	292
Future Vol, veh/h	17	15	309	30	20	292
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	16	325	32	21	307

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	690	341	0	0	357	0
Stage 1	341	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	411	701	-	-	1202	-
Stage 1	720	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	402	701	-	-	1202	-
Mov Cap-2 Maneuver	402	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach NB SE NW

HCM Control Delay, s	12.7	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt NBLn1 NWL NWT SET SER

Capacity (veh/h)	502	1202	-	-	-
HCM Lane V/C Ratio	0.067	0.018	-	-	-
HCM Control Delay (s)	12.7	8	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	-

Intersection

Int Delay, s/veh 0.9

Movement NBL NBR SET SER NWL NWT

Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	19	16	309	32	22	292
Future Vol, veh/h	19	16	309	32	22	292
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	17	325	34	23	307

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	696	342	0	0	359	0
Stage 1	342	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	408	701	-	-	1200	-
Stage 1	719	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	399	701	-	-	1200	-
Mov Cap-2 Maneuver	399	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach NB SE NW

HCM Control Delay, s	12.8	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt NBLn1 NWL NWT SET SER

Capacity (veh/h)	497	1200	-	-	-
HCM Lane V/C Ratio	0.074	0.019	-	-	-
HCM Control Delay (s)	12.8	8.1	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	-

Queuing and Blocking Report
Existing

09/17/2018

Intersection: 3: , Interval #1

Movement	NB	NW
Directions Served	LR	LT
Maximum Queue (ft)	43	33
Average Queue (ft)	22	5
95th Queue (ft)	50	28
Link Distance (ft)	785	1368
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: , Interval #2

Movement	NB	NW
Directions Served	LR	LT
Maximum Queue (ft)	44	40
Average Queue (ft)	21	6
95th Queue (ft)	46	27
Link Distance (ft)	785	1368
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: , All Intervals

Movement	NB	NW
Directions Served	LR	LT
Maximum Queue (ft)	45	44
Average Queue (ft)	22	6
95th Queue (ft)	47	28
Link Distance (ft)	785	1368
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
 Network wide Queuing Penalty, Interval #2: 0
 Network wide Queuing Penalty, All Intervals: 0

Intersection: 3: , Interval #1

Movement	NB	NW
Directions Served	LR	LT
Maximum Queue (ft)	40	31
Average Queue (ft)	23	5
95th Queue (ft)	48	24
Link Distance (ft)	785	1368
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: , Interval #2

Movement	NB	NW
Directions Served	LR	LT
Maximum Queue (ft)	40	62
Average Queue (ft)	23	7
95th Queue (ft)	47	35
Link Distance (ft)	785	1368
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: , All Intervals

Movement	NB	NW
Directions Served	LR	LT
Maximum Queue (ft)	50	62
Average Queue (ft)	23	7
95th Queue (ft)	47	33
Link Distance (ft)	785	1368
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 0
 Network wide Queuing Penalty, Interval #2: 0
 Network wide Queuing Penalty, All Intervals: 0

Tudor Square Occupancy demographics for September 2018. (this includes parking information)

Quads 48

Total rooms 192

Rooms used for office and storage 9

Total number of rooms that are rentable 183

Total number of rooms rented as of September 12, 2018. 165

Number of these rooms rented that do not use a parking space 88.

The office uses 2 of the 70 parking spaces for manager's car and the Tudor Square truck. This leaves 68 of the 70 spaces available for the remaining 77 tenants with cars.

Occupancy by category

27 rooms are rented to families or couples. 16%

34 rooms are rented to seniors or disabled individuals. 21%

74 rooms are rented to single working adults/not students. 45%

30 rooms are rented to college students. 18%

Total occupancy by tenants (does not include minor children) 115.

9/17/2018

Sincerely
Planning Board Commission
I am writing to you on
behalf of Tudor Estate Apts
also because I live here
first of all I would like to
say that I think we
have a very good manager
second I find the people
here to be very nice and
respectful of other peoples
property also I like living
in Ashland I understand
that there is a plan set forth
to build more only newer
I think this is a great idea
as I am a disabled person
and these apartments are affordable
for an individual like myself
to be given the opportunity
to be able to live in a town
such as Ashland

Thank
You

Michael
LaBucare
APT 17A

880 Park St Comments

Michael Stringer <michaelbstringer@hotmail.com>

Tue 9/18/2018 11:01 AM

To: Derek Severson <derek.severson@ashland.or.us>;

Derek,

I support the project to develop 880 Park St. as presented. I noticed that numerous friends of mine that live on Park St have made comments strongly opposed to the project, which is unfortunate. Regardless, or maybe because of this, I felt the need to go on record supporting the project.

I live across the street from another potential development project that would increase affordable housing in our community. I support the project because we need more housing in our community for those unable to afford the high rents here. If we are so supporting of our urban growth boundary, we must all decide to maximize use of space right here in Ashland.

Development costs are very high in our community, often because of such strong opposition from neighbors who have grown accustomed to living near "greenspace," which just means the development has not happened yet. With so little available land in the Ashland city limits, we absolutely need this project to move forward as proposed.

Thank you for your consideration of my comments.

Michael Stringer
159 N Laurel St
Ashland

This is Susan Williams from 836 Park Street, Ashland, OR 9752) writing to urge the Planning Commission to duly note that the proposed project at 880 Park Street, with its additional 60 or more new residents — most with vehicles — living so near the entrance to the south end of Park Street, will add considerable traffic to the area. It will introduce substantial additional traffic into an already busy area probably, according to the City of Ashland’s Engineering Department, enough additional traffic to prompt a Transportation Impact Analysis (TIA) and quite possibly enough to necessitate installation of a traffic signal or at least a cross walk.

I am attaching a traffic count I completed on Monday, September 17, 2018 between 7:30 am and 9:00 am that indicates some of the pressures that *already* exist on Siskiyou Boulevard and its collector streets even before the addition of new cars to the area. During this traffic count I observed some problematic traffic patterns. Between those hours, and especially from 8:00 am to 9:00 am, people turning out of the south side of Park Street face an ongoing challenge, especially if they need to cross Siskiyou and continue down the north part of Park Street toward Ashland Street and Highway 5. Along with autos, buses, and pickup trucks traversing this busy intersection, I counted a substantial number of bicyclists, observed many pedestrians, and occasionally heard vehicles braking fast. This is an area where traffic is already substantial and near the limit, or even beyond the limit at key moments. One of those “beyond” moments occurs most weekends when hikers arriving by car, and bikers and walkers coming on foot, travel up and down the south part of Park to reach the Oredson Todd and White Rabbit Trail Systems. There is no question that problems will be exacerbated by the addition of many new vehicle trips into and out of the area at a time like that, when the safety of all involved will almost certainly be compromised.

According to the Engineering Department, “Proposed land use actions, new developments, and/or redevelopment accessing a State highway/boulevard directly or indirectly (via collector or local streets), will need to provide traffic impact studies to respective local reviewing jurisdiction(s) and ODOT, if the proposed land use causes 50 newly generated vehicle trips (inbound and outbound) during the adjacent street’s peak hour. It seems highly likely that 880 Park Street as planned will generate that many vehicle trips in and out during the peak period, or more, making such a study essential to the welfare of the community. With what I observed during just a small portion of the day, I believe the proposed addition of 60 new rental units to be rented individually, *many* to car owners, should prompt Ashland’s Engineering Department to require a Transportation Impact Analysis (TIA) of this area immediately. **However, a smaller number of units generating substantially less vehicle trips seems way more desirable. I hope that the Commission will see fit to reduce the number of units enough to lessen the inherent traffic problem, and possibly even preclude the need for the study. In short, shrinking the developer’s present plan may be the best and *safest* way to improve it.**

Results of Traffic Survey September 17, 2018 from 7:30 am to 9:00 am

At 7:30 am 10 cars pulled out of the south side of Park Street and 5 drove in.
At 7:30 am 10 cars pulled out of the north side of Park Street and 10 drove in.
54 vehicles drove west on Siskiyou Blvd, and 21 drove east. 1 bicycle passed.

At 7:45 am 6 cars pulled out of the south side of Park Street and 3 drove in.
At 7:45 am 3 cars pulled out of the north side of Park Street and 1 drove in.
75 vehicles drove west on Siskiyou Blvd, and 26 drove east. 4 bicycles passed.

At 8:00 am 22 cars pulled out of the south side of Park Street and 3 drove in. **
At 8:00 am 10 cars pulled out of the north side of Park Street and 12 drove in.
105 vehicles drove west on Siskiyou Blvd, and 62 drove east. 2 bicycles passed.

At 8:15 am 17 cars pulled out of the south side of Park Street and 9 drove in. *
At 8:15 am 8 cars pulled out of the north side of Park Street and 12 drove in.
106 vehicles drove west on Siskiyou Blvd, and 56 drove east. 4 bicycles passed.

At 8:30 am 14 cars pulled out of the south side of Park Street and 10 drove in.
At 8:30 am 3 cars pulled out of the north side of Park Street and 9 drove in.
113 vehicles drove west on Siskiyou Blvd, and 69 drove east. 6 bicycles passed.

At 8:45 am 17 cars pulled out of the south side of Park Street and 6 drove in. *
At 8:45 am 11 cars pulled out of the north side of Park Street and 9 drove in.
77 vehicles drove west on Siskiyou Blvd, and 43 drove east. 1 bicycle passed.

807 cars passed on Siskiyou Blvd during the time frame, and 220 negotiated the entrance to or crossing of Siskiyou Blvd. 18 bicycles negotiated a way through the traffic, but no one tried to cross the street.

* Indicates at least a few close calls with fast breaking, difficulty crossing the road for a left turn, and/or a significant surge of congestion more than once during the time frame. The speed limit is 35 there, but more often than not cars are going over 40 mph in the vicinity.

880 Park Street

Matthew Kane <matthewkane@hotmail.com>

Tue 9/18/2018 1:27 PM

To: Derek Severson <derek.severson@ashland.or.us>;

Cc: Kathy Kane <kathleenkane@hotmail.com>;

Hello,

I am writing to add my comments and questions to the discussion about 880 Park.

I have reviewed <https://ashland.municipal.codes/LandUse/18.4.3> and I have questions about the calculation of parking spaces. My concern is the lack of definitions for the different types of housing.

It is my understanding that there will be 15 "apartments" and each of them will have 4 separate rooms and shared common space. It is also my understanding that the plan is to offer the separate rooms individually. There could potentially be 60 individual tenants.

The City contends that there are only 15 units as far as parking spaces are concerned because there is one shared kitchen between 4 bedrooms. The City has not shown where in the Municipal Code there is a definition to support that conclusion. Given the fact that each bedroom will be offered separately it seems more appropriate to count them as 60 Studio or 1 bedroom units. That would mean there should be 60 spots according to the chart at section 18.4.3.040 of the Municipal Code.

I am in favor of the project generally. I think the City needs more rental units. If the number of units was reduced by 3 or 4, then I would have no objection at all to the project going forward.

Thank you for your consideration.

Matthew Kane
1024 Park Street.

Re: proposed 880 Park St. Development

Trina Sanford <trinacobbssanford@gmail.com>

Tue 9/18/2018 1:45 PM

To: Derek Severson <derek.severson@ashland.or.us>;

To whom it may concern,

I would like to put into record that I am against the proposed 880 Park St. development on the grounds that this plan it is not only degrading the area at large but to the property upon which it could be built. Creating such a dense population of people, building structure and traffic can only create a larger issue down the road rather than mending the housing issue at hand.

Masked as a solution to our community's housing issue, this is, instead, just creating another one. With limited parking cars will be forced to spill over onto Park St and possibly Siskiyou Blvd for those who are brave enough (or stupid enough) to risk it which will limit adequate visibility for pedestrians and other drivers in the surrounding areas.

On a section of Siskiyou Blvd that seems to be mildly monitored or even observed, an increase in traffic as well as people could prove hazardous.

The design of the building does not lean in favor of what residential properties around Ashland are known for. It shouts large city design rather than quaint close knit community.

Being familiar with the Transit Triangle, I believe this development to be slipping through planning under such a scheme. And as a born and raised Ashlander I consider this proposed plan to be total overkill for our community and a direct result of turning a blind eye. My sympathies go out to the property owners near by.

Allowing this complex to be built would be ignoring the quality of life of its neighbors and for that, Planning and Tudor Properties should seriously reconsider its design. This feels less about our community and more about profit.

Please seriously reconsider this scale of this design, lack of parking and overall impact on our community at large. To continually pack people into lower income housing without realistic parking and traffic impacts is irresponsible.

Trina Sanford

Park street proposed apartments

Phyllis M Fernlund <PFernlund@csuchico.edu>

Tue 9/18/2018 9:41 AM

To: planning <planning@ashland.or.us>;

I would like to share my thoughts about the proposed 60-person building on Siskiyou and Park. That is too many people for that corner. I suggest a two-story building for 30 residents, half the proposed number and parking for all 30 residents.

The visibility at that intersection is poor and is used by residents, hikers, and the apartments across the street. You would need an exit off Siskiyou to facilitate the new housing and relieve Park Street congestion.

It would be best to put student housing closer to the university.

Phyllis Fernlund
2009 Crestview Drive

RECEIVED

Sep 18, 2018

City of Ashland

To: Derek Severson, Planning Commission
From: Debbie Miller
160 Normal Avenue, Ashland
Re: PA-T2-2018-00002
880 Park Street

Dear Mr. Severson and Commissioners:

The now mostly-vacant lot at the corner of Park Street and Siskiyou, zoned R-3, could be used both to improve the needed inventory of apartment housing in the city, and to make a positive contribution to the streetscape. The present plan may bring roofs over the heads of those needing the most minimal of space, but it does not address workforce housing nor, if used for what is basically indoor tiny homes, present a positive influence to the nearby residences.

Let me start with the pluses of the project: The number of units, in theory, fits the criteria for the number of units in that zoning. If this were 15 one-two, or even one three-bedroom units, I think few would object.

I do agree that the request for an Exception to Street Standards for sidewalks makes sense. The present asphalt walkway is plenty wide, used by many pedestrians and runners during the day and evening, is separated from both the bike path (a great asset!) and the traffic lane. A 'meandering' walkway along Park, where none exists now, would be attractive and sufficient.

Now the reality: These units will be rented (by a manager on site, I would hope) individually, and to those who don't mind sharing space, such as those of college age, a single person just moving to town and needing a place to sleep while looking for a more permanent dwelling, and those whose luck has unfortunately run out and a room in what we hope will be an affordable building can suffice. These potential residents are all worthy of housing, but the present zoning and criteria for parking are not for boarding houses, but apartments! Small units, such as Thistledown a block east, can fit ~~a~~ the space, as do the townhouses on the north side of Siskiyou. This set of buildings does not work in the neighborhood setting; the parking will be totally inadequate for over 15 actual units (two spaces needed for units over 1100 square feet, I believe), and the impacts will be far more than a true 15-unit apartment complex would generate.

Solutions? I would hope that the Commission asks the applicant to submit an amended proposal that would either honestly address the real potential for many individuals to rent one-bedroom spaces, resulting in many more than the number of occupants assumed by Tudor Properties; or rearrange the spaces so that individuals, couples or even small families can rent a pleasant unit with living space and a bathroom.

The buildings, as pictured in the paper, are of the same cold, hard industrial style for which that architectural firm is known. The Commission can and should address architectural style and compatibility with neighboring structures—all of which are wood (or look like wood), are warm and inviting, very unlike the plans for this project. One of the sad features of older 'affordable' units is the lack of character, charm or pleasantness to the facade. These could look much more attractive. At least some of those trees could be saved!! That part of Siskiyou has few trees as it is, so taking out five more along the walkway is a terrible idea. I would think enough land is available to put the units around, behind, or otherwise configured in some ways to save at least the Redwoods. I have not seen a plot plan so do not know how the open space is envisioned, but I would hope that some area might be available for a small garden plot or quiet sitting space, or around the trees. If the applicant truly thinks that families might rent a whole unit (four bedrooms w/ bath), then is a play area necessary?

Again, the concept of low-income housing is applaudable and gratefully received. But, this project should either be apartments or come under the designation similar to the Ashlander units down the block and be treated as such. Please ask the applicant to return with a better plan that we can all be pleased to view and in which those needing housing will be happy to reside.

RECEIVED
SEP 18 2018
City Of Ashland

9/17/18

To: Ashland Planning Commission
Regarding: PA-T2-2018-00002
Subject Property: 880 Park Street
Owner/Applicant: Tudor Properties, LLC/Kistler Small + White, LLC

Ashland City Planning Commission,

Our community is writing to you in reference to the proposed development on 880 Park Street. As you witnessed at the hearing last Tuesday, there is a lot of passion in our neighborhood for our community and we deeply care about the development along Park Street. Let us be clear, we support the idea of improving the housing situation in Ashland. Many of us have known that one day we would be welcoming multiple families to the end of our street.

During the staff report, Derek Severson, Senior Planner for the city of Ashland, laid out that "each of these units has 4 bedrooms 2 baths and 1 kitchen, so each of these apartments have the potential to rent individually should the applicant and renters choose that...they function similar to quads at the university..." (RVTV recording start 1:02:49- finish 1:03:27). In fact, after conducting research into the "quads" that are part of McLoughlin Hall at SOU, I found that the Park Square plans are nearly identical in design. I also discovered that they bear a strong resemblance to the Madrone Residence Hall at SOU as well (See Figure 1 below). The proposed dormitory-style development has a bedroom square-footage of 459.8sq ft per "dwelling". The McLoughlin complex at SOU has bedroom square footage of 420.8 sq ft per "dwelling", and the Madrone complex (designed by Kistler+White+Small) has bedroom square footage of 400 sq ft per "dwelling". These SOU dormitories also include permanent facilities for *independent living such as living, sleeping, eating, cooking, and sanitation. This demonstrates how comparable the Park Square unit is to a dormitory-style configuration currently in use at SOU* (See Figure 1 below). The proposed complex is similar to that of the SOU quads in multiple ways: square footage, size of rooms, and intended method of lease and usage (inside.sou.edu and PA-T2-2018-00002).

According to the current building code Ashland Land Use Ordinance, **Section 18.6.1.030 Definitions**, a "multifamily dwelling" is defined as "a dwelling in a structure or grouping of structures containing two or more dwelling units located on one lot." However, a glaring hole becomes apparent in the current proposed development when the intended use is considered; renting each bedroom individually rather than as a unit to a single family group, in the same manner as dormitory rooms are rented. Most families looking for rentals in Ashland want and need 1, 2, or 3 bedroom apartments to rent as a unit. Very few families are in need of, or can afford to rent, 4 bedroom apartments, and would prefer not to share living accommodations with another tenant/tenants that they do not know and do not have the option to choose for themselves. In order for a family to have an apartment (a family dwelling) to themselves at Park Square, it would require that they rent all 4 individual bedrooms at a cost of \$500 per room (as

outlined by Mr. Small), totalling \$2000 for an apartment. Through a simple media search for rentals in Ashland, it's easy to determine that this rental cost is higher than the current Ashland rental market demands for a typical single apartment that will accommodate a family, especially when considering that most families are seeking to rent an entire unit as opposed to sharing with a tenant that they cannot choose. This rental rate also does not comply with the rental rates as laid out for workforce housing in the City of Ashland's Infill Strategy documents adopted by the Planning Commission and the City Council currently under review. This plan is not conducive to meeting the needs and desires of families needing rental housing in Ashland, and it does not meet the intended purpose of the Transit Triangle Infill Strategy to encourage multi-family homes (**City of Ashland Infill Strategy Ordinance, Chapter 18.3.14**).

This project should **not** be considered as a "multi-family" development in regards to the City of Ashland Land Use Codes, as it better meets the 2018 International Building Code definition of a "dormitory". Glaringly, the Ashland City Code lacks a definition for the term "dormitory", although it is referenced under the parking requirements, **Table 18.4.3.030**. According to the 2018 International Building Code (which develops international code and has been adopted for use as *standard by most jurisdictions in the United States*), a "dormitory" is defined as "a space in a building where group sleeping accommodations are provided in one room, or in a **series of closely associated rooms for persons not members of the same family group** under joint occupancy and single management, as in college dormitories or fraternity houses" (**2018 IBC, Ch. 2, Section 202**). The proposed "quad-style" apartment project better resembles this definition of a dormitory in size, function, and intended use. Given that "quad-style" apartments are not specifically listed in the City of Ashland Land Use Code, the most comparable use for this type of housing that is listed in the code is "dormitory". As such, the number of off-street parking spaces that are required should be based on the development's intended use as dormitory-style housing. The determination for the required number of off-street parking spaces should be based on "the most comparable use" as stated in **Section 18.4.3.030, A. 2. Unspecified Use**, which is as a "dormitory" in this case. The calculation for this category of use would require that the current plan for the Park Square Apartments provide a minimum of 40 off-street parking spaces, if based on the the number of bedrooms in the plan; or would require a minimum of 46 off-street parking spaces, if based on the square footage requirements in the plan (**Section 18.4.3.040, Institutional and Public Categories**).

This is the current business model of Tudor Square Properties, one of the developers that are behind the Park Square Apartments development. Even their own Facebook page calls it "Quad-style Living". The developers' target market for renting/leasing in this development is **not single families**. Family, as defined by merriam webster, is "the basic unit in society traditionally consisting of two parents rearing their children; also : any of various social units differing from but regarded as equivalent to the traditional family: a single-parent family, a group of persons of common ancestry". The developers intent is to rent/lease primarily to individuals or groups of **persons not members of the same family group**. This further points to the intended use and business model employed by Tudor Square Properties and places this development more appropriately within the "dormitory" category (see above for 2018 IBC definition of "dormitory").

Our community requests that the planning commission review the current proposed project based on its intended purpose: A dormitory-style housing complex. Even the city's own planning staff are on record stating this project functions similar to quads at the university. Our community is not against the construction of traditional multi-family units (or even this style of development). We request the planning commission use the parking requirements that are indicated for a dormitory, based on this being the most comparable use category as stipulated in Section 18.4.3.030, to ensure that our community is safe and well maintained.

Thank you for your time and consideration in this matter.

Sincerely,

The Park Street Community and Concerned Ashland Residents

Print Name & Street Address	Signature
Constance Alexander 965 Park St. 990 Park St Ashland OR Tellan them	C Alexander [Signature]
Nona M Hoadley 981 Park St Wm Beecher	Nona M Hoadley Wm Beecher
990 Park St Toni Helstein 990 Park St.	Toni Helstein
ANDREW J FROELICH 989 PARK ST. ANNA FROELICH	Andrew J Froelich
989 PARK ST. Stacy Collins 1031 Park Street	Anna D. Froelich Stacy Collins
Kathleen Kane 1024 Park St Jared Cruce	Kathleen Kane Jared Cruce
1030 Park St Suzanne Cruce 1030 Park St.	Suzanne Cruce
Jan + Avram Sacks 1059 Park St. BRET ZUNDEL	Jan + Avram Sacks Bret Zundel
1108 PARK ST ANDREA ZUNDEL 1108 PARK ST.	Andrea Zundel
MARK SCARPACI 1850 Hope St Tate Scarpaci	Mark Scarpaci
1850 Hope St.	Tate Scarpaci

Matthew Kane
1024 Park St

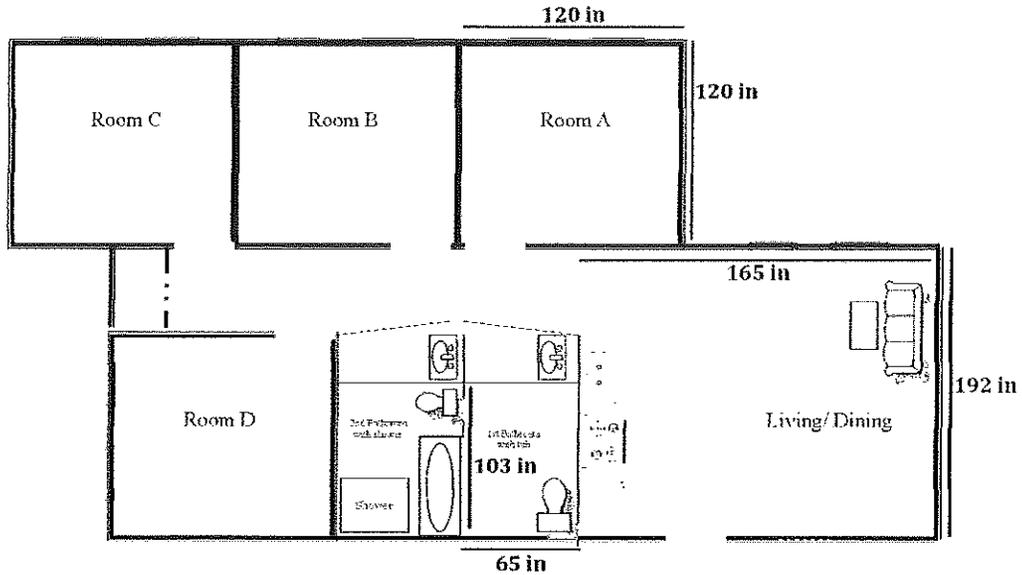
Annabel Allen
950 Park St

TBS Shields PHD
950 Park St.

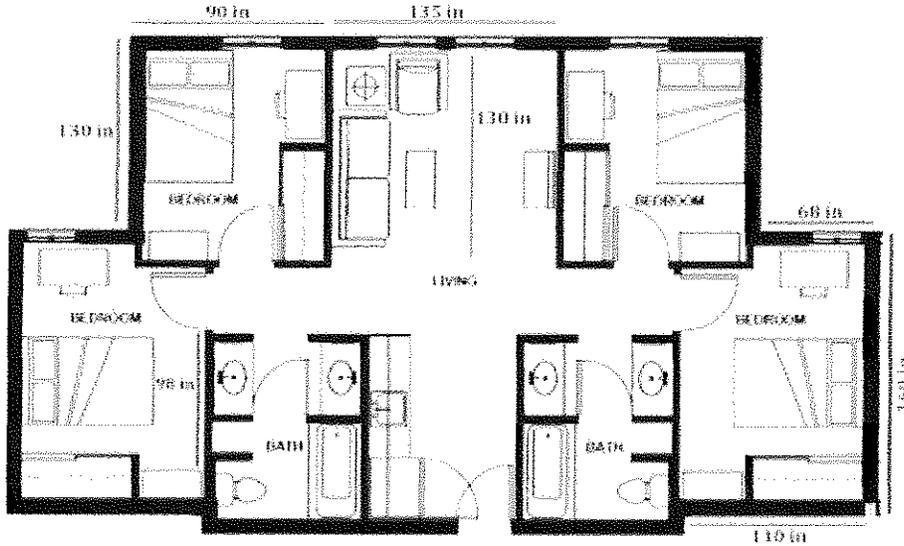


Figure 1 Comparison of size, function and use of Madrone, McLoughlin and Proposed Park Square

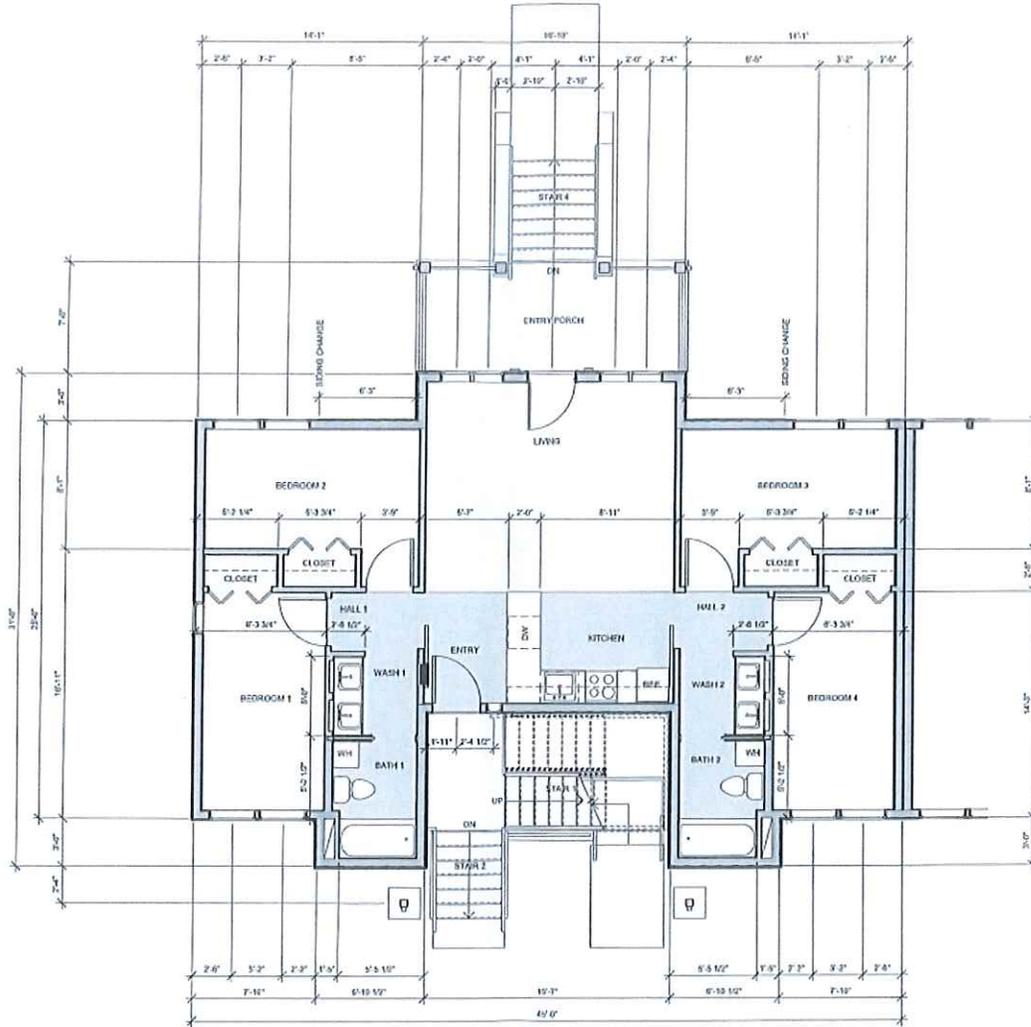
Madrone Residence Hall floor plan (inside.sou.edu)
 SOU Madrone Residence Hall bedroom square footage = 400 sqft.



McLoughlin Single Room Layout (inside.sou.edu)
 SOU McLoughlin Hall bedroom square footage = 420.8 sqft.



Park Square Apartment Floor Plan (PA-T2-2018-00002)
 Park Square Apartment total bedroom square footage = 459.8 sqft.



Chair Roger Pearce and Planning Commissioners
City of Ashland Planning Commission
51 Winburn Way
Ashland, Oregon 97520

September 18, 2018

Via: Email to derek.severson@ashland.or.us

Re: PA-T2-2018-00002, 880 Park Street

Dear Chairman Pearce and Commissioners,

I attended the Planning Commission hearing of September 11, 2018 to speak against approval of the 880 Park Street development as currently proposed, and this letter is intended to follow-up on issues based on the discussion at that hearing. I want to thank the Commission for a thoughtful hearing on the 11th and for allowing the community to continue to provide input for this important decision. As I mentioned at the meeting, my background includes ten years as a Planning Commissioner in my previous hometown in California (I now am an Ashland resident). In addition, I have represented a variety of nonprofit conservation organizations on issues of land use over the last twenty-five years.

First, I simply want to convey thoughts on the scope of power granted to a Planning Commission. I was concerned at the hearing that the project proponents were attempting to assert that if their project technically fit the numeric standards for the site, then the Commission does not have the authority to reject the project as proposed and recommend changes. I strongly disagree. I have seen this issue arise many times in my career, and I have found that at times Commission members, or even Council members, do not realize the scope of their authority.

The Ashland Municipal Code states as a role of the Planning Commission, “[to] render quasi-judicial decisions on land use applications and appeals of administrative land use decisions as prescribed by the Ashland Code and Oregon state law.” The following legal definition of “quasi-judicial” comes from the online version of the Merriam-Webster dictionary:

“: of, relating to, or being an administrative act, body, or procedure that is concerned with the adjudication of specific rights and obligations rather than the promulgation of rules, **that requires discretion and decision**, and that may be subject to notice and hearing requirements and judicial review.” [Emphasis added]

Thus, the Planning Commission has both the power and the responsibility to use its discretion to view project proposals in light of the various City goals and policies, such as provision of adequate housing while maintaining compatibility of neighborhoods.

Planning staff and the project proponent are correct in expressing the need for additional multi-family housing. This has been acknowledged by the residents both in their oral testimony and in recent written submissions. However, the Comprehensive Plan also discusses the need to, “protect existing neighborhoods from incompatible development.” (Comprehensive Plan, Housing Element, Policy 6.11-2) and directs that, “Site and design review shall be used to ensure compatible multiple-family structures.” (Comprehensive Plan, Housing Element, Policy 6.11-3.b)

As my testimony at the September 11th hearing noted, the number of bedrooms for multi-family apartments typically ranges from one to three, with the average being approximately two. From the various rental websites I cited, it is clear that four-bedroom apartments are quite rare and often not even listed as a category of rental housing.

We must admit that planning for multi-family housing in Ashland did not truly consider the impacts and standards for four-bedroom units, rented out by the bedroom, largely for students. Using parking as an example, Ashland standards simply require two spaces per unit for “3+” bedrooms, leading to the ridiculous notion that four-bedroom, six-bedroom, and eight-bedroom units would provide the same number of parking spaces as three-bedroom units. As for traffic, when Planning Department staff sent me the table that was used for estimating the number of auto trips per day that the project would generate (from the Institute of Transportation Engineers (ITE)), the data suggested approximately 6.5 trips per day per unit, or 100 trips per day for the project. However, when I looked up more ITE data, I found that trip generation **per person** in an apartment is estimated at 3.3 trips per day (ITE Trip Generation, 8th Edition), leading to a total number of trips that is double what your staff estimated. Similar issues arise for noise, trash generation, and aesthetics—wherever 60 people are proposed to live in the space intended for approximately 30.

Conclusion

The Commission should acknowledge that the project as proposed is fundamentally different than what this neighborhood expected under the label of “multi-family housing.” The Commission should then return the project to the developers and staff for revision, focusing on reducing overall impacts by designing a project more in line with current multi-family residential averages and expectations.

Sincerely,



Craig K. Breon, Esq.

To: Ashland Planning Commission
 Regarding: PA-T2-2018-00002
 Subject Property: 880 Park Street
 Owner/Applicant: Tudor Properties, LLC/Kistler Small + White, LLC

Ashland City Planning Commission,

I am writing you in on-going reference to the proposed development at 880 Park Street. My wife and I live at 906 Park Street on the south east corner of the proposed development. As you will see from my submitted testimony from the hearing I raise some substantial concerns. I will further outline them below.

My first concern is our trees, as I have mentioned before the arborist for Canopy (the applicant's consultant) has recommended protection of the 3 trees on our property. All of them exist within 15 feet of the property line which warrants protection plans under Ordinance **18.4.5.03 section B (1)**. Currently the Tree Protection Plan (document L3.0) only includes the diameter of our trees, not the calculated tree protection zone. Using the calculation provided by planning staff during their presentation, (18" of distance for every 1" of trunk), the tree protection zone for the Deodar Cedar would be 42 feet, the White Birch would be 48 feet and the Thundercloud Plum would be 34.5 feet. To give you an idea, the current metal building is 29 feet off the property line according to the surveyor's drawings. **Ashland Municipal Code 18.4.5.030.C.** dictates that no construction activity shall occur within the tree protection zone and should be free of excavation, trenching, or grading. Currently there is a parking lot set to be excavated/graded within the calculated tree protection zone. This should have serious consideration by the planning staff and commission as it relates to the tree protection zone and existing code.

Parking is a large concern for the community. I will direct you to the community letter to which I am coauthor of. Using numbers provided by the property manager of Tudor Square, **(Table 1)** they currently have 77 cars owned by tenants with a lot capacity of 74 cars. Currently Tudor Square is at 90% occupancy. This means that at full occupancy they would, in theory, need space for 17 more cars. This is determined due to 67% (or ~2/3) of their tenants currently having cars on site. In fact, the current percentage of tenants with cars closely aligns with the 2:3 ratio for parking under dormitory under **Ashland code section 18.4.3.040**. This further lends itself to the most comparable use for the proposed development. Thus, initiating Ashland Municipal code **Section 18.4.3.030, A. 2**. Frequently Tudor square experiences over flow into the field (before they closed it) and side streets for parking, see figure 1 which shows mid-day satellite photo from May of 2016, obviously people have left to their places of work but many cars still remain.

Table 1. Current Tudor Square Parking and Occupancy numbers (source: Ona Williams)

Tudor Square Parking	
Current rooms rented	165
Tenants current	115

Cars owned by tenants	77
Spaces on site	74
% of active Tenants with cars	67%
Current lot occupancy %	104%

A secondary concern is the design of the parking lot. According to Ordinance **18.4.4.030.F.2.a** there should be 5 foot landscaped strip screen between any parking and a property line. Looking at the south east edge there is only a 2'8" strip against the property line. Where in the south east side there is also a 10' set back which suddenly changes to a 5-foot set back **see figure 2**. This warrants review by the commission to ensure it complies with intended regulations. The commission should also require the applicant to replace the fence with a substantial fence in good repair that is resistant to both light and sound unlike the current fence in place.

I also have concerns about the accuracy of drawings, as I review the drawings I have noticed a large discrepancy between the drawings in reference to the catch basin on the southern edge of the property. This places some doubt into the accuracy and readiness of the plans. **See figure 3**

Again, I would like to stress that we are not against improving the housing situation in Ashland or this development. We are asking that the developers provide more off-street parking that is in line with dormitory requirements and their own parking requirements in the current property.

It is through the recommendations and demands of the planning commission that will shape this into an asset to the greater Ashland area and preserve the characteristics of our neighborhood.

Thank you for your thought to the preservation of our community,

Colby and Taylor Morgan

906 Park Street

Figure 1. Satellite image of parking situation for Tudor square Properties Mid day with use of field being used as parking lot

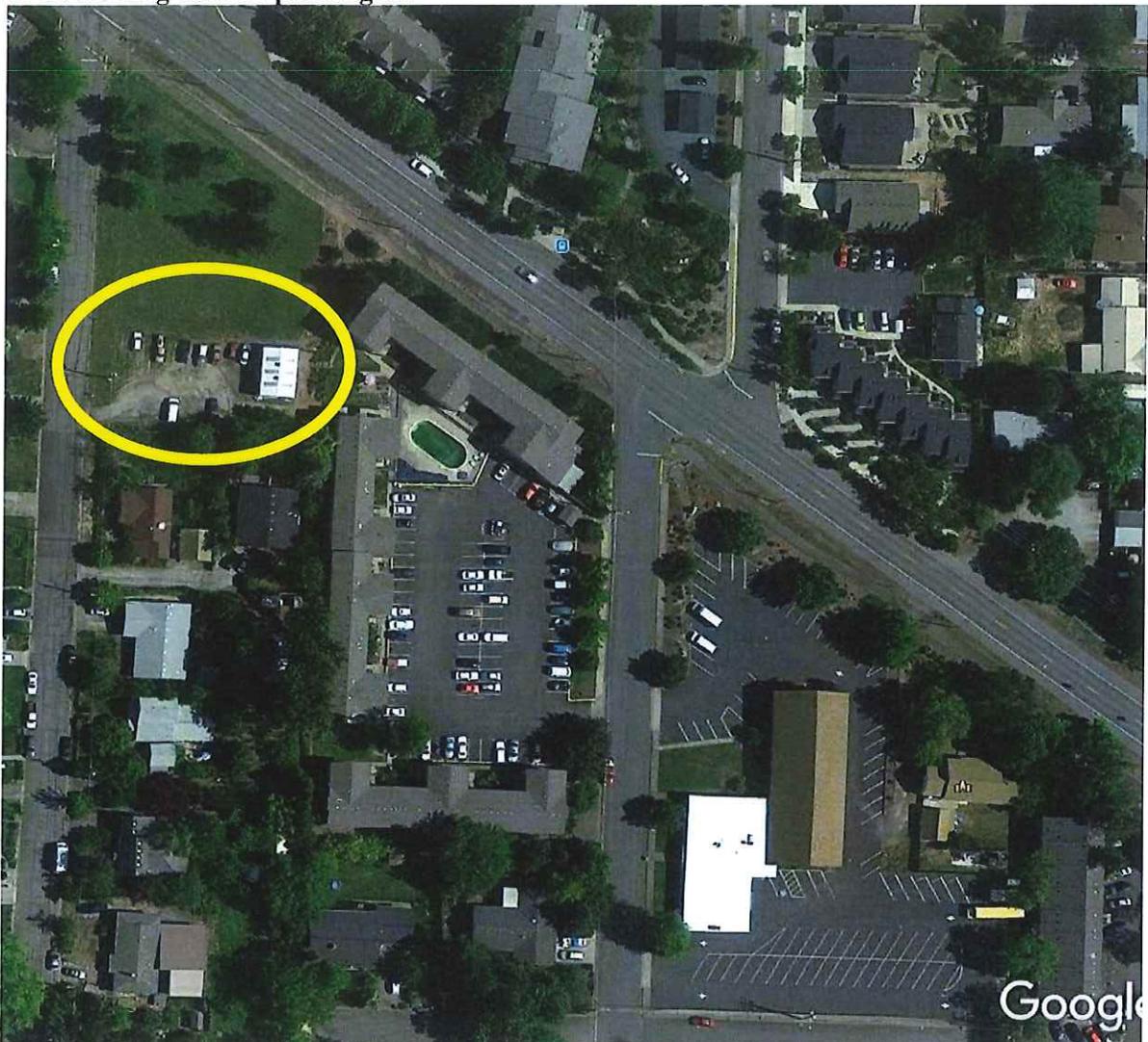


Image from May of 2016 Mid-day. Commissioners are on the record saying that in the transit triangle that “parking spots can be shared due to residents leaving during the day.” Imaging indicates shortage of parking for current property.

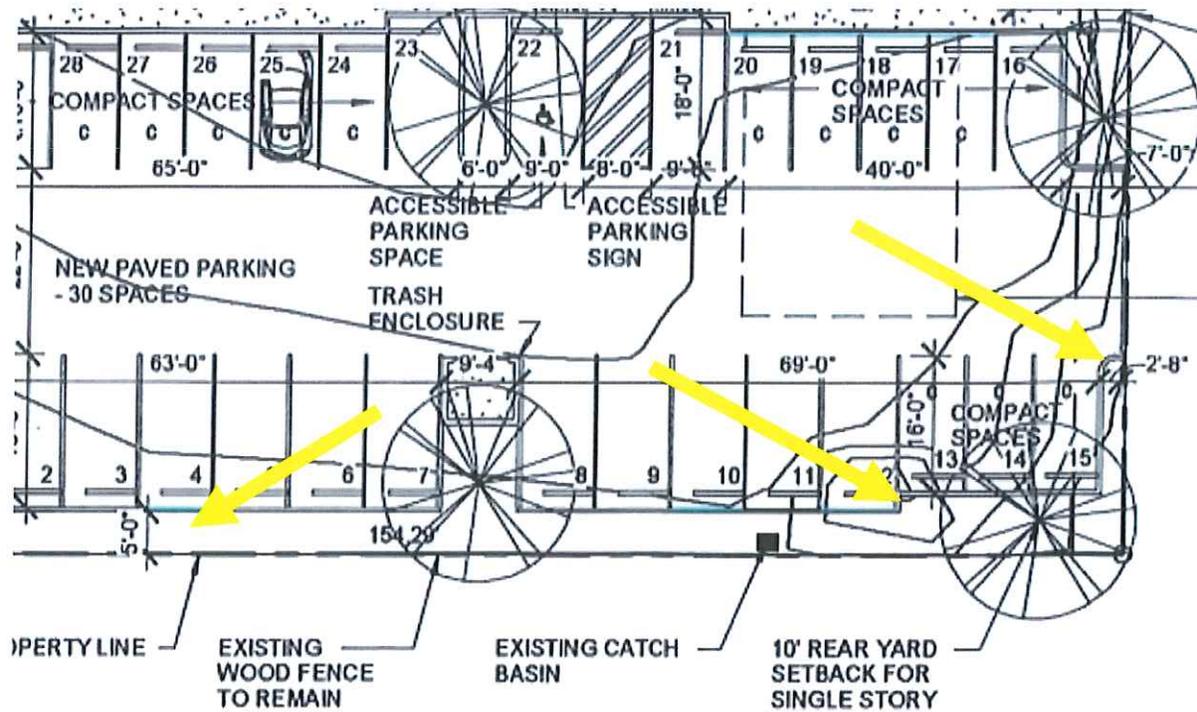


Figure 2. Demonstrating change in setback and 2 foot 8 inch offset instead of required 5 foot against abutting property lines. With changing depth that is not continuous with the 10-foot setback

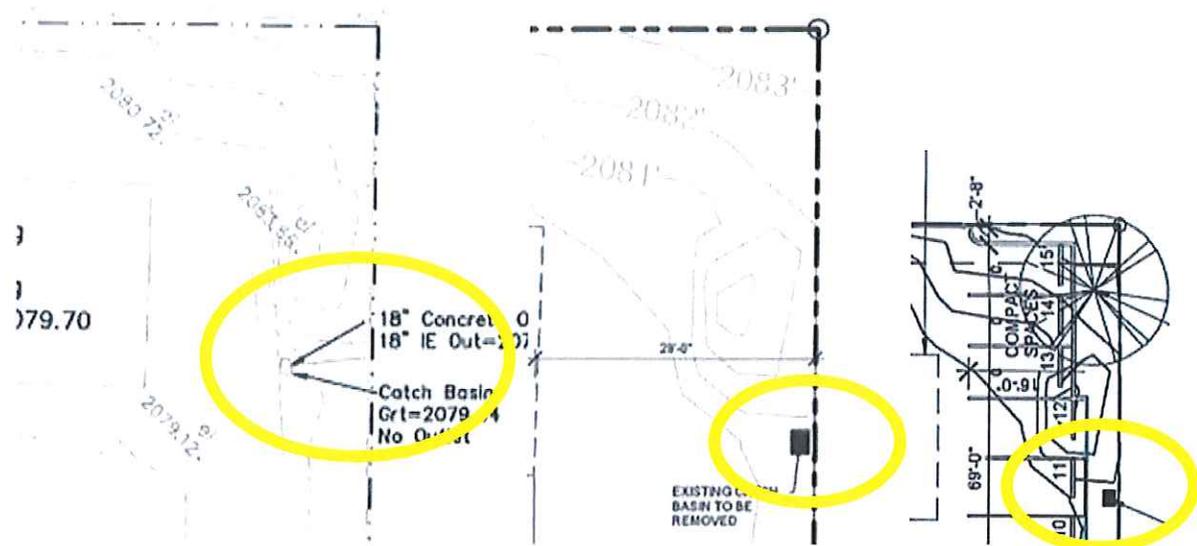


Figure 3. Demonstrates different position of catch basin in 2 different drawings, surveyors map, drainage, and landscaping layout.

From: Peggy <sandpcase@charter.net>
Sent: Tuesday, September 18, 2018 8:39 AM
To: Derek Severson
Subject: Park St dorms

I live on Park St. I'm so disappointed with the idea of someone building quad apartments at the end of my street. We have lived here for 38 years and have enjoyed walking along here and looking at the mountains and the beauty around us. It's getting where you can't even see the mountains when you're out for a walk. I see The college and high school kids doing their training running up Park Street. With all the new cars , traffic hope someone doesn't get hurt.
Not happy with this idea!

Thank You,
Peggy Case

Sent from my iPhone

RECEIVED
SEP 18 2018
City Of Ashland

9/17/18

To: Ashland Planning Commission
Regarding: PA-T2-2018-00002
Subject Property: 880 Park Street
Owner/Applicant: Tudor Properties, LLC/Kistler Small + White, LLC

Ashland City Planning Commission,

Our community is writing to you in reference to the proposed development on 880 Park Street. As you witnessed at the hearing last Tuesday, there is a lot of passion in our neighborhood for our community and we deeply care about the development along Park Street. Let us be clear, we support the idea of improving the housing situation in Ashland. Many of us have known that one day we would be welcoming multiple families to the end of our street.

During the staff report, Derek Severson, Senior Planner for the city of Ashland, laid out that "each of these units has 4 bedrooms 2 baths and 1 kitchen, so each of these apartments have the potential to rent individually should the applicant and renters choose that...they function similar to quads at the university..." (RVTV recording start 1:02:49- finish 1:03:27). In fact, after conducting research into the "quads" that are part of McLoughlin Hall at SOU, I found that the Park Square plans are nearly identical in design. I also discovered that they bear a strong resemblance to the Madrone Residence Hall at SOU as well (See Figure 1 below). The proposed dormitory-style development has a bedroom square-footage of 459.8sq ft per "dwelling". The McLoughlin complex at SOU has bedroom square footage of 420.8 sq ft per "dwelling", and the Madrone complex (designed by Kistler+White+Small) has bedroom square footage of 400 sq ft per "dwelling". These SOU dormitories also include permanent facilities for independent living such as living, sleeping, eating, cooking, and sanitation. This demonstrates how comparable the Park Square unit is to a dormitory-style configuration currently in use at SOU (See Figure 1 below). The proposed complex is similar to that of the SOU quads in multiple ways: square footage, size of rooms, and intended method of lease and usage (inside.sou.edu and PA-T2-2018-00002).

According to the current building code Ashland Land Use Ordinance, **Section 18.6.1.030 Definitions**, a "multifamily dwelling" is defined as "a dwelling in a structure or grouping of structures containing two or more dwelling units located on one lot." However, a glaring hole becomes apparent in the current proposed development when the intended use is considered; renting each bedroom individually rather than as a unit to a single family group, in the same manner as dormitory rooms are rented. Most families looking for rentals in Ashland want and need 1, 2, or 3 bedroom apartments to rent as a unit. Very few families are in need of, or can afford to rent, 4 bedroom apartments, and would prefer not to share living accommodations with another tenant/tenants that they do not know and do not have the option to choose for themselves. In order for a family to have an apartment (a family dwelling) to themselves at Park Square, it would require that they rent all 4 individual bedrooms at a cost of \$500 per room (as

RECEIVED
SEP 17 2018
City Of Ashland

To: Ashland Planning Commission
Regarding: PA-T2-2018-00002
Subject Property: 880 Park Street
Owner/Applicant: Tudor Properties, LLC/Kistler Small + White, LLC

This is Susan Williams of 836 Park Street, Ashland, Oregon writing as a member of the Siskiyou Springs Community located directly across from and *below* the proposed development at 880 Park Street. I wish to reference **Ashland Land Use Ordinance, Section 18.4.6.080: Storm Drainage and Surface Water Management Facilities**, which covers the Storm Drainage Plan Approval that I believe the 880 Park Street project has at least tentatively received. It seems prudent from here at Siskiyou Springs to elucidate some of the water issues of this area. First, though gradually over the past twenty-odd years the stream bed of the creek that used to flow here has been redirected and converted and buried to the point where it is hardly detectable as a stream, *the water is still here, not far below the surface of these properties*. So though there is not exactly an Existing Watercourse involved of the type mentioned in part E of this Section, there is the ghost of one, a ghost that has been known to haunt this neighborhood. The drainage topic was raised at the September 11th meeting, and seemed to be too easily dismissed.

I would like to refer readers directly to the Jackson County **Flood Hazard Annex** report at jacksoncounty.org, to the section entitled **Causes and Characteristics of Flood**: “Flooding results when rain and snowmelt creates water flow that exceeds the carrying capacity of rivers, streams, channels, ditches, and other watercourses. In Oregon, flooding is most common from October through April... [and can be] ...aggravated when rain is accompanied by snowmelt and frozen ground. The frequency of flooding combined with concentrated development along rivers and streams caused millions of dollars in damage to Jackson County over the past several decades. ...**The principal types of flood that occur in Jackson County include: “Urban floods”, which “...occur where land has been converted from fields or woodlands to developed areas consisting of homes, parking lots, and commercial, industrial and public buildings and structures. In such areas the previous ability of water to filter into the ground is often prevented by the extensive impervious surfaces associated with urban development.** ...During periods of urban flooding streets can rapidly become swift moving rivers and basements and backyards can quickly fill with water. Storm drains and smaller creeks can back up due to yard waste and debris. Clogged storm drainage systems often lead to further localized flooding.”

None of this is news to Ashland’s residents in general or to Park Street’s in particular. To counteract such problems, Park Street, including Siskiyou Springs, has a history of groundwater management that has been working well for quite a number of years. *My concern is that this new project could disturb the status quo and lead to issues we have not had to face before.* If it does, and if the 880 Park Street development (rather than unusually bad water weather) appears to be the cause, or the partial cause, I want to express my concern and state the potential for such problems now. **It’s prudent to clarify that Storm Drainage Plan Approval, though it may be the only recognized criterion for avoiding future trouble, does not assure that no trouble will develop.** If trouble does develop, the concern about what it might be like for us living just a few yards below 880 Park should be stated here publically and openly. This is a ghost I sincerely hope will not reappear! The time and place to avoid that is here and now with wise enough evaluation of what might occur to keep it from occurring. **The parking lot and others structures, as well as the ditch on the uphill side of Park, must be so carefully engineered and monitored that we avert these problems before they arise.**

RECEIVED
SEP 17 2018
City Of Ashland

To: Ashland Planning Commission
Regarding: PA-T2-2018-00002
Subject Property: 880 Park Street
Owner/Applicant: Tudor Properties, LLC/Kistler Small + White, LLC

Ashland City Planning Commission,

I am writing to you in reference to the proposed development on 880 Park Street i.e. "Park Square" development. I request the commission please take the residents and neighbors interests and our legal objections into consideration and as part of the planning process of this project. This is a big project that will make a vast and lasting impact on a large number of families. Keep in mind that this community is accepting of the need for multi-family housing in Ashland and the zoning of the 880 Park St. Also, we as community members are NOT profiting from this project as is the developer and the builder. The size and number of units in this project directly increase their revenues and profits, but do not take into consideration the circumstances of the traffic, the nature of the family neighborhood, nor the need for increasing "Family" housing.

Senior Planner Derek Severson, went on record describing the project as "Dormitory in Nature." The chief architect laid out the business model of renting individual bedrooms for \$500 each. This project should **not** be considered as a "multi-family" development in regards to the City of Ashland Land Use Codes, as it does not serve the needs of families at all. Ashland City Code lacks a definition for the term "dormitory" in its code and this project seeks to take advantage of the original intent of our city planners which was to increase family housing.

The proposed "quad-style" apartment project better resembles this definition of a dormitory in size, function, and intended use. Given that "quad-style" apartments are not specifically listed in the City of Ashland Land Use Code, the most comparable use for this type of housing that is listed in the code is "dormitory". We request that you use the parking considerations that are legal code for this type of dwelling which are referenced under the parking requirements, **Table 18.4.3.030**.

The number of off-street parking spaces that are required should be based on the development's intended use as dormitory-style housing. The determination for the required number of off-street parking spaces should be based on "the most comparable use" as stated in **Section 18.4.3.030, A. 2. Unspecified Use**, which is as a "dormitory" in this case. The calculation for this category of use would require that the current plan for the Park Square Apartments provide a minimum of 40 off-street parking spaces, if based on the number of bedrooms in the plan; or would require a minimum of 46 off-street parking spaces, if based on the square footage requirements in the plan (**Section 18.4.3.040, Institutional and Public Categories**). Since the number of units is misleading, due to the ability to rent individual rooms we request that you use the square footage calculation to determine the legally required number of off street parking spots.

Renting each bedroom individually rather than as a unit to a single-family group, in the same manner as dormitory is most certainly not intended for a single family. Ashland families need apartments that rent for less than \$2,000 /mo and are not looking to rent 3 rooms and have a stranger in the 4th. Mr. Small the developer was on record of estimating the cost of a single room as \$500 /mo. When adding this up it is very profitable but not affordable for a single family. Through a simple media search for rentals in Ashland, it's easy to determine that this

rental cost is higher than the current Ashland rental market demands for a typical single apartment that will accommodate a family.

This plan is not conducive to meeting the needs and desires of families needing rental housing in Ashland, and it does not meet the intended purpose of the Transit Triangle Infill Strategy to encourage multi-family homes (**City of Ashland Infill Strategy Ordinance, Chapter 18.3.14**).

The developer's intent is to rent/lease primarily to individuals or groups of **persons not members of the same family group**. This further points to the intended use and business model employed by Tudor Square Properties and places this development more appropriately within the "dormitory" category (see above for 2018 IBC definition of "dormitory").

We request that the planning commission review the current proposed project based on its intended purpose as a dormitory-style housing complex. We request the planning commission use the parking requirements that are in the Ashland building codes for a dormitory, based on this being the most comparable use category as stipulated in **Section 18.4.3.030**, to ensure that our community is safe and well maintained.

We request that a traffic flow study be invoked and implemented prior to the acceptance of the developer's plan to make sure that the safety of the street and community is maintained or increased, and that any costs or time to undertake this study is not compromised for profits or time.

Thank you for your time and consideration in this matter.

Sincerely,

Jared and Suzanne Cruce
1030 Park St., Ashland

We live on Tamarack, at the top of Park Street.

I would really appreciate seeing a detailed traffic study before entering statements into the record in support or opposition of the quad project that has been submitted by Matt Small. So I would request for that to be required by planning before making a decision.

Thank you.

rs

Russ Schweikert, MBA, CIC, CRM
Ashland Insurance, Inc.
P O Box 880
585 A Street Suite #1
Ashland, OR 97520
P - 541.857.0679
F - 541.857.9883

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SEP 17 2018
City Of Ashland

From: Annabel Allen [<mailto:milosfamily@ashlandoregon.org>]
Sent: Monday, September 17, 2018 9:25 AM
To: building <building@ashland.or.us>
Subject: 880 Park

To the City of Ashland Planning Commission:

I'm writing in regards to the very large quad-style apartment complex you have scheduled to build on the corner of Siskiyou and Park Street. We're very surprised to hear that such a monstrosity has been proposed and very disappointed that we've just now learned about it. We've owned our home for nearly 20 years. The back of our residence is behind the Tudor Square apartments, which for many years aptly nic-named as the 'Felony Inn' prior to changing the name from the Colony Inn to Tudor Square.

Regardless of the name, the building and the crowd have stayed the same. We've called the police numerous times complaining about drunken and belligerent people standing on their balcony late at night while yelling, screaming, and singing. We've had to confront drunken obnoxious people for yelling sexually explicit and profane language around our children. Frankly, the crowd this style of apartment complex attracts is obnoxious. It's reasonable to assume those on the planning commission don't live adjacent to the proposed building site.

We're very concerned about parking. The complex has 30 spaces but needs 60. Where do you think the other 30 cars are going to park? Of course, up and down Park street. Plus, what about their visitors, who are likely going to add another 10-30 cars at many times during the day and night. Based on statistics, with this plan it will be a very rare day that any of us home owners will be able to park in front of our own homes. We've heard you sent someone out to count traffic/cars on Park street at 4:30 p.m. We're not sure why you counting cars at one of the least congested time periods of the day. Whoever thought this one through didn't think much at all.

There is a significant safety issue with turning right onto Siskiyou before school in the morning. The sun is shines directly in our eyes and it's impossible to even see straight ahead as you turn right onto Siskiyou. Moreover, you can't see the oncoming traffic until you've gone about ¼ the of a mile and the angle changes. Because of this sun-in-the-eyes issue, Park Street residents have to 'time' the right turn, glancing ahead to ensure there is no oncoming traffic. To do this, you have to make an estimate well before reaching the intersection. With the building butting up against the corner as proposed, we won't be able to calculate when to turn and thus will simple have to hope we're in the correct lane and not traveling toward incoming traffic. You will see a much higher number of motor vehicle accidents at this intersection occurring in the mornings.

There already exists a sizeable apartment complex on the lower west side of Park St., directly across the street from the proposed site. It's easy to infer that adding the

unsightly and over-crowded project on our already crowded street will adversely affect the value of our homes. Does the planning commission care about this? Obviously not! I've heard from those attending the last-minute meeting scheduled by the planning commission that those on the planning commission presented themselves in a manner that seemed disinterested and dismissive toward the many issues and concerns raised by the residents on Park street. This is very upsetting to hear given that the role of the planning commission is to 'plan' ahead and 'consider' the impact of such projects on the environment and social milieu. Obviously, you've not done your jobs properly and to go ahead with this project in this manner should be considered conduct unbecoming of a city official.

Sent from my iPhone

From: Susan Williams <scasewilliams@earthlink.net>
Sent: Sunday, September 16, 2018 4:39 PM
To: Derek Severson
Subject: Susan Williams' second submission

A second message from Susan Williams of the Park Street neighborhood:

Due to a failure to follow **Municipal Code, Ch. 2.04 Rules of City Council, Section 2.04.040 Conduct of Meetings, C. 4. d. Adjourn, on the conduct of meetings**, I believe we deserve another session like the one held on September 11, 2018, to continue the discussion that was underway at that time. The Code reads, "A successful motion to adjourn terminates a meeting and transfers the remaining unfinished business to the agenda of the next Regular Meeting or Study Session. **It requires a second, is not debatable or amendable, and passes upon a majority vote in favor.**" The meeting concerning 880 Park Street did not end in this way.

Anyone watching the Meeting Video for the Ashland Planning Commission meeting of September 11, 2018 from about 3:05 to the end will observe that proper parliamentary procedure was not followed to close the meeting. Chair Pearce simply stated, "We're adjourned" at the end without a proposal and a second. If our communication on this serious issue is all about following the codes and the letter of the law, etc., all about following rules as the Commission indicates, hasn't Pearce failed to follow them himself at this significant juncture? And if so, when should the meeting that did not end continue?

I assert that the only reasonable time for it to continue is at the next date and time scheduled for this case, October 9th, at which time, since the meeting at which we began that process did not end, the community should have additional opportunity to submit — with discussion — new material relevant to the proposal.

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SEP 16 2018
City Of Ashland

From: Susan Williams <scasewilliams@earthlink.net>

Sent: Sunday, September 16, 2018 4:43 PM

To: Derek Severson

Subject: If you have trouble opening my first submission, here it is again. Submission from Susan Williams (541 232-6230) at 836 Park Street, Ashland, 97520

My name is Susan Williams and I have been a resident of the Park Street neighborhood for over a year, and a faithful visitor to Ashland at least once a year for the past 30. As such I feel a deep connection here. Given my view of Ashland as one of the most uniquely beautiful towns in the country, I am seriously concerned about the proposed development at 880 Park Street. Yes, we need more quality, inexpensive housing, and I am not opposed to the development of the site, but the sheer size of the project as it stands works badly for our street. I think it will hurt our neighborhood by leading to **traffic, parking problems, and unsafe situations for pedestrians and drivers alike** while producing a highly negative impact on the **"aesthetic and visual qualities"** that affect our property values and quality of life. This perceived harm centers on problems that **Ashland Land Use Ordinance - 18.1.2.020** is meant to address. The plan in question falls far short of achieving the stated purpose of the ordinance by failing to promote **"public health, safety, and the general welfare as set out in the Comprehensive Plan."**

I'd like to focus on the issue of **view easement** here. **The 3-story, 9-unit building planned for the Siskiyou Boulevard side of the development will essentially place an impermeable wall between everyone living on or using the street and the beautiful light and view of Ashland's tree-covered hills to the south, or Mount Grizzly to the north.** I realize that there are no hard and fast rules on the books to counter this problem, but I believe that the city and the zoning commission have the authority of the ordinance mentioned above to consider such issues along with size and scope when they approve or disapprove of permits like this one. I hope we can rely on at least some reasonable belief that **residents in the area are entitled to safety, comfort, and at least the remnants of a scenic view** so that the Commission need not allow this overblown, hard-nosed plan to wall our view away or crowd us in. A drop to two stories for the main building, for example, would lend a far different aesthetic to the entire project while substantially cutting down on parking, traffic, and crowding issues. If all else remains the same, instead of the over-the-top 60, there would be a more reasonable 48 units available. Please consider this suggestion fully. **Your decision affects the future of our neighborhood for some indeterminate number of decades and, as the phrase "real estate" implies, its impact is real.** Please protect the beauty and quality of life here. Much can be done with just one simple change in the plan. We're at the mercy of your good judgment!

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I'm writing as an Ashland citizen whose property is near the proposed development at Siskiyou and Park. My information comes from the on-line article in the Daily Tidings "Trees to make way for apartments" dated 9/12/18.

I want to second and support comments from citizens quoted in the article.

There has simply got to be a better traffic plan in place before the proposed development proceeds. It's no secret to those of us living on this end of town- Traffic on Siskiyou in this area is indeed a "hot mess" several times a day. Packing more car ingress/egress right at the intersection of Siskiyou and Park without addressing the flaws in the current traffic flow is a bad, bad idea. There is a significant risk that drivers will opt to take nearby residential streets that were never intended for the added load. The city must be practical and reasonable about this very real problem.

Yes, building height is important. We all cherish the mountain views. For what it's worth, it will be heart-breaking if the city condones destroying the redwoods. Will the city of Ashland do anything to offset the loss of these amazing native trees? Please??

Like others quoted in the article, I fundamentally support the need to address the need for affordable housing in Ashland. I also support this specific location being used for that purpose. However, I request that the city avoid fracturing the charm of this lovely residential area with bad traffic flow. Home owners in this area have chosen to live here in part to be away from the congestion of downtown.

Sincerely,
Daniel Cooke
Hillview Drive
Ashland, OR

RECEIVED
SEP 16 2018
City Of Ashland

9/15/18

To: Ashland Planning Commission
Regarding Planning Action: PA-T2-2018-00002
Subject Property:

Due to the concerns of many Park Street community residents regarding the increase in traffic that will be caused by the proposed Park Square development at 880 Park St., my husband and I submitted a traffic study request on 9/15/18 via email to Scott Fleury, Deputy Public Works Director, for Park Street and the associated intersections with Siskiyou Blvd.

In order to help illustrate what the current traffic situation looks like on both sections of Park Street, as well as at their intersections with Siskiyou Blvd., the table below shows traffic flow data at this location that was gathered by my husband and Park Street resident, Tim Turk.

Traffic Study completed on 9/14/18:

Time beginning	South Park Vehicle Trips	North Park Vehicle Trips	Siskiyou Total Vehicle Trips	Bicycle Trips (Siskiyou/ Park intersection)	Pedestrian Trips (Siskiyou/ Park intersection)
7:38	5	2	67		
7:45	16	14	133		
8:00	30	17	199		
8:15	23	18	236		
8:30	25	21	140		
8:45	19	10	151		
Totals	118	82	926	10	26

My husband and I, as well as the residents living in this area, urge you to consider what the impact will be in regards to traffic congestion and safety with the addition of 60 or more cars regularly moving through and around this intersection, should the proposed development be approved as planned and allowed to move forward. Please consider reviewing the developer's intended purpose and use of the Park Square development when determining the allowable size and potential number of future residents, as well as the associated number of required off-street parking spaces.

Sincerely,

Janet Turk and Tim Turk
910 Park St.

Dana Smith

From: Diane Paulson <dip@ashlandcreek.net>
Sent: Friday, September 14, 2018 3:10 PM
To: Derek Severson
Cc: planning
Subject: Park St. "Housing Development"

Hi,

The article in the Daily Tidings did not mention anything about Parking! Now, reading the proposal on your website, I see that there are 30 Off Street designated parking spots. This doesn't seem like it will provide enough off-street parking for 15 units that hold 4 one bedrooms. Maybe I am doing the math incorrectly? $4 \times 15 = 60$ potential residents? How does 30 parking spaces suffice, if I am correct?

I don't think this development does what it says it is going to do. This development will only provide housing for STUDENTS. I am a Senior who is fortunate enough to own her own home. I know many, many Seniors in Ashland that do not own their own home. They would never choose to live in this kind of a situation, sharing a kitchen space that will be more than likely filled with young students.

I am quite sure that this type of unit will attract students, not because they want to live in a space where they have to share a kitchen, but because it will be somewhat affordable.

I think it would be better to have a development that will provide 1 , 2 bedroom apt. that people of all ages can afford.

Thank you.

In gratitude,

Diane C. Paulson, M.S. Education

[541.840.2513](tel:541.840.2513)

dip@ashlandcreek.net

Life's journey is not to arrive at your grave safely in a well-preserved body, but rather to skid in sideways, totally worn out, shouting "holy wazolee, what a ride!"

Author unknown

RECEIVED
SEP 14 2018
City Of Ashland

Dana Smith

From: Dana Smith
Sent: Friday, September 14, 2018 1:33 PM
To: Dana Smith
Subject: FW: Add to file of 880 Park Street

From: gwen davies [<mailto:gcdavies860@gmail.com>]
Sent: Friday, September 14, 2018 1:19 PM
To: Carolyn Schwendener <carolyn.schwendener@ashland.or.us>
Subject: Fwd: Add to file of 880 Park Street

RECEIVED
SEP 14 2018
City Of Ashland

email for 880 Park

----- Forwarded message -----

From: gwen davies <gcdavies860@gmail.com>
Date: Fri, Sep 14, 2018 at 1:11 PM
Subject: Add to file of 880 Park Street
To: Derek.severson@ashland.or.us

Mr Severson: Please add my comments to the deliberations on 880 Park St. This is a surprise for me so I will respond as best I can at the last minute here.

I live on Harmony Lane and have for almost 30 years. I have lived in Ashland for decades more.

The density of this proposed development is not appropriate at this location. It is way too many units and far too few parking spaces. I understand the developer wants to end up with 60 bedrooms, 4 to a unit, dorm style units. There will be only 30 off street parking spaces for 60 tenants, and then there would be visitors as well. Access is going to be from Park Street not from the boulevard.

My concerns are the parking, effect on traffic and safety, general congestion, increased danger for pedestrians, and the creation of a huge snarl of traffic. If cars wait to turn and go through the intersection the car exhaust will build up and affect the health of those in the cars and especially those who walk on the sidewalk there for exercise. Many do. Increased car exhaust will harm everyone's health. A loss of quality of life will be significant.

A new, independant traffic study needs to be done. Preventing congestion is paramount as this intersection is already a problem. Turning left onto Park or onto the Boulevard is already an issue at times of the day. Putting this many units in there will creat total grid lock. It will affect all of this stretch of the Boulevard as well.....with traffic being heavier all the time.

Bellevue School traffic impacts the whole stretch already....and cars from Walker School and the Middle School feed into that as well. Already we avoid going certain places at certain times of the day. It will affect a large section of Sisikiyou far beyond this one intersection

I want off street parking for each and every tenant. This should be the standard for each and every new building in Ashland at any location. There needs to be space for visitors as well.

There might need to be access from the Boulevard as other apartment units have. Definitely, require a careful re-consideration of what Park Street can handle. Adding 60 cars, 30 on Park street, will be a nightmare.

Infill has not been well thought out. I believe the Master Plan was done at least 20 years ago. I believe the standards applied to infill need revision by residents of Ashland.....Ashland taxpayers as decision makers.....not staff of whom about 70% do not live here and thus do not pay taxes either.

The article describes an open recreation area for these units. Is this concrete? That adds to the urban heat sink. I want space for each unit to have a little yard area and especially a garden. Every unit should support one's ability to have a food garden. That is food security, emergency planning, and some small, somewhat private green space which supports human health on every level.

What I want is this proposal denied. Go back to the drawing board and create a development that involves fewer units, off street parking for every resident, looks at where guests would park, reconsiders access to the units, and especially the effect of traffic and safety and congestion for all car traffic and pedestrians. I think a different scale can support both the goals of more dense housing as well as respond to safety issues, parking etc.

I know this may not apply to a specific planning site but the whole Master Plan needs to be updated and re-written for what we want Ashland to become. Standards are very old. There should be a major revision and community effort, well publicized.....city wide...and a process of months. If we continue to cram buildings and parking lots into every square inch of town....as may have already occurred down by the High School, Ashland will be a disaster. Traffic congestion is already a much bigger problem than it was 15 years ago.

I hope you will send this development back to the drawing board for a better planned, multi housing project on this lot.

I just heard about this yesterday and know the time to respond is very short. The public needs to be better warned of these projects. The impacts go far beyond 200' or whatever the current standard is. Especially when it is on Siskiyou, a street like Park, and in the newly identified "Transit Triangle."

Thank you for your attention. I have never commented before and hope you consider my concerns even if I do not yet know perhaps a more organized, formal way of expressing them.

Please do NOT publish my street address!

Gwen Davies


Ashland

From: Kathleen Kane [mailto:kathleenkane@hotmail.com]
Sent: Friday, September 14, 2018 12:46 PM
To: planning
Cc: Matt Work
Subject: Park Street development

Good afternoon Planning Department,

My name is Kathy Kane and I live with my family at 1024 Park Street.

I am excited to see some more infill in our city. I am in real estate and see the rental availability problem. It's huge. I'm glad this empty lot will be utilized to help alleviate that issue.

I would like to voice a concern. It involves the amount of parking spaces in the current proposal for all of the dormatory style rooms and no road access from Siskiyou Boulevard.

Could you email me the current legal code and standard per dormatory style room for parking that the City of Ashland has adopted? I'm having a hard time finding the documentation online.

If it does not exist, could I encourage you as a Commission to adopt a new standard/policy in regard to parking spots for this kind of development before moving forward?

Thank you so much for your time and working on this, I appreciate it!

Kathleen and Matthew Kane

619-339-5294

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SEP 14 2018
City Of Ashland

15 unit apartment plan

Avram Chetron <avram.chetron@gmail.com>

Fri 9/14/2018 3:53 PM

To: panning <panning@ashland.or.us>;

I'm a homeowner in the Park Street neighborhood. I read yesterday's Tidings cover story about the plan for the lot on the corner of Park St. and Siskiyou Blvd.

I strongly object to this plan going forward. In addition to the neighbors' stated concerns about parking and safety, which I agree with, I'm alarmed at the likely impact of such a housing complex on the quality of life in my neighborhood. It is clear from the details of the plan that this complex will not attract families. It is more likely to attract individuals with little to no investment in the community and no plans for long-term residence. What is likely to follow in the coming years will be an increase in crime and drugs, a continual merry-go-round of tenants who do not have the inclination to maintain their buildings or the grounds, and a general degradation of the neighborhood, including lowering property values for the rest of us, as well as our feelings of safety. I enjoy the open space on that corner now, and such locations with trees and grass seem to be quickly vanishing in town. If housing is to go in to this location, it should be of a nature to attract stable residents who will be there long enough to care about the neighborhood and to make positive contributions to it. This dorm-like plan will not do that.

Avram Chetron
2007 Tamarack Place
Ashland

--

From: Bob Holbrook [<mailto:rsh555@charter.net>]

Sent: Friday, September 14, 2018 8:40 AM

To: planning

Subject: Complex

Hi,

My name is Bob Holbrook and I live at 812 Park St. I am writing in response to the article in Today's Mail Tribune.

In general I favor the overall plan for the Transit Triangle, but the Complex planned for Park and Siskiyou seems a bit of an overreach. The density seems too great for what is essentially a family residential district. Four-bedroom apartments, with each bedroom potentially rented separately, and potentially each housing up to two, or possibly three, individuals means far more cars than can be accommodated in the planned parking spaces.

Apartments are fine, perhaps along the lines of those on the opposite corner, but a little more imagination with respect to saving at least some of the trees, along with a reduction in potential total occupancy would make the outcome much more compatible with the existing neighborhood.

I hope you will share my views, and take them into account when the final decision is made.

Thank you .

From: David Hall [mailto:dhall@mind.net]
Sent: Friday, September 14, 2018 5:42 AM
To: planning
Subject: 880 Park Street Square Proposal

Dear Planning Dept,

Did my previous communication and word document get added to the official 880 Park St development list of items to be read by the Planning Committee in the future? I want to be sure I am referencing it right and following protocol on these communications.

I want to be sure I am doing everything by the book. This is my first interaction with the planning commission in Ashland and I learned a lot about your scope, and the Committee's scope, of responsibilities last Tuesday night. I was the one who when I presented at the meeting I forgot my most important point and ended early. Here it is:

My biggest disagreement with the planning commission is the calculation of 1 Unit equaling 4 bedrooms of dormitory style residences. This property is zoned for less than 15 units and I contend that means an average of 2 bedroom apartment units. I strongly feel that a maximum of 30 bedrooms should be allowed on 0.74 acres. Would the commission have accepted 15 Five-Bedroom units on 0.74 acres? 6-Bedroom? 8-Bedroom? See what I mean, it starts to get ridiculous when you consider the impact and volume of residents. To my understanding 15 8-bedroom units would not change the mathematics whatsoever. I strongly disagree with this logic. How can I access your calculations, and definitions, for "units" factored by the 4-bedroom vs. standard average 2-bedroom unit?

How do I obtain the studies from the builder used to equal 8 car trips? Please help me understand the parking mathematics. If this project were for 15 units of 8-bedrooms each would the requirement still be only 30 parking spaces? I do not understand this logic. If this is a gap in our zoning requirements I feel it is the planning commissions responsibility to point this out, clarify it, and set precedent.

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I also don't know building codes. Does a 3 story facility require an Elevator? I did not see one in this project (correct me if I am wrong here). Also, when was the water study done on the project. Our high water table occurs during rainy season, from like Feb-Apr each year. Additionally, do you recall the two "flood" period dates we had (one was like Jan 4 2007? when the downtown flooded, the other was a couple years ago, also in Jan, when the Power went out on Park street for over 24 hours). I want to know if the builder includes a generator to handle the pumps on such an occasion. In truth, that would help me manage the water on my property during such times as 880 Park street is downhill from me (i.e. I would be reassured). The builder states they can deal with a natural spring. Be sure that the builder is including a plan sufficient to handle a natural spring, with a generator, into this development.

I do feel strongly about saving the redwood trees. If the planner can figure out a way to save the telephone poles then the designer can find a way to save the trees, perhaps create a small aesthetic open space, and condense the size of this project. Please respond via email to me. It is ok, and desired, that this email is put in with the other submissions to be seen by the Planning Committee.

David Hall
924 Park Street
541-488-1960

9/13/2018

Mail - derek.severson@ashland.or.us

in favor of the proposed development at Siskiyou and Park

Myron Hudson <mhudson@douglasengineering.com>

Thu 9/13/2018 2:30 PM

To: planning <planning@ashland.or.us>;

The proposed 15-unit 60-bedroom apartment complex at Siskiyou Boulevard and Park Street should be allowed to move forward. While, as a dorm-style housing facility, it might not provide work force housing – which would be blocks of studio and 1-bedroom apartments - it will at least take some pressure off the current rental market and it's 1% vacancy rate. Anything that helps, helps. As some move from the apartments and houses they are packed into, others can then move into those same apartments and houses. All around us we have people living on the street, in back yard storage units, in other peoples' houses, and in cars. These people range from young students to seniors. That anyone would object to providing more places to live and sleep because of a handful of trees, some aesthetic concerns, or downward pressure on their property values is appalling. The Greatest Generation we are not.

Myron K. Hudson

978 Stone Ridge Avenue
Ashland OR 97520

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City Of Ashland

Residents who attended the 880 Park Street Commission Meeting still waiting for a place to post materials

Susan Williams <scasewilliams@earthlink.net>

Thu 9/13/2018 4:36 PM

PARK STREET ACTION

To: tbrownpc@gmail.com <tbrownpc@gmail.com>; sassetta@mind.net <sassetta@mind.net>; Bill Molnar <bill.molnar@ashland.or.us>; fhnorton527@gmail.com <fhnorton527@gmail.com>; Dennis Slattery <Dennis@council.ashland.or.us>; lkthompson@hotmail.com <lkthompson@hotmail.com>;

Cc: planning <planning@ashland.or.us>;

Greeting, Commissioners:

The purpose of this email is to let you know that the residents of the Park Street area who attended the Planning Commission meeting on September 11th still have no place to post or read materials. Senior Planner Derek Severson said at the end of the meeting Tuesday that if contacted on Thursday morning he'd provide the link to connect us so that we could read whatever comments pro and con the Park Street development had been submitted.

To be sure there would be adequate time for him to get the link up, I waited until 4:00 pm today (Thursday) to contact Planner Severson, and was dismayed to learn that the web connection is not up and may not be up tomorrow either.

Since we were given just 7 days for this aspect of the "conversation" about the proposed development, and 2 days have already passed without us having access to materials submitted, this is a serious concern. If indeed, as Planner Severson implied, the link still won't be available tomorrow, a Friday, it is quite probable that it won't be up until Monday at the earliest. This will give us just one remaining day for anything we might want to submit, read or respond to. And, of course, that will be a work day when most of us are barely available.

I know not all of you were at the meeting Tuesday, but those who were seemed somewhat open to our views of what Tudor Properties has planned for our future, and I thank you for that. With this in mind, I'm asking you to do whatever you can to eliminate this communication breakdown. If we must wait 5 days even to get the link open, it seems fair that we be given an extra week to work on this stage of the issue's exploration. The first week promised will be almost gone.

I urge you to do whatever you can to help us explore with all of you and the Owner/Applicant in a fair and timely manner. Please consider giving us another week for this first phase of the information exchange.

Thanks for whatever you can do to help,
Sue Williams
Park Street Resident
541 232-6230

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SEP 13 2018
City Of Ashland

Jeff Cornell
725 Terra Ave. Apt. 37A
Ashland, Oregon
97520

Sept. 14, 2018

Ashland Planning Division
51 Winburn Way
Ashland, Oregon
97520

Re: Proposed Park Square Apartments,
Park St and Siskiyou Ave.

I am a next door resident to the proposed Park Square apartment complex. I feel the new apartments would be a wonderful addition to the neighborhood. In an area of existing multi family buildings, the proposed units would help satisfy the city's need for affordable housing and create a healthy environment for future tenants.

I have enjoyed the apartment I currently live in. I share my two rooms with a roommate who has two rooms also. Due to the layout of the unit I have a complete sense of privacy and rarely see my roommate. The versatility of this design lends itself well to a tenant's needs. One room, two rooms or the entire unit can be rented.

The swimming pool is clean and well maintained as are the grounds. Weekly maintenance is performed on the lawn and landscaping. There are recycling bins as well as an adequate dumpster. Most importantly, it is very quiet here at all times and I can sleep well night or day.

I am grateful to have immediate access to the bus system. I am now in my golden years and unfortunately lost most of my vision and I have mobility problems due to severe arthritis and a degenerative disc disease. The bus system allows me to get to my medical appointments and also to local businesses so I can continue to be a positive contributor to the local economy.

The vacant lot as it sits now is only used by local residents as a personal dog park ignoring the owner's privacy rights. A well planned, well landscaped apartment complex is much better suited to the site and will be beneficial to all. I hope to see this project completed.

Sincerely,

Jeff Cornell
541-625-9499



PLANNING ACTION: PA-T2-2018-00003

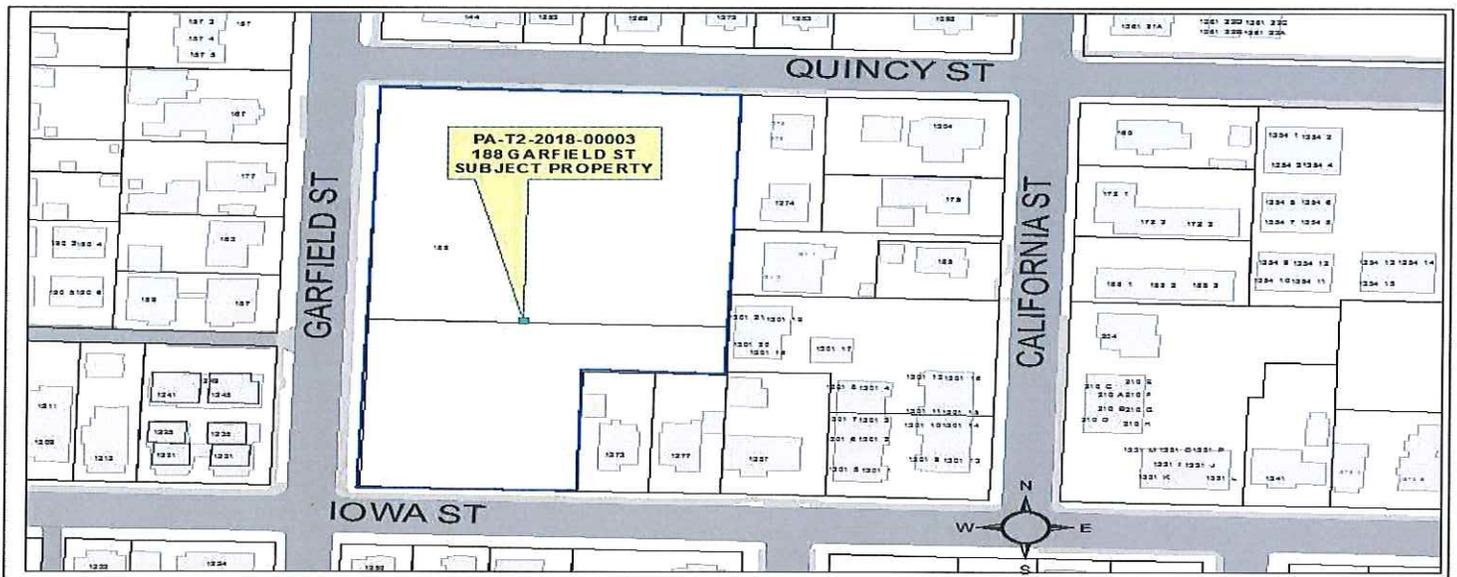
SUBJECT PROPERTY: 188 Garfield Street

OWNER/APPLICANT: Rogue Panning & Development Services, LLC

DESCRIPTION: A request for Site Design Review approval to construct a 72-unit studio apartment community ("The MidTown Lofts") for the properties located at 188 Garfield Street. The application also includes requests for a Tree Removal Permit to remove 15 trees that are more than six-inches in diameter at breast height (d.b.h.); an Exception to the Site Development and Design Standards to treat storm water run-off in a combination of bio-swales, underground treatment facilities and detentions ponds rather than in landscaped parking lot medians and swales; and for Exceptions to Street Standards to retain the existing curbside sidewalk system along the frontage of the property and for the location of the driveway curb cut on Quincy Street, which is proposed to be shared with the property to the east and which would exceed the maximum driveway curb cut width for residential developments. (All of the proposed units are studio units that are less than 500 square feet in gross habitable floor area and each counts as ¾ of a unit for purposes of density calculation; density bonuses are requested for conservation housing, outdoor recreation space and major recreation facilities.) **COMPREHENSIVE PLAN DESIGNATION:** High Density Multi-Family Residential; **ZONING:** R-3; **ASSESSOR'S MAP:** 39 1E 10CB; **TAX LOT:** 2100 & 2101.

NOTE: The Ashland Tree Commission will also review this Planning Action on **Thursday, October 4, 2018 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room), located at 51 Winburn Way.

ASHLAND PLANNING COMMISSION MEETING: *Tuesday October 9, 2018 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.

EXCEPTION TO STREET STANDARDS

18.4.6.020.B.1

Exception to the Street Design Standards. The approval authority may approve exceptions to the standards section in 18.4.6.040 Street Design Standards if all of the following circumstances are found to exist.

- a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- b. The exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable.
 - i. For transit facilities and related improvements, access, wait time, and ride experience.
 - ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.
 - iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway.
- c. The exception is the minimum necessary to alleviate the difficulty.
- d. The exception is consistent with the Purpose and Intent of the Street Standards in subsection 18.4.6.040.A.

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.

MidTown Lofts at 188 Garfield Street

PA-T2-2018-00003 – Site Design Review, Exceptions and Tree Removal to develop a 72-Unit Apartment Complex at 188 Garfield Street.



Proposal Details

Site Description/History

The subject properties are vacant with a total area of 2.1 acres, and are located on Garfield Street between Quincy Street and Iowa Street. Rivergate Church was previously located on the property, but was demolished in 2016. Natural features include 30 trees with a mix of Redbud, Black Locust, Norway Maple, Leyland Cypress, Siberian Elm, Mulberry, Sweetgum, Cherry, Spruce and Crabapple.

Proposal

The application requests Site Design Review approval to construct a 72-unit studio apartment community. All of the proposed units are studios less than 500 square feet in gross habitable floor area which count as $\frac{3}{4}$ of a unit for purposes of density calculation. Density bonuses are requested for conservation housing, outdoor recreation space and major recreation facilities.

The application also includes requests for a Tree Removal Permit to remove 15 trees that are more than six-inches in diameter at breast height (d.b.h.); an Exception to the Site Development and Design Standards to treat stormwater run-off in a combination of bio-swales, underground treatment facilities and detentions ponds rather than in landscaped parking lot medians and swales; and for Exceptions to Street Standards to retain the existing curbside sidewalk system along the frontage of the property and for the location of the driveway curb cut on Quincy Street, which is proposed to be shared with the property to the east and which would exceed the maximum driveway curb cut width for residential developments.

Landscaping & Trees

The application identifies 30 existing trees on the subject properties, and requests Tree Removal Permits to remove 15 of these. The landscape plans (Sheets L0.1 & L0.2) identify a variety of new trees to be planted including maples, dogwoods, beeches, ginkgoes, tupelos ironwoods, pears, oaks, lindens and zelkovas.

MidTown Lofts at 188 Garfield Street

PA-T2-2018-00003 – Site Design Review, Exceptions and Tree Removal to develop a 72-Unit Apartment Complex at 188 Garfield Street.

Key Issues

Density & Density Bonuses

The base density for the R-3 zone is 20 dwelling units/acre. The subject property is 2.1 acres and has a base density of 42 dwelling units (2.1 acres x 20 d.u./acre = 42 d.u.). Density bonuses are requested for Conservation housing (15%), Outdoor Recreation Space (10%) and Major Recreation Space (4%) for a total density bonus of 29%. This brings the property density 54.18 units (42 d.u. x 1.29 = 54.18 d.u.). All of the proposed units are less than 500 square feet and count as 0.75 units for purposes of density. As such, the density allows 72.24 studio units less than 500 square feet (54.18 d.u./0.75 = 72.24 d.u.) The proposed density is 72 studios of 496 square feet each.

The “major recreational facilities” density bonus has seldom been used, and the code allows it in exchange for providing “tennis courts, swimming pools, playgrounds or similar facilities.” The bonus allowed is six percent additional density for each one percent of project cost (*estimated sale price or market value of structures and land*) devoted to major recreational facilities. The facility here is identified as a “flexible outdoor activity space... for ‘lawn’ games such as badminton, spike ball, cornhole, croquet, ladder golf, and others.” Also included within the recreational space are a fire pit, barbecue kitchen area, and covered seating area. For staff, it is unclear that an area for lawn games, fire pit or seating areas constitute *major* recreational facilities which qualify for the requested bonus, and it is also unclear whether the estimated value is based in part on the land value of the dedicated recreation space. (*The four percent bonus requested here equates to 1.68 dwelling units.*)

Driveway Separation

The existing driveway location on Quincy Street does not comply with the minimum driveway separation requirements, and the applicants propose to shift the driveway east toward the adjacent driveway and provide a wider, single curb cut to accommodate the two drives, noting that this may necessitate protection or relocation of an existing power pole between the two drives. The applicants explain that this attempts to mitigate the lack of separation by combining the curb cuts to improve the pedestrian and vehicular environment by reducing the number of curb cuts and better aligning with the driveways on the opposite side of Quincy Street. The applicants further explain that a recorded ingress/egress easement for 181 California Street, a flag lot which takes vehicular access via the subject property, must be retained and prevents the applicants from combining the two driveways to a single driveway. The proposed curb cut would be 36 feet in width, which exceeds the maximum residential curb cut with of 18 feet.

For staff, the request does not address the underlying intent of the driveway separation/controlled access requirements, which seeks to reduce conflicts between vehicles entering or exiting to the street and vehicles, bicycles and pedestrians already using the street. Having multiple driveways coming together at the curb to exit from a wide curb cut, rather than combining circulation on-site to exit from a single driveway, has the potential to create more conflicts and add confusion, particularly if the power pole were to be retained in the middle of the curb cut.

For staff this Exception is not merited, and if the applicants are unable to combine driveways and circulation on site to exit as a single drive from a single standard curb cut, the Commission could either allow the existing sub-standard separation between the driveways to remain or require that the applicants reconfigure their parking lot to provide the requisite separation.

MidTown Lofts at 188 Garfield Street

PA-T2-2018-00003 – Site Design Review, Exceptions and Tree Removal to develop a 72-Unit Apartment Complex at 188 Garfield Street.

Key Issues (continued)

Tree Removal

The Tree Protection & Removal Plan provided identifies 30 trees on and adjacent to the property and proposes to remove 15 of these. Four of these 15 are noted as having been removed prior to the project (*as exempt/dead trees or in conjunction with the Rivergate Church demolition*) with the remaining 11 proposed for removal to accommodate the buildings, driveways, parking and circulation areas and utility installations proposed.

Sidewalk Exception

The applicant's narrative requests an Exception to retain the existing curbside sidewalks around the perimeter of the site, arguing that the existing pedestrian environment is already established and that the exception allows for the preservation of larger stature, existing, healthy street trees. The plans provided however illustrate removal of the trees along the northern Garfield frontage and all trees along Quincy Street, and seem to illustrate the installation of standard sidewalks and parkrows in those areas. Given that the project proposes to redevelop the site at well more than the base density, staff believes that providing standard sidewalks with parkrows to support and encourage pedestrians is particularly important and accordingly recommend that standard parkrows and sidewalks be provided on the northern portion of Garfield Street and the full Quincy Street frontage, and that curbside sidewalks be limited to Iowa Street and the portion of Garfield Street necessary to preserve the existing Elm, Mulberry and Sweetgum street trees (#7, #9-#17, #19-23).

Parking

72 studio units less than 500 square feet require 72 parking spaces. The applicants propose to provide 67 off-street parking spaces in surface parking lots and have requested five on-street parking credits. The subject properties have more than 600 linear feet of frontage with roughly 30 on-street parking spaces available, and in staff's view the parking proposed adequately addresses the parking requirements.

Parking Lot Treatment

Parking lot standards in AMC 18.4.3.080.B.5.b call for capturing run-off in a landscaped median or swale to mitigate parking impacts, reduce stormwater leaving the site and recharge groundwater. The applicants have instead proposed to detain run-off in a combination of underground treatment facilities, detention ponds and bio-swales as these methods are more efficient and cost-effective. The applicant suggests that light-colored paving with some of it pervious, and larger bio-swales separate from the parking lot are superior to parking lot median swales and allow for occasional pedestrian traffic and better landscape buffers in the parking lot medians.

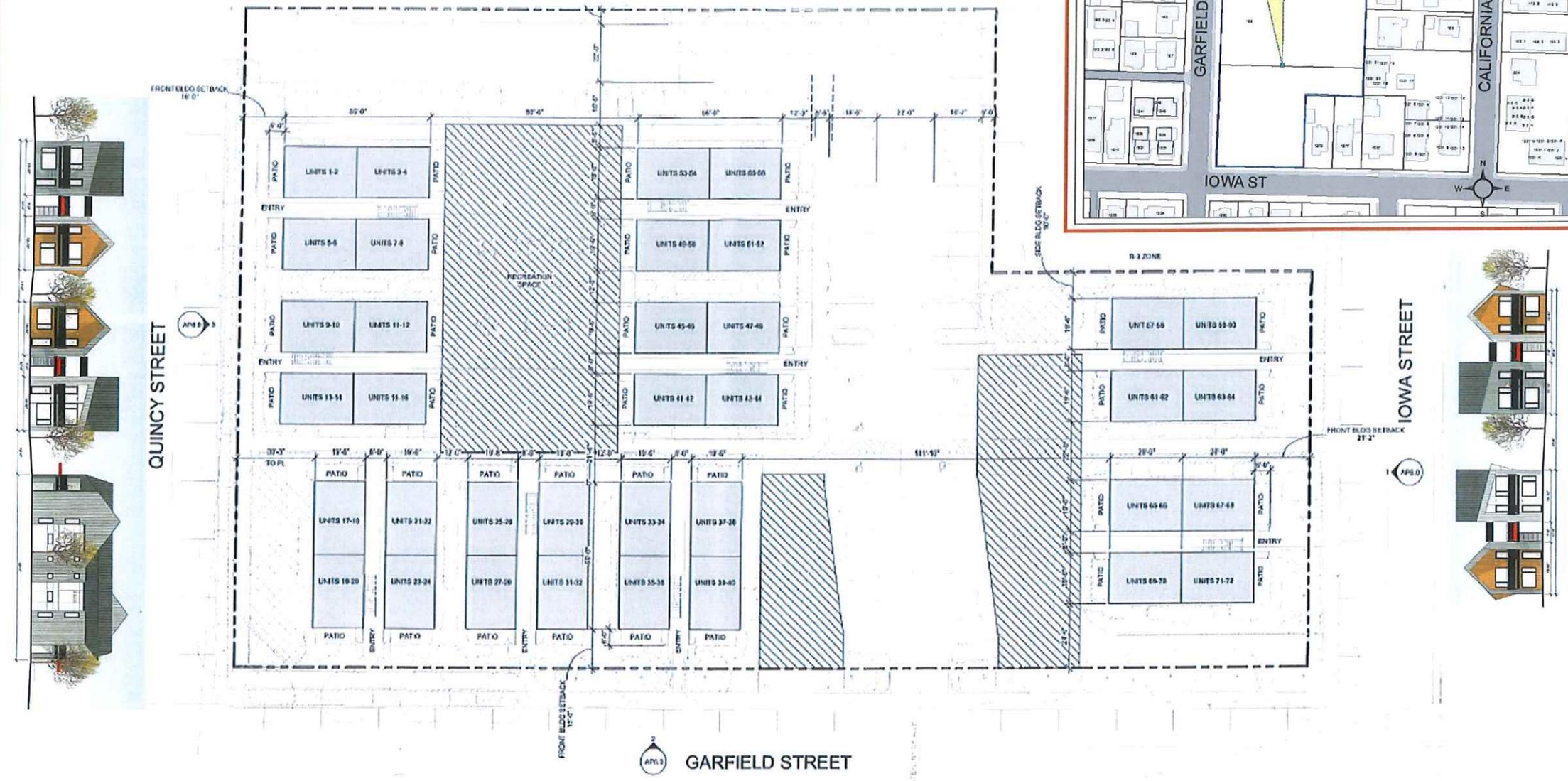
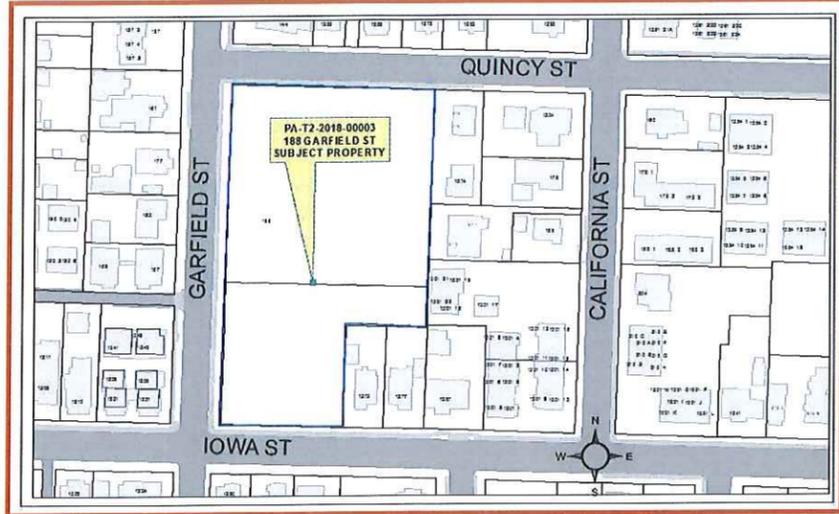
Staff Recommendation

Staff recommends that the application be approved with the conditions detailed in the attached draft findings.

Mid-Town Lofts at 188 Garfield Street

(building elevations shown to present respective streetscapes)

Vicinity Map



BEFORE THE PLANNING COMMISSION
November 13, 2018

IN THE MATTER OF PLANNING ACTION #T2-2018-00003, A REQUEST FOR)
SITE DESIGN REVIEW APPROVAL TO CONSTRUCT A 72-UNIT STUDIO)
APARTMENT COMMUNITY LOCATED AT 188 GARFIELD STREET. THE)
APPLICATION ALSO INCLUDES REQUESTS FOR A TREE REMOVAL PERMIT)
TO REMOVE 15 TREES THAT ARE MORE THAN SIX-INCHES IN DIAMETER AT)
BREAST HEIGHT (D.B.H.); AN EXCEPTION TO THE SITE DEVELOPMENT AND)
DESIGN STANDARDS TO TREAT STORMWATER RUN-OFF IN A COMBI-)
NATION BIO-SWALES, UNDERGROUND TREATMENT FACILITIES AND DE-)
TENTION PONDS RATHER THAN IN LANDSCAPED PARKING LOT MEDIANS)
AND SWALES; AND FOR EXCEPTIONS TO STREET STANDARDS TO RETAIN)
THE EXISTING CURBSIDE SIDEWALK SYSTEM ALONG THE FRONTAGES OF)
AND FOR THE LOCATION OF THE DRIVEWAY CURBCUT ON QUINCY)
STREET, WHICH IS PROPOSED TO BE SHARED WITH THE PROPERTY TO THE)
EAST AND WHICH WOULD EXCEED THE MAXIMUM DRIVEWAY CURB CUT)
WIDTH FOR RESIDENTIAL DEVELOPMENTS. ALL OF THE PROPOSED UNITS)
ARE STUDIOS WITH LESS THAN 500 SQUARE FEET IN GROSS HABITABLE)
FLOOR WHICH COUNT AS ¾ OF A UNIT FOR DENSITY CALCULATIONS;)
DENSITY BONUSES ARE REQUESTED FOR CONSERVATION HOUSING, OUT-)
DOOR RECREATION SPACE AND MAJOR RECREATION FACILITIES.)

DRAFT
FINDINGS,
CONCLUSIONS,
& ORDERS

APPLICANT/OWNER: ROGUE PLANNING & DEVELOPMENT SERVICES)
SPARTAN ASHLAND RIVERGATE REAL ESTATE)

RECITALS:

- 1) Tax lots #2100 and #2101 of Map 39 1E 10CB are located at 188 Garfield Street and are zoned R-3 (High-Density Multi-Family Residential).

- 2) The applicant is requesting Site Design Review approval to construct a 72-unit studio apartment community (“The MidTown Lofts”) for the properties located at 188 Garfield Street. All of the proposed units are studio units that are less than 500 square feet in gross habitable floor area and each counts as ¾ of a unit for purposes of density calculation; density bonuses are requested for conservation housing, outdoor recreation space and major recreation facilities. The application also includes requests for a Tree Removal Permit to remove 15 trees that are more than six-inches in diameter at breast height (d.b.h.); an Exception to the Site Development and Design Standards to treat stormwater run-off in a combination of bio-swales, underground treatment facilities and detentions ponds rather than in landscaped parking lot medians and swales; and for Exceptions to Street Standards to retain the existing curbside sidewalk system along the frontage of the property and for the location of the driveway curb cut on Quincy Street, which is proposed to be shared with the property to the east and which would exceed the maximum driveway curb cut width for residential developments. 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 criteria for an Exception to Street Standards are described in AMC 18.4.6.020.B.1 as follows:

- a. *There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.*
- b. *The exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable.*
 - i. *For transit facilities and related improvements, access, wait time, and ride experience.*
 - ii. *For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.*
 - iii. *For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway.*

- c. *The exception is the minimum necessary to alleviate the difficulty.*
- d. *The exception is consistent with the Purpose and Intent of the Street Standards in subsection 18.4.6.040.A.*

5) The criteria for a Tree Removal Permit to remove a “Tree That is Not a Hazard” are described in AMC 18.5.7.040.B.2 as follows:

1. *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.*
2. *Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.*
3. *Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.*
4. *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 or 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.*
5. *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.*

6) The Planning Commission, following proper public notice, held a public hearing on October 9, 2018 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/denied the application].

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, Exception to the Site Development and Design Standards, Exceptions to Street Standards and Tree Removal Permit **[meets/fails to meet]** all applicable criteria for Site Design Review approval as described in Chapter 18.5.2.050; for Exception to the Site Development and Design Standards described in Chapter 18.5.4.050; for Exception to Street Standards described in Chapter 18.4.6.020.B.1; and for Tree Removal Permit described in Chapter 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.

The Planning Commission further finds that the application includes written findings which respond to the approval criteria for the Site Design Review, Exception the Site Development and Design Standards, Exceptions to Street Standards and Tree Removal Permit. These findings are adopted herein by reference.

2.3 The Planning Commission finds that the first criterion for Site Design Review approval 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 Planning Commission could find that...] the application explains that the subject properties are zoned R-3 (High Density, Multi-Family Residential) and the 91,474 square foot, 2.1-acre parcel exceeds the minimum lot area and minimum dimensions for the zoning district. The application further details that the proposal is for nine groups of two-story, eight-plex units that consist of 496-square foot studio units. These units are proposed in a "modern, Danish inspired architecture" with a mix of wood, stucco and metal, and the design seeks to provide a strong orientation to the public street. Each unit has a semi-private patio, and while the patio doors are not intended as a primary entry the application emphasizes that they can function as a front entry and provide a strong orientation to the street. The application goes on to note that there are varying roof forms, pitches and heights to break up the massing, and that standard solar access will be met.

[The Planning Commission may further find...] that the base density for the R-3 zone is 20 dwelling units (d.u.) per acre. The subject property is 2.1 acres and has a base density of 42 d.u. (2.1 acres x 20 d.u./acre = 42 d.u.). Density bonuses are requested for Conservation housing (15%), Outdoor Recreation Space (10%) and Major Recreation Space (4%) for a total density bonus of 29%. This brings the property density to 54.18 d.u. (42 d.u. x 1.29 = 54.18 d.u.). All of the proposed units are less than 500 square feet and count as 0.75 units for purposes of density. As such, the density allows 72.24 studio units less than 500

square feet (54.18 d.u./0.75 = 72.24 d.u.) **The Planning Commission could find that...** the proposed density is 72 units, with all proposed at less than 500 square feet, which is consistent with the density allowed by the zoning.

[NOTE: The “major recreational facilities” density bonus has seldom been used. Section 18.2.5.080.F.3.c of the Land Use Ordinance allows it in exchange for providing “tennis courts, swimming pools, playgrounds or similar facilities.” The bonus allowed is six percent additional density for each one percent of project cost, based on the estimated sale price or market value of structures and land, devoted to major recreational facilities. The facility here is identified as a “flexible outdoor activity space... for ‘lawn’ games such as badminton, spike ball, cornhole, croquet, ladder golf, and others.” Also included within the recreation space are a fire pit, barbecue kitchen area, and covered seating area. For staff, it is unclear that an area for lawn games, fire pit or seating areas constitute major recreational facilities which qualify for the requested bonus, and it is also unclear whether the estimated value provided is based in part on the land value of the dedicated recreation space. The four percent bonus requested here equates to 1.68 dwelling units.]

The second approval criterion is that, *“The proposal complies with applicable overlay zone requirements (part 18.3).”* The subject property is not located within any overlay zones.

The third criterion for Site Design Review approval 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 Planning Commission could find... that the application explains that all ground floor units will have a semi-private patio area with a clear entrance to the unit, while the upper floor units have a deck area that provides a visual connection and clear orientation to the public street. Parking is located to the side or behind the structures. Building are proposed to have a 19 ½ foot width with a separation of approximately eight-feet between connected buildings and the required 12-foot separation between the connected eight-plexes. The applicant asserts that this is similar to the massing of structures in the vicinity. The application notes that the proposals comply with setbacks for the zone, and that while the buildings designs and materials are modern they are compatible with the surrounding area and include clear-coated wooden siding, corrugated metal siding, standing seam metal roofing, metal railings and vinyl windows. The application also notes that while final paint colors have not been selected, they will not be bright primary or neon colors. Landscaping and recycling/refuse disposal containers are proposed to comply with AMC 18.4.4, with a common, screened refuse and recycling area to be provided adjacent to the parking area.

With regard to off-street parking requirements detailed in AMC 18.4.3, the Planning Commission could reasonably find that... 72 studio units less than 500 square feet require 72 parking spaces. The applicant proposes to provide 67 off-street parking spaces in surface parking lots and have requested five on-street parking credits. The subject properties have more than 600 linear feet of frontage with roughly 30 on-street parking spaces available. **The Planning Commission could find that...** the parking proposed adequately addresses the parking requirements for the proposed units.

The fourth criterion 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.”

- **Water:** The application notes that a water meter currently serves the property from Garfield Street, and that there is a fire hydrant in place at the intersection of Garfield and Iowa Streets and another is present on the opposite side of Quincy Street. The application further explains that there is a six-inch water main in Iowa Street, a four-inch water main in Garfield Street, and a four-inch water main in Quincy Street. The application proposes to provide a single water service for the proposed units, a service for the open space, and a fire connection on the north side of the driveway accessing the site from Garfield Street.
- **Sewer:** The application notes that there are six-inch sewer lines available in Iowa, Garfield and Quincy Streets, and indicates that these lines provide adequate capacity to serve the proposed units.
- **Electricity:** The applicant notes that there is overhead power present on the south side of Iowa Street, on the west side of Garfield Street, and along the property frontage on Quincy Street. There is a cobra head style streetlight on the south side of Iowa Street, near the intersection of Garfield and Iowa Streets. The application indicates that all electrical service on site will be served by a single transformer to be installed on the property from the primary poles across Garfield Street. This transformer is to be to the north of the relocated driveway, and the application goes on to note that while the exact location has not been determined there is adequate open space and lot coverage to allow for the placement. The application further notes that the power pole within the driveway on Quincy Street will be relocated to meet the needs of the Ashland Electric Department. A preliminary electric service plan is included with the application.
- **Storm Drainage:** The application explains that there are currently no storm drainage facilities on the subject property, but that there are 12-inch storm sewer mains in the rights-of-way for both Garfield and Quincy Streets.
- **Paved Access/Adequate Transportation:** Iowa Street is an avenue or major collector street as classified in the Transportation System Plan, while both Garfield and Quincy Streets are residential neighborhood streets. The application details that all street frontages are paved with curbs, gutters, curbside sidewalks and street trees in place, and an Exception to Street Standards has been requested (see 2.4 below) to retain the existing curbside sidewalks rather than providing standard parkrow planting strips with irrigated street trees between the curb and sidewalk.

The application materials include a trip generation analysis prepared by Sandow Engineering which explains that the anticipated trip generation from the proposed 72-unit studio apartment complex would be 33 trips during the A.M. peak hour and 40 trips during the P.M. peak hour. This analysis concludes that because the peak hour trips are less than 50, no new traffic controls or geometric improvements are proposed and fewer than 20 additional heavy vehicle trips per day will be generated, a full traffic impact analysis (TIA) is not warranted.

The Planning Commission may find that... the application includes conceptual plans detailing grading, drainage and utilities proposed to serve the project. Conditions have been included to require that prior to

the issuance of a building permit, revised civil drawings including final grading, drainage, erosion control, utility, and electric service plan with load calculations be provided for the review and approval of the Building, Planning, Public Works/Engineering and Electrical Departments.

The final criterion has to do with “*Exception to the Site Development and Design Standards,*” providing that, “*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 Planning Commission finds that the parking lot standards in AMC 18.4.3.080.B.5.b call for capturing run-off in a landscaped median or swale to mitigate parking impacts, reduce stormwater leaving the site and recharge groundwater. The applicant has instead proposed to detain run-off in a combination of underground treatment facilities, detention ponds and bio-swales as they assert that these methods are more efficient and cost-effective. The applicant suggests that light-colored paving with some of it pervious, and larger bio-swales separate from the parking lot are superior to parking lot median swales and allow for occasional pedestrian traffic and better landscape buffers in the parking lot medians. **The Planning Commission may find that the measures proposed adequately mitigate the parking lot’s impacts while reducing stormwater leaving the site and serving to recharge groundwater.**

2.4 The Planning Commission finds that the application includes two requests for Exceptions to Street Standards, one to retain the existing curbside sidewalk system along the frontage of the property and the other for the location of the driveway curb cut on Quincy Street, which is proposed to be shared with the property to the east and which would exceed the maximum driveway curb cut width for residential developments.

With regard to the sidewalks, the applicant’s narrative requests an Exception to retain the existing curbside sidewalks around the full perimeter of the site, arguing that the existing pedestrian environment is already established and that the Exception allows for the preservation of larger stature, existing, healthy street trees. The plans provided however illustrate removal of the trees along the northern Garfield frontage and all trees along Quincy Street, and also illustrate the installation of standard sidewalks and parkrows in those areas. Given that the project proposes to redevelop the site at well more than the base density, staff believes that providing standard sidewalks with parkrows to safely support and encourage pedestrians is particularly important and accordingly recommend that standard parkrows and sidewalks be provided on the northern portion of Garfield Street and the full Quincy Street frontage, and that curbside sidewalks be limited to Iowa Street and the portion of Garfield Street necessary to preserve the existing Elm, Mulberry and Sweetgum street trees (#7, #9-#17, #19-23). In staff’s view, these existing trees are the barrier to providing standard sidewalks, and this partial exception would be the minimum necessary to

alleviate the difficulty while providing the feeling of safety and quality of experience sought for the pedestrian facilities by the standards.

With regard to the driveway separation/curb cut width request, the existing driveway location on Quincy Street does not currently comply with the minimum 24-foot driveway separation requirements applicable for less than three units per lot. Distances from driveway standards are detailed in section AMC 18.4.3.080.C.3, and developments of three units or more per lot are required to provide a 50-foot separation between driveways on neighborhood streets like Quincy Street. The applicant proposes to shift the driveway east toward the adjacent driveway, paving the area between to provide a wider, single curb cut to accommodate the two drives, noting that this may necessitate protection or relocation of an existing power pole between the two drives. The applicant explains that this attempts to mitigate the lack of required separation by combining the curb cuts to improve the pedestrian and vehicular environment by reducing the number of curb cuts and better aligning with the driveways on the opposite side of Quincy Street. The applicant further explains that a recorded ingress/egress easement for 181 California Street, a flag lot which takes vehicular access via the subject property, must be retained and prevents the applicant from combining the two driveways to a single driveway. The proposed curb cut would be 36 feet in width, which exceeds the maximum residential curb cut width of 18 feet.

For staff, the request does not address the underlying intent of the driveway separation/controlled access requirements, which seeks to reduce conflicts between vehicles entering or exiting to the street and vehicles, bicycles and pedestrians already using the street. Having multiple driveways coming together at the curb within a single wide curb cut, rather than combining circulation on-site to enter and exit from a single driveway in a single, standard curb cut has the potential to create more conflicts and add confusion as there continues to be multiple driveways using a single curb cut without any coordination of circulation to reduce conflicts. This would only be exacerbated if a power pole, and any measures needed to protect it from vehicles, were to be retained in the middle of the curb cut.

For staff, absent a clear depiction of how turning movements with the adjacent driveway might be addressed, this Exception is not merited, and if the applicant is unable to combine driveways and circulation on site to provide a single driveway exiting from a single standard curb cut, the Commission could either allow the existing sub-standard separation between the driveways or require that the applicant reconfigure their parking and circulation to provide the requisite separation.

2.5 The Planning Commission finds that the Tree Protection & Removal Plan provided identifies 30 trees on and adjacent to the subject property and requests Tree Removal Permits to remove 15 trees. Four of these 15 are noted as having been removed prior to the project, either as exempt/dead trees or in conjunction with the Rivergate Church demolition. The remaining 11 are proposed for removal to accommodate the buildings, driveways, parking and circulation areas and utility installations proposed.

The applicant's submittals indicate that the requested removals will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees or existing windbreaks and

further asserts that the removals will not have significant negative impacts to tree densities, sizes, canopies or species diversity within 200 feet of the subject property, and that replacement trees will be provided with one or more trees planted in the new landscape to mitigate each removal.

[As these *draft* findings are being prepared, the Tree Commission has not yet reviewed the application and their October meeting has been rescheduled to October 11th – after the Planning Commission’s hearing – due to the lack of a quorum at their regular October 4th meeting. Staff have accordingly recommended conditions making their recommendations conditions of approval – where consistent with applicable standards and criteria, and with final approval by the Staff Advisor – along with recommended conditions that a revised Tree Protection Plan be provided addressing a maintenance watering schedule for trees to be retained during construction and that the Tree Protection Plan address any necessary protection for trees on adjacent properties within 15 feet of the property line.]

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, Exception to the Site Development and Design Standards, Exceptions to the Street Standards, and Tree Removal Permits to construct a 72-unit studio apartment community [is supported/is not 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/deny] Planning Action #T2-2018-00003. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #T2-2018-00003 is denied. The following are the conditions and they are attached to the approval:

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise modified herein.
- 2) That the plans submitted for the building permit shall be in conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify this approval shall be submitted and approved prior to the issuance of a building permit.
- 3) That the recommendations of the Ashland Tree Commission from their October 11, 2018 meeting, where consistent with the applicable ordinances and standards and with final approval of the Staff Advisor, shall be conditions of approval unless otherwise modified herein.
- 4) That the requirement of the Fire Department, including approved addressing; fire apparatus access including approach, turn-around, and any necessary easements; fire flow; hydrant distance and clearance; fire sprinklers where applicable; fire department connection; and provisions for “Knox Box” key boxes; shall be satisfactorily addressed.
- 5) That the building permit submittals shall include:

- a) The identification of all easements, including but not limited to any required public or private utility easements, mutual access easements, public pedestrian access easements, and fire apparatus access easements.
- b) The identification of exterior building materials and paint colors for the review and approval of the Staff Advisor. Very bright or neon paint colors shall not be used in accordance with the requirements of the Site Design Standards, and the colors and materials selected shall be consistent with those identified in the application.
- c) Specifications for all exterior lighting fixtures. Exterior lighting shall be directed on the property and shall not directly illuminate adjacent properties.
- d) Revised Landscape, Irrigation and Tree Protection Plans shall be provided for the review and approval of the Staff Advisor with the building permit submittals. These plans shall address: 1) Any recommendations of the Tree Commission from their October 11, 2018 meeting where consistent with the applicable Site Development and Design Standards and with final approval by the Staff Advisor; 2) The identification of replacement trees to mitigate the trees to be removed. The mitigation trees shall be planted and irrigated according to the approved plan, inspected and approved by the Staff Advisor prior to occupancy; 3) a maintenance watering schedule for trees to be retained; 4) Tree Protection details for trees on adjacent properties within 15 feet of the property line; 5) Clear demonstration that a pedestrian connection is provided from the sidewalk to each semi private patio entrance on the street-fronting units, without obstruction by landscape materials; and 6) The required irrigation plans, including the requirements for programmable automatic timer controllers and a maintenance watering schedule with seasonal modifications. The applicant shall also obtain the required plumbing permits and inspections for installation of any required double-check valve(s) associated with the irrigation system.
- e) 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. A revised stormwater drainage plan, including any necessary on-site detention measures, shall be provided for the review and approval of the Engineering, Building and Planning Departments with the building permit submittal. The drainage plan shall be designed to ensure that post-development peak stormwater flows are less than or equal pre-development levels as required by the Engineering Division.
- f) Final utility, grading, erosion and sediment control plans for the project shall be provided for the review and approval of the Engineering, Planning and Building Divisions. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes to accommodate necessary water and fire services, sewer mains and services, manholes and clean-outs,

storm drainage pipes and catch basins. Any necessary service upgrades shall be completed by the applicant at applicant's expense. Meters, cabinets, and vaults shall be located outside of the pedestrian corridor in those areas least visible from streets, sidewalks and pedestrian areas, while considering vision clearance and the access needs of the utility departments.

- g) The applicant shall submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets, street lights, and all other necessary equipment. This plan must be reviewed and approved by the Electric, Engineering, Building and Planning Departments prior to the issuance of demolition, excavation or building permits. Transformers, cabinets and vaults shall be located outside of the pedestrian corridor in those areas least visible from streets, sidewalks and pedestrian areas, while considering the access needs of the Electric Department. Any necessary service upgrades shall be completed by the applicant at applicant's expense.
- h) That the applicant shall provide engineered plans for the installation of a seven-foot width parkrow with irrigated street trees, five-foot sidewalk, and pedestrian scale street lighting on the property's full Quincy Street frontage and the section of the Garfield Street frontage north of Tree #23/Units 31-32 for the review of the Planning and Public Works/Engineering Departments. These plans shall detail the removal of any existing unused curb-cuts and the transition from the new sidewalks to the existing curbside sidewalks to the south, which are to be retained. If necessary to accommodate these street frontage improvements, the applicant shall dedicate additional right-of-way or provide public pedestrian access easements. Any necessary easements or right-of-way dedications shall be submitted for the review and approval of the Planning and Public Works/Engineering Departments.
- i) Engineering construction drawings for the new driveway approaches on Quincy and Garfield Streets. The centerline of the driveway on Garfield Street shall align with the centerline of the alley across the street, and the driveway on Quincy Street shall be limited to a standard width in generally the current location (rather than combined with the driveway to the east) for the review and approval of the Public Works/Engineering and Planning Divisions. Driveway approach permits shall be obtained through the Public Works/Engineering Division, and new driveway approaches shall be installed, inspected and approved, and any unused curb cuts closed, inspected and approved, prior to the issuance of a certificate of occupancy.
- j) The building permit drawings shall include details demonstrating that the proposed parking area complies with the requirements of AMC 18.4.3.080.B.5 in providing a pervious pavement system for a minimum of 50 percent of the parking area surface.
- k) Final lot coverage calculations including all building footprints, driveways, parking, and circulation areas. Lot coverage shall be limited to no more than 75 percent as allowed in the R-3 zoning district.

- l) The building permit submittals shall verify that the bicycle parking spacing and coverage requirements are met in accordance with 18.4.3.070 for the 72 required sheltered bicycle parking spaces. The inverted u-racks shall be used for the bicycle parking. All bicycle parking shall be installed in accordance with design and rack standards in 18.4.3.070 and according to the approved plan prior to the issuance of the certificate of occupancy.
 - m) Demonstrations that the conservation housing, additional recreation space and major recreational facilities requirements are satisfied to meet the requirements for the requested density bonuses.
 - n) Solar setback calculations demonstrating that all new construction complies with Solar Setback Standard A in the formula $[(\text{Height} - 6) / (0.445 + \text{Slope}) = \text{Required Solar Setback}]$ and elevations or cross section drawings clearly identifying the highest shadow producing point(s) and the height(s) from natural grade.
 - o) A revised plan to demonstrate that the open and recreation space requirements are met illustrating all areas to be counted towards open and recreation space and their dimension and treatment. A minimum of 18 percent of the site must be provided in open/recreation space for the proposed density bonus. Landscaped areas counted toward recreation space need to be surfaced for recreational use and not include thoroughfares for pedestrian circulation. Individual patios or porch areas may be included provided that their dimensions are at least six-feet by eight-feet exclusive of any circulation areas. Areas containing above-ground utility infrastructure such as transformers, vaults and cabinets, bio-swale/detentions ponds are not to be included as open/recreational space.
- 6) That prior to the issuance of a building permit:
- a) That in lieu of providing city standard frontage improvements along the full frontages with the current application, the property owner shall sign in favor of local improvement districts for the future street improvements, including but not limited to sidewalks, parkrow, curb, gutter and storm drainage, for Iowa and Garfield Streets prior to signature of the final survey plat. The agreement shall be signed and recorded prior to the issuance of a building permit.
 - b) That prior to the issuance of the building, excavation, staging, storage of materials or the commencement of site work, a Tree Verification Permit shall be obtained, and tree protection measures installed, inspected and approved by Staff Advisor. The Verification Permit is to inspect the identification of trees to be removed and the installation of tree protection fencing for the trees to be retained and protected on and adjacent to the site. Tree protection measures shall be in the form of chain link fencing six feet tall, installed and maintained in accordance with the requirements of AMC 18.4.5.030.C.
 - c) That all necessary building permits fees and associated charges, including permits and connections fees for new, separate, underground electrical services to each proposed unit,

and system development charges (SDC's) for water, sewer, storm water, parks, and transportation (*less any credits for previously demolished structures*) shall be paid.

- 7) That prior to the final approval of the project and issuance of a certificate of occupancy:
- a) That all open space areas and recreational facilities, landscaping and the irrigation system shall be installed according to the approved plan, inspected, and approved by the Staff Advisor.
 - b) All hardscape improvements including courtyards, walkways, driveways, parking areas, fire apparatus and other accessways shall be installed according to the approved plans, inspected and approved prior to issuance of the final certificate of occupancy.
 - c) All utility service and equipment installations shall be completed according to Electric, Engineering, Planning, and Building Departments' specifications, inspected and approved by the Staff Advisor.
 - d) The screening for the trash and recycling enclosure shall be installed in accordance with the approved plan, inspected and approved by the Staff Advisor. An opportunity to recycle site of equal or greater size than the solid waste receptacle shall be identified in the building permit submittals and shall be in place, inspected and approved by the Staff Advisor.
 - e) That the bicycle parking facilities including at least 72 sheltered bicycle parking spaces shall be installed according to the approved plans, inspected, and approved by the Staff Advisor prior to the issuance of the certificate of occupancy. The building permit submittals shall verify the design and placement of bicycle parking.
 - f) That all exterior lighting shall be directed on the property and shall not directly illuminate adjacent residential properties.
 - g) All required street frontage improvements, including but not limited to the sidewalk, parkrow with irrigated street trees spaced at one tree per 30 feet of frontage, and street lighting shall be installed under permit from the Public Works Department and in accordance with the approved plans, inspected and approved by the Staff Advisor.
 - h) The applicant shall provide evidence of Earth Advantage certifications necessary to satisfy the requirements for the conservation housing density bonus requested.

Planning Commission Approval

November 13, 2018

Date

Spartan Properties

MidTown Lofts

kistler+small+white Architects
Covey Pardee Landscape Architects
Rogue Planning & Development Services



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ROGUE PLANNING & DEVELOPMENT SERVICES, LLC

**Site Design Review Approval
for 72-unit loft apartment development**

AMENDED FINDINGS

Property Address: 188 GARFEILD STREET
Map & Tax Lots: 39 1E 10CB Tax Lots: 2100 & 2101

Property Owner: Spartan Properties
66 Water Street, Suite 200
Ashland, OR 97520

Architecture: kistler + small + white Architects
Raymond Kistler
66 Water Street, Suite 101
Ashland, OR 97520

Landscape Architecture: Covey/Pardee Landscape Architects
295 East Main Street, # 8
Ashland, OR 97520

Engineering Services: Marquess and Associates
Jim Higday, Principal
1120 E Jackson Street
Medford, OR 97504

Surveyor: Polaris Land Surveying
PO BOX 459
Ashland, OR 97520

Planning Consultant: Rogue Planning & Development Services, LLC
Amy Gunter
33 North Central Ave. Suite 213
Medford, OR 97520

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Request:

The request is for Residential Site Design Review to allow for the development of the properties located at 39 1E 10CB #2100 and 2101; aka 188 Garfield Street as a 72-unit, studio apartment community. The MidTown Lofts.

A tree removal permit is requested to remove 15 trees that are more than six-inches in diameter at breast height.

An exception to Street Standards is requested to retain the existing curbside sidewalk system with established trees along the frontage of the property. A second exception to Street Standards for the relocation of the driveway apron accessing the site from Quincy Street is required. The proposed driveway apron is 40-feet wide.

Property Description:

The vacant, 2.10-acre property extends the entire block face on the west side of Garfield Street between Iowa Street and Quincy Street. The property has 414.09-feet of frontage on Garfield Street. The property extends 215.16-feet east along the south side of Quincy Street, and 150.80 of frontage on the north side of Iowa Street. See Figure 1 below.

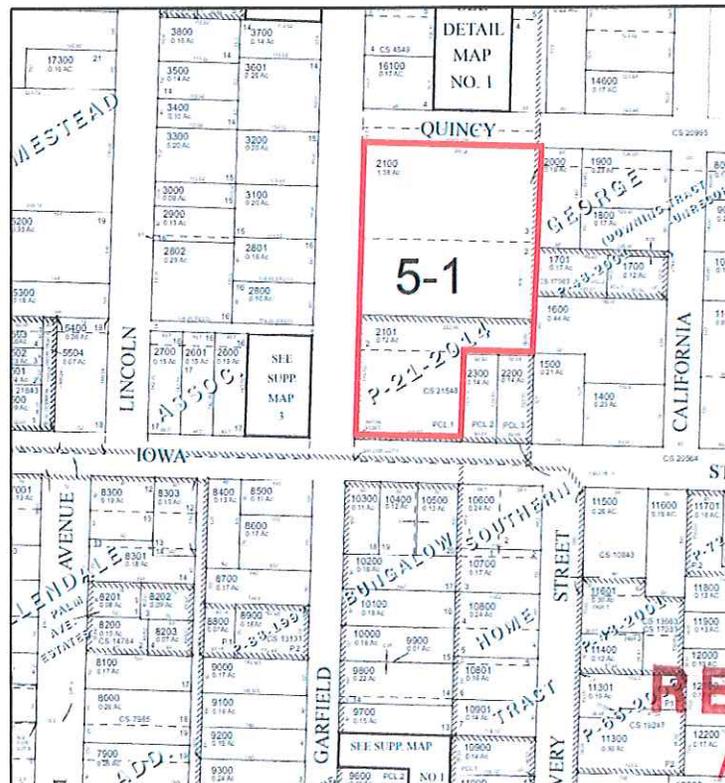


Figure 1: Assessor's Map

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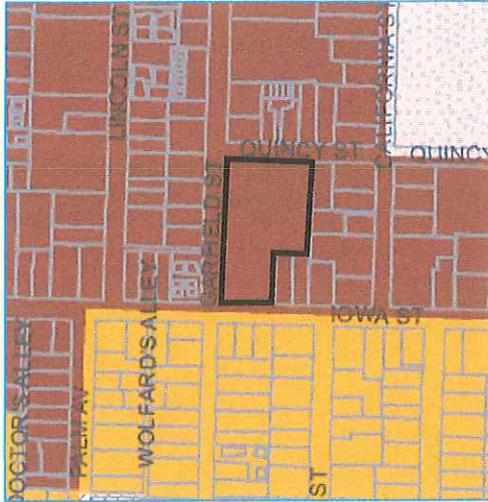


Figure 2: Zoning Map

The subject properties and the adjacent properties to the north, east and west are zoned R-3, High-Density Multi-Family Residential. The properties to the south, across Iowa Street are zoned R-2, Low Density Multi-Family Residential. Approximately 200-feet to the northeast, the property is zoned SO, Southern Oregon University.

The subject property had historically been the location of a large church, its parking area and other site improvements. The site is presently vacant of structures.

The adjacent properties are developed with single family residences, multi-family residences, apartment complexes and condominium developments.

There are 26-trees six-inches in diameter at breast height and larger on and directly adjacent to the property (there were 30-trees previously on the property, with four removed since the Tree Survey was completed). Of the 26 trees on site, 20 of the trees are directly adjacent too or near the existing curbside sidewalk, these established trees function as street trees. The other trees on the site consist of Spruce, Siberian elm, Mulberry, Sweet Gum, Purple Leaf Plum, Norway Maple, and Cherry.

The property has an approximately four percent average slope downhill from Iowa Street to Quincy Street.

The property is bound by Iowa Street along the south property line. According to the street classification from the Transportation System Plan (TSP), Iowa Street is a 2-Lane Avenue or Major Collector. Avenues have a required right-of-way (ROW) width of between 59 – 86 feet. Iowa Street has a 60-feet of ROW along the frontage of the property. Iowa Street is not improved to Avenue Standards, it has curb, gutter, sidewalk, but lacks parkrow and dedicated bike lanes.

Garfield Street is classified as a Neighborhood Street in the TSP. Neighborhood Streets that allow parking on both sides have a required ROW of 50 – 57 feet. Garfield Street has a 60-foot wide right of way. Garfield Street is improved with pavement, curb and gutter, there is an existing curbside sidewalk along the entire frontage of the property.

Along the south property line is Quincy Street. Quincy Street is also a Neighborhood Street. Quincy Street has a 50-foot wide ROW and is improved with pavement, curb, gutter, landscape park row and sidewalk along the frontage of the property.

The property has four existing driveway curb cuts, one accessing the property from Iowa, two on Garfield and one on Quincy.

A vehicular access easement extends from Quincy Street, 140-feet along the west property line benefiting the property located at 181 California Street. The easement is generally 20-feet wide.

There is overhead power present along the south side of Iowa Street, on the west side of Garfield Street, and along the property frontage on Quincy Street. There is one cobra head style street light on the south side of Iowa Street, near the intersection of Garfield and Iowa Streets.

A water meter serves the property on Garfield Street. There is a fire hydrant at the intersection of Garfield Street and Iowa Street. Another fire hydrant is present across Quincy Street from the subject property. Water mains are present in Iowa Street (six-inch main), Garfield Street (four-inch main), and in Quincy Street where there is a four-inch main.

Sanitary sewer services are present in Iowa Street, Garfield Street and in Quincy Street. Each has a six-inch sanitary sewer main.

There are no storm drainage facilities on the subject property. There are 12-inch storm sewer mains present on Garfield Street and Quincy Street.

Detailed proposal:

The proposed development of the property is for the 72-unit, MidTown Lofts. This new, residential apartment development is proposed as nine, two-story, eight-plexes with four units per floor.

The MidTown Lofts are proposed to be an architecturally interesting, Danish inspired, modern apartment complex with extensive common and private outdoor space.

Each eight-plex is proposed to consist of 496-square foot habitable floor area, studio-bedroom units. There are four units on the ground level and four units above. Each group of four is connected via a covered central walkway that accesses the primary entrances of the ground level units and provides the access to the stairway leading to the entrances of second story units. As required by building codes, two of the ground level units are proposed as ADA accessible.

All units also have a semi-private patio or elevated deck area that also provides for a strong orientation for the structures towards the public streets and the open space. Each building has a prominent orientation towards the public street. With a recessed entry along the fronts of the units as well as the clearly defined walkway between the buildings leading to the entries.

The new, energy efficient units are proposed to be developed to the Earth Advantage Multi-Family Standards. High efficiency HVAC systems, Low E windows and insulation with high R values will be provided. The proposed thermal envelopes will provide for more comfortable and stable room temperature. LED lighting will be utilized both interior and throughout the property to further reduce energy consumption.



According to the City of Ashland Housing Needs Analysis, and the Rental Needs Analysis, the present needed housing type in Ashland are 500-square foot and less, apartment dwellings. The proposal provides for a much-needed housing type.

In addition to the individual, 80 – 100 square feet of semi-private open space area devoted to each unit, a large common courtyard area is proposed. Seven of the nine residential structures are adjacent to the courtyard area. Within the courtyard, elements intended to enhance the common area and encourage the use of the common area by the tenants are provided. These include a barbeque area, tables with chairs and/or benches, a large covered area with pathways connecting the units to the open space. To further enhance the recreational amenities of the courtyard, an active, flexible outdoor activity space is proposed. Designated area is provided in the courtyard for “lawn” games such as, badminton, spike ball, cornhole, croquet, ladder golf and others are proposed. The covered seating area, the fire pit, BBQ kitchen area, lawn games, substantial landscape buffers, all provide for an optimal apartment development layout while providing ample recreational opportunities that are appropriate for an urban, studio-unit development.

Parking, Access, Circulation:

The proposed development requires 72 parking spaces. The required parking is proposed as a combination of on-site parking in a 67-space surface parking lot. Along the more than 600-feet of street frontage, where 30, on-street parking spaces are available, the proposal seeks an on-street credit for five parking spaces.

Accessible via driveways from Garfield Street and Quincy Streets, the 67-space, surface parking lot is proposed. The number of curb cuts is proposed to be reduced from four to two. The Garfield Street driveway is proposed to be realigned with a public alley on the west side of Garfield. The Quincy Street driveway is in generally the same location as the existing driveway curb cut. This driveway access is proposed to be shifted slightly towards the west property line where a driveway serving the adjacent property further west is located. The existing driveway location does not comply with minimum driveway separation standards. The proposed location attempts to mitigate the lack of separation by combining the curb cut with the adjacent curb cut to the north (power pole may require protection or relocation) but provides for a better pedestrian and vehicular environment by reducing the number of curb cuts on the street. This location also aligns the proposed driveway with the driveways accessing the properties to the north on Quincy Street, improving visibility for vehicles backing out of the properties across Quincy onto the street.

The 67-space parking lot provides for three, ADA accessible parking spaces. Half of the parking spaces are proposed as compact. The parking area is accessed via a 22-foot wide drive aisle. The proposed parking lot and drive isle is designed with the Vehicle Parking Area Design Standards in mind. The final engineering documents will demonstrate compliance with either the use of light colored paving



materials that has a high solar reflectance or by providing 50 percent of the parking surface area as porous solid surface such as brick, or open grid paving system.

Large canopy shade trees are provided in the landscape islands. The proposal requests to utilize permeable paving techniques and fewer, larger bioswale detention ponds versus utilizing bioswale technology in the parking lot landscape medians. comply with the Rogue Valley Stormwater Quality Design Manual Standards updated January 2018. The goal of the storm water management system is to mimic a natural hydrologic process during a rain event with minimal impact on local surface waters. According to the project engineer, Jim Higday, P.E., Marquess and Associates, the creation of a combination facility, with bioswale detention ponds and below grade detention vault is a substantially better project design for stormwater quality and quantity.

The larger surface area detention swales allow for initial lower upfront engineering cost, and lower lifetime system operation and maintenance. Additionally, the bioswale type of planter is less compatible in a parking lot area where the landscape medians is often utilized as a walkway or vehicle access point. The parking lot landscape plan provides for parking lot shade trees, one for every seven parking spaces, evenly distributed throughout the parking area. Additional landscape areas for the parking lot is along the east and south property lines (abutting adjacent residential property at 1273 Iowa). These trees will be planted in the required five-foot landscape buffer that will be provided against the adjacent property lines. The five-foot planter provides adequate planter dimensions to encourage the growth of large stature trees because there is not a physical barrier to growth of these trees on the adjacent properties which will also benefit from the shade created.

The parking area is divided into separate areas by a group of buildings, landscape areas and a five-foot wide walkway that connects the units fronting on Iowa Street across the parking area to the common courtyard area.

This walkway is part of the connected walkway system that leads through the development in order to provide a safe walking routes from the units too and through the parking areas, and to the public sidewalk that is present along all frontages of the property. The existing sidewalk system connects to the further expanded neighborhood sidewalk system.

The property is within walking distance of numerous destinations such as Southern Oregon University, Ashland Street Shopping Center, the bike path along the railroad tracks is approximately a quarter of a mile away. The property is less than a quarter mile away from the bike lanes and public transportation on Siskiyou Boulevard. The property is within a 20-minute walk or 10-minute bicycle ride of many of Ashland's commercial areas.

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Density:

The property is 2.10 acres. The R-3 zones allows for the development of the property with 20-dwelling units per acre. The proposed density of 72 units less than 500-square feet in area ($72 \times .75 = 54$), with a proposed 29 percent increase, complies with the allowed density standards found in AMC 18.2.5.080. The proposed project requests a density bonus for Conservation Housing, for increased outdoor recreation space above the minimum eight percent required by the code and inclusion of major recreation facilities.

Allowed Density 18.2.5.080: $2.1 \times 20 = 42$ units

When units are less than 500-square feet of gross habitable floor area, each unit is equivalent to .75 of a unit.

The following density bonuses are sought with the proposal.

Conservation Housing – max 15%: $42 \times .15 = 6.3$

All of the units are proposed to have an energy efficient envelope. The units are proposed to have LED and low electric usage appliances. All of the proposed units will comply with Earth Advantage Multi-Family Standards.

Outdoor Recreation Space – max 10%: $42 \times .10 = 4.2$

The required eight percent outdoor recreation space for the 91,549.78 square foot parcel is 7,323.924 square feet. The proposed outdoor recreation space for the property is a combination of semi-private patios and balconies and the larger open space with the lawn areas, large common patio area with table and chairs, community BBQ, propane fueled fire pit, and a shade structure. The recreational elements of the open space for the MidTown Lofts with the built-in areas and provided equipment for lawn games enhances the recreational amenities of the open space. The total lot area devoted to outdoor recreation area for the MidTown Lofts “community” is 21,643 square feet in area or 23.6 percent.

Each unit also has a semi-private outdoor space that is either a deck or a patio area which accounts for 5,616 square feet or 14.6 percent. The common outdoor recreation area accounts for 5,754 square feet or nine percent. The density bonus standard requires that a minimum open space area of 18 percent be provided to comply with the density bonus standards. The proposed 23.6 percent outdoor recreation area exceeds the minimum required outdoor recreation space and exceeds the minimum additional area to allow for the density bonus. The remaining landscape areas provide for 10,273 square feet of incidental open space areas that are not factored into the required outdoor recreation space.

Major Recreation Facility: $42 \times .10 = 4.2$ (REQUESTED (.04 = 1.68)

For each percent of the total project budget devoted to major recreational facilities, a six percent density bonus is permitted. A four percent bonus is sought. The proposed the recreational lawn game areas, BBQ area, including built in outdoor kitchen, covered outdoor area, fire pit and seating areas around the

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common outdoor recreational area account for more than one percent of the total project budget devoted to recreational facilities. The financial breakdown of the proposed recreational amenities and the project budget are attached. Open space area is a requirement, providing additional land area to obtain the openspace density bonus is achievable in many situations. That open space must be functional. Minimal lawn area and some walkways can achieve this standard. What is different with this proposal, is that its location allows for the numerous major recreation facilities that are found in public spaces less than ¼ of a mile from the property and a substantial amount of the project budget can be devoted to making the provided outdoor recreational space highly functional, desirable space.

There are increased construction, maintenance costs, and insurance ramifications for swimming pools that increase the rents to cover those costs. Basketball or tennis courts have the potential for generation of substantial noise and increase lot coverage greatly. The development is not intended for families so a playground was not considered.

The proposed large, functional, recreational area meets the needs of millennials, young professionals, active seniors, college students, etc. and the outdoor gathering areas combined with the activity spaces, foster a social environment for the tenants to gather or to have friends visit. The increased density requested is less than two, small units, but the return to the Mid-Town Lofts community with having the additional amenities provides for a comfortable, urban, modern, environmentally conscious development.

Public Utilities:

There are adequate public utilities provided in the adjacent public rights-of-way to service the proposed development. Areas for utility vaults are provided to allow for the undergrounding of the electric service for the development. The proposal demonstrates that the area for on-site detention and treatment of storm water facilities has been provided for on site. Sanitary sewer laterals have been provided on the civil plan. Water meter and fire department connection for sprinklers are shown on the plans.

Findings addressing the relevant criteria from the Ashland Municipal Code are provided herein. For clarity, the criteria is in Times New Roman font and the applicant's findings in Calibri font.

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**Site Development Design Standards Approval Criteria:
Ashland Municipal Code 18.5.2.050**

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.

Applicant's Finding:

The subject property is zoned R-3, High Density Multiple Family Residential. The parcel is 91,474 square feet (2.1 ac) and exceeds minimum lot area and minimum lot dimensions in the R-3 zone.

The proposal for the property is to be developed with nine groups of two-story, eight plex units that consist of 496-square foot, studio-bedroom units. Four units on the ground level are proposed with four units above. The fourplexes will be connected via a stair and deck walkway. Through the incorporation of strong architectural elements, all of the units have designed to have a strong orientation to the public street.

The proposed dwellings are a modern, Danish inspired architecture. Interesting angles and mixtures of materials commonly found in the local environment such as wood, stucco, metal and concrete will bring an element of design reminiscent of when apartments were built for enjoyment and pride of tenancy, not just a place to live.

There are varying roof forms, pitches and heights to break up the mass of the structures. The walkway between the buildings is clearly defined with the strong roof form that invites residents and visitors into the walkways that provide entrance to the units. Each unit also has a clear sense of entry in the semi-private patio area that is oriented towards the public street frontages. The patio doors are not intended as the front entrance, with that provided off the common walkway. The proposed private patio access can function as a front entrance or as a secondary entrance while providing a strong orientation to the street.

The solar setback standards are met with the development because Quincy Street, which has a 50-foot wide right-of-way is to the north of the subject property. For the purposes of determining required solar setback, the structures on the subject property are allowed to shade the entire right-of-way. The proposed structural setback and height will not cast a shadow beyond the width of the Quincy Street right-of-way.

Density: *The proposed density complies with the allowed density standards found in AMC 18.2.5.080. The proposed project also requests density bonuses for Conservation Housing, for increased outdoor recreation space above the minimum eight percent required by the code and inclusion of major recreation facilities.*

Allowed Density 18.2.5.080: $2.1 \times 20 = 42$ dwelling units

Maximum allowed density with density bonuses: $+60\% (42 \times .60 = 25.4)$

Potential Density: 67.2 dwelling units

Proposed Density: The proposal seeks density bonuses for Conservation Housing, Open Space and Major Recreational Facilities for a requested increase of 29 percent to allowed density ($42 + 29\% = 54$ units). Per AMC 18.2.5.080.F., each unit when less than 500 square feet is .75 of a unit for the purposes of density. The proposal is for 72 units, with 496-square feet in floor area. This is equal to 54 dwelling units greater than 500 square feet ($72 \times .75 = 54$).

Conservation Housing – max 15%: $42 \times .15 = 6.3$

All of the units are proposed to have an energy efficient envelope. The units are proposed to have LED and low electric usage appliances. All of the proposed units will comply with Earth Advantage and Energy Star Requirements for new construction.

Outdoor Recreation – max 10%: $42 \times .10 = 4.2$

The required eight percent outdoor recreation space for a 91,549.78 square foot parcel is 7,323.924 square feet. The proposed outdoor recreation space for the property is a combination of semi-private patios and balconies and the larger open space with the lawn areas, large patio area with table and chairs, community BBQs and fire pit and a shade structure. The recreational elements of the open space for the MidTown Lofts with the built-in areas and provided equipment for lawn games enhances the recreational amenities of the open space. The total lot area devoted to outdoor recreation area for the MidTown Lofts “community” is 21,643 square feet in area or 23.6 percent.

Each unit also has a semi-private outdoor space that is either a deck or a patio area which accounts for 5,616 square feet or 14.6 percent. The common outdoor recreation area accounts for 5,754 square feet or nine percent. The density bonus standard requires that a minimum of 18 percent to comply with the density bonus standards. The remaining areas provide for 10,273 square feet of incidental openspace areas. The proposal exceeds the minimum required outdoor recreation space.

Major Recreation Facility: $42 \times .10 = 4.2$ (REQUESTED (.04 = 1.68))

For each percent of the total project budget devoted to major recreational facilities, a six percent density bonus is permitted. A four percent bonus is sought with this proposal. The proposal is to have numerous recreational amenities including dedicated lawn game areas, built in outdoor BBQ kitchen, covered patio area, fire pit and extensive seating areas in the common outdoor recreational area. These amenities create a substantially more desirable outdoor area with major recreation areas. The provided amenities account for more than one percent of the total project budget devoted to recreational facilities.

The project team finds that the proposed recreational amenities meet the current recreational trends in new, studio-unit developments. The proposed recreational amenities are environmentally sensitive and have limited paved or concrete surfaces. There are limited amenities listed in the Major Recreation

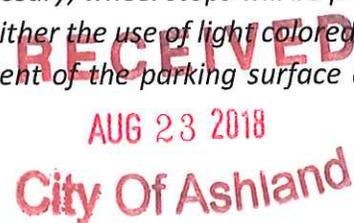
Facilities found in section AMC 18.2.5.080.F.3.c. The suggested facilities include tennis courts, swimming pools, or playgrounds, or similar. The major recreational facilities suggested in the code all generate or have the potential to generate significant noise impacts in addition to having negative environmental impacts from the required solid surface to accommodate court games. The small size of the units are not typically occupied by families or parents with child or children so a playground would not be a beneficial use of the space. The code does provide for the "or similar" use as a major recreational facility. The proposed amenities including the dedicated lawn game areas provides active area for the envisioned demographic. The proximity of the property to conveniently located off-site major recreational facilities further reduces the need for a tennis court or basketball court.

Within less than one quarter of a mile there are a number of public major recreational facilities provided. These include Garfield Park which is 620 feet to the north on Garfield Street, where basketball, volleyball, play structure, lawns and splash pad area are found. Roughly one quarter mile to the east on Quincy and Wightman Street, tennis courts, ballfields and wide open spaces are found on the SOU campus. Additional recreational area is found on Lincoln Street at the Lincoln Street ballfield. Within one mile of the property even more major recreational facilities are found at the Daniel Meyer Pool on Holmes Avenue in the Hunter Park.

The proposed lawn games, and substantial open space improvements, though not listed as major recreational facilities, the proposed unit size, demographics of Ashland and in particular, the demographic of Ashland that seeks a 496-square foot studio unit are not seeking basketball courts, swimming pools or tennis courts. Those type of amenities are less desirable than well designed, beautifully landscaped, comfortable, outdoor spaces with fun amenities. The finances of the project and the amount of the project budget devoted to the recreation facilities demonstrate that that AMC 18.2.5.080.F.3.c. The project team believe that the Planning Commission can find that the financial aspects of the proposal are met, that the amenities provided comply with the purpose and intent of the density bonus for major recreational facilities.

Lot Coverage: *Proposed impervious areas including building footprints, pathways, parking areas, patios and decks is 41,747 SF, for a total lot coverage of 55.5 percent, substantially less than the maximum of 75 percent in the zone.*

Parking: *The proposed 67-space parking lot provides for three, ADA accessible parking spaces. Half of the parking spaces are proposed as compact. The parking area is accessed via a 22-foot wide drive aisle. The proposed parking lot and drive isle is designed in compliance with the Vehicle Parking Area Design Standards. The parking spaces will be clearly marked and where necessary, wheel stops will be provided. The final engineering documents will demonstrate compliance with either the use of light colored paving materials that has a high solar reflectance or by providing 50 percent of the parking surface area as*



porous solid surface such as brick, or open grid paving system. Landscape islands that have parking lot shade trees are proposed. More than seven percent of the area devoted to outdoor parking is landscaped areas that are uniformly distributed throughout the parking area. Irrigation, curbing, trees, shrubs, ground cover and mulch are provided in the parking area. A six-foot tall privacy fence will be provided along the property lines to screen the parking lot area from the adjacent properties to the south and east of the parking area.

One covered bicycle parking space is required for each unit. In order to provide for bicycle security, a hanging bicycle rack for a single bicycle will be provided within each unit except the two A-Type (ADA accessible) units. The hanging rack has a nook provided for the bike hanger, the A-type units require a larger bathroom and doorways that eliminate the area for the bike hanger. Outside of the units, in covered areas as stand-alone structures, found near the parking area that parallel Iowa Street, inverted U-racks in groups of six providing for 12 spaces for visitors, or tenants that chose to park outside of their unit.

The new development has a circulation system that accommodates expected traffic on-site. The layout has street-like features. Pedestrian connections through the site and to the adjacent sites.

Energy Usage: All of the units within the proposed development will be constructed to the Earth Advantage and Energy Star Standards. A detailed analysis of the actual energy consumption has not been determined but due to the high energy efficiency standards of the two programs the units will require substantially less energy to operate than typical construction. The units will be high performance, using the best practices and innovative construction technologies to gain efficiencies in design, energy systems, and materials for increased energy efficiency, superior indoor air quality, lower water usage and responsible use of natural resources.

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

Applicant's Finding:

There are no applicable overlay zones for the subject property.

C. Site Development and Design Standards.

Applicant's Finding:

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

The proposed parking is directly adjacent to the residential dwellings. There are short travel distances from the parking spaces to the entrances of the dwellings. The surface parking spaces are visible from



the windows of the units and open space areas. The layout and design does not provide for vulnerable areas that are not visible from the units and open space. Low level landscape lighting for the paths will be provided throughout the open space. Each unit will have a shrouded yard light that provides down-lighting and security for the unit but will not directly illuminate adjacent properties. No plant materials are proposed that prevent surveillance of the open space or the semi-private patios and balconies.

The eight-plexes are proposed to have 21.5-foot separations between the two structures on Iowa Street, a 12-feet of separation between the eight-plexes on Garfield and Quincy Streets. This separation complies with the maximum required building separations. The area between the fourplex units that make up each half of the eight-plexes provide a visual division in the façade of the structure and a walkway through. In addition to this area, there is a 12-foot landscape buffer between the eight-plexes. This area provides a clear line of sight from the public right-of-way into the development with glimpses of the recreational open space visible from the streets.

The proposed 19.5-foot wide building with slight separation of nearly 8-feet for the walkway between the connected buildings and the 12-foot separation between the individual eight-plexes is similar to the massing of the structures in the vicinity. For example, the most recent development is a condominium development across Garfield Street from the southern half of the property that has more than 35-feet of structure with minimal open space, separation between the structures. Additionally, the developments to the south across Iowa Street are multi-family residentially zoned lots that are primary occupied by 20 – 30-foot-wide structures separated from the adjacent structure by 10 – 14 feet.

Building Orientation.

Building Orientation to Street. Dwelling units shall have their primary orientation toward a street. Where residential buildings are located within 20 feet of a street, they shall have a primary entrance opening toward the street and connected to the right-of-way via an approved walkway.

Applicant's Finding:

All residential units that front upon the public street are oriented towards the street. All ground floor units are proposed to have a semi-private patio area that has a clear entrance to the unit. The upper story units will also have a deck area that provides additional visual interest and clear orientation to the public street. The actual primary entrances to the unit are within the semi-covered, connected walkway. With the large, marquee style awning extending beyond the façade of the eight-plex increases the building strong orientation to the public street. The apartments adjacent to the parking area are more than 20-feet from Iowa, Garfield or Quincy Streets and are generally oriented towards the common open space.

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Limitation on Parking between Primary Entrance and Street. Automobile circulation or off-street parking is not allowed between the building and the street. Parking areas shall be located behind buildings, or on one or both sides.

Applicant's Finding:

No parking is proposed between the buildings and the street. All parking is located to the side and rear of the structures.

Build-to Line. Where a new building is proposed in a zone that requires a build-to line or maximum front setback yard, except as otherwise required for clear vision at intersections, the building shall comply with the build-to line standard.

Applicant's Finding:

Both Iowa Street and Quincy Streets are treated as front facades with the front yard setback from Iowa Street at 21.5-feet to provide adequate protection for the preserved trees. The frontage along Quincy Street has a 16-foot front yard setback for the units. The ground floor patio and un-covered decks above extend six-feet into the front yard setbacks. Garfield Street is also treated like a front façade vs. a side yard and a 15-foot front yard setback to the façade of the structure and nine-feet to the patio and uncovered porches above. Substantial vision clearance triangles are provided at each street intersection.

Garages. Alleys and Shared Drives. Where a lot abuts a rear or side alley, or a shared driveway, including flag drives, the garage or carport opening(s) for that dwelling shall orient to the alley or shared drive, as applicable, and not a street.

Applicant's Finding:

There are no garages proposed.

Setback for Garage Opening Facing Street. The minimum setback for a garage (or carport) opening facing a street is 20 feet. This provision does not apply to alleys.

Applicant's Finding:

There are not garages proposed.

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Building Materials. Building materials and paint colors should be compatible with the surrounding area. Very bright primary or neon-type paint colors, which attract attention to the building or use, are unacceptable.

Applicant's Finding:

The building design and materials are more modern than the historical apartment complex development in Ashland, which has been largely non-existent for the past 30 years. The materials are commonly found in modern architectural and found in the Ashland's historic districts. The materials are compatible with the surrounding area. The units are proposed to have clear coated wood siding, corrugated metal siding, standing seam metal roofing, metal railings and vinyl windows. The exact paint colors have not been selected but they will not be bright primary or neon colors.

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.

Applicant's Finding:

There are some existing street trees that are to be preserved. In addition to the existing street trees, new street trees that comply with the City of Ashland Street Tree planting standards will be provided. The draft landscaping plan provide the species chosen for the street trees.

Landscaping and Recycle/Refuse Disposal Areas. Landscaping and recycle/refuse disposal areas shall be provided pursuant to chapter 18.4.4.

Applicant's Finding:

A common refuse area will be provided in a screened area adjacent to the parking area. The common refuse area will comply with the City's standards for screening and to meet the needs of Recology.

18.4.4.030 Landscaping and Screening

Applicant's Finding:

The proposed landscaping plan and the irrigation plan that will be submitted with the building permits complies with the Irrigation and Water Conserving Landscaping requirements of the City of Ashland and the standards to meet Earth Advantage point requirements. The conceptual landscaping plan submitted with the application has been designed so that plant coverage of 90 percent within five years of planting is met. Two-inches of mulch will be provided in all non-turf areas after planting. Turf areas are considered as synthetic lawn. The selected plan species include low to very low water usage plant materials. The landscaping in the Storm Water treatment facilities will be planted with water-tolerant species. The

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proposed landscaping has been designed for crime prevention and defensible space to allow for natural surveillance.

The code requires five-foot landscape buffers along the property lines. The code also requires parking lot shade trees. There is not a barrier to growth and development of shade trees proposed to be planted in the five-foot wide landscape buffer. According to the Landscape Architect, appropriately sized and planted large canopy shade trees are proposed that are not known for their infrastructure destructing properties. There is not a substantial difference between five and seven feet of planting area with respect to tree growth, and that appropriate plant selection, correct planting and irrigation techniques is more important. The conceptual landscape plan demonstrates compliance with the standards.

The lighting is proposed in a manner that will provide for pedestrian safety, property identification, and crime prevention. The standards are such that no direct illumination onto adjacent residential properties is anticipated. Light poles of not more than 14-feet in height for the pedestrian facilities will be used within the development.

Tree Preservation, Protection, and Removal

18.4.5.030 Tree Protection:

Applicant's Finding:

The trees shown on the proposed Tree Protection plan will be preserved with six-foot fencing, placed at the dripline of the trees, protected throughout the duration of construction. See the attached tree removal and tree protection plan. There are 30 trees shown on the Tree Plan due to the trees not appearing to have obtained permit for removal between the 2016/2017 Rivergate Church application and this proposal.

18.5.7 Tree Removal:

B. Tree Removal Permit.

- 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.

Applicant's Finding:

There were 30 trees greater than six-inches in diameter at breast height (DBH) on or directly adjacent to the property. Of these, 20 trees are proposed for removal. Four trees are included on the tree inventory that were previously removed.

The trees proposed for removal were carefully considered but their location or condition were not conducive to retaining the trees.

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.

Applicant's Finding:

The removal of the trees will not have impacts on erosion, soil stability, flow of surface waters, and protection of adjacent trees or existing windbreaks. The trees were primarily planted as landscape trees for the former property occupants, the Rivergate Church. The site will be fully developed upon removal and all surfaces will be manipulated and either constructed or landscaped as part of the development. All trees that are in preservable locations and that contribute to the streetscape and the property layout, desired densities and setbacks, have been preserved and the revised tree plan provides preservation details.

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.

Applicant's Finding:

There are a significant number of deciduous and conifer trees within 200-feet of the property. The removal of the three trees will not have a negative impact on the densities, sizes, canopies or species diversity.

The canopy increase on the property will replace the canopy removed as part of this request.

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.

Applicant's Finding:

The proposal complies with residential densities. The removed trees have no significant environmental benefits that will not be achieved in the near future with the proposed replacement trees.

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.

Applicant's Finding:

Numerous mitigation trees are proposed to be planted throughout the project site. Due to the nature of the development, high-density multi-family, no conifer trees are proposed. There are 12

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trees proposed in the open spaces. There are 15 parking lot shade trees proposed and 11 new street trees. The proposed number of deciduous trees, 38 total, is more than double the required mitigation ratio. The trees will be planted and maintained per the specifications of the Recommended Street Tree Guide.

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.

Applicant's Finding:

Adequate city facilities exist to service the proposed development.

Water: *A water meter serves the property on Garfield Street. There is a fire hydrant at the intersection of Garfield Street and Iowa Street. Another fire hydrant is present across Quincy Street from the subject property. Water mains are present in Iowa Street (six-inch main), Garfield Street (four-inch main), and in Quincy Street where there is a four-inch main. A single service for the units, a service for the openspace and fire connections are proposed on the north side of the driveway accessing the site from Garfield Street.*

Sanitary Sewer: *Sanitary sewer services are present in Iowa Street, Garfield Street and in Quincy Street. Each has a six-inch sanitary sewer main. There is adequate capacity in the lines to service the new units.*

Electrical: *There is overhead power present along the south side of Iowa Street, on the west side of Garfield Street, and along the property frontage on Quincy Street. There is one cobra head style street light on the south side of Iowa Street, near the intersection of Garfield and Iowa Streets. All electrical service on the site will be served by single electrical transformer installed on the property from the primary poles across Garfield Street from the subject property. The transformer will be to the north of the relocated driveway, the exact location has not been determined but, there is adequate open space and lot coverage area to allow for the placement without negative impacts to lot coverage areas.*

The power pole within the proposed single driveway apron on the Quincy Street side will be relocated to meet the needs of Ashland electric dept.

Storm Sewer: *There are no storm drainage facilities on the subject property. There are 12-inch storm sewer mains present on Garfield Street and Quincy Street.*

All street frontages are paved with curb, gutter, sidewalk, street trees. The proposed development has paved driveway and parking areas and walkways connecting the units to the public sidewalks adjacent to the development.

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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.

Applicant's Finding:

An exception 18.4.3.080.B.5.b. to not have the parking lots designed in a way that captures and treats runoff with landscaped medians and swales. The proposed bioswales and underground treatment and detention ponds treat the hard surfaces and the parking lot surface. The proposed methods are a more efficient, cost effective stormwater detention and treatment facility.

Since the parking lot medians are often walked upon by tenants entering and exiting vehicles, a traditional, walkable ground cover is a better use of the space than a variable grade, rocky and or sloped landscape buffer with a grate system and possibly filled with water.

It can be found that the proposal to include light colored, some pervious paving techniques, larger bioswales outside of the area where vehicle entry and exiting occurs, is a superior low impact development design than the parking lot median bioswales.

The parking lot landscape buffer and parking lot landscape peninsulas are provided that are sized and design with species selected that will do well in the parking lot while achieving the purpose and intent of the Site Design Standards as they relate to landscape buffers.

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Public Facilities

18.4.6.020

B. Exceptions and Variances.

1. Exception to the Street Design Standards.

a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.

Applicant's Finding:

The location of the public infrastructure, and street trees along the frontage and at the intersections, would require relocation of the sidewalk to create a parkrow at a high cost to the property owner. Installing street improvements that comply with the standards for sidewalk and park row width including curb return at the intersection are cost prohibitive and would require the removal of established street trees.

The widened curb cut is in generally the same location as the existing Quincy Street driveway accessing the site that is less than 24-feet than the adjacent property to the west. The shared curb cut is in more conformance with the standards for reduced curb cuts and requirements for shared access than requiring a 24-foot separation for a new, separate curb cut.

A recorded ingress / egress access easement for the property at 181 California Street (flag lot with vehicular access from subject property only). This lot does not have access through 1274 Quincy Street the proposed shared curbcut and access must be retained for the property at 181 California Street. The proposal retains that lot's legal access through the property and retains the existing driveway curbcut for the adjacent property.

The proposed combined curbcut is 36-feet (20-feet proposed, 16-feet existing). This is larger than the maximum of 18-foot cut with six-foot apron flares for a total of 24-feet. The proposed 36-foot combined is better than two separate cuts that total 48-feet. The enlarged cut allows for access to each property and doesn't put the burden of providing parking for in inadequate layout for the three units at 1274 Quincy Street.

b. The exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable.

Applicant's Finding:

The connectivity of the property and the neighborhood will have superior transportation facilities through the installation of additional street trees and an overall reduction in the number of curb cuts and accesses from the site to the public right-of-way.

- i. For transit facilities and related improvements, access, wait time, and ride experience.
Not applicable
- ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.
Iowa, Garfield and Quincy Streets are all 'shared' streets without dedicated bicycle lanes. The proposal will not have a negative impact on the bicycle facilities.
- iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway.

The proposal is to retain the existing sidewalks and street trees along all the street frontages and to have a wider than standard, shared driveway curbcut. In addition to the larger stature street trees that exist and are proposed for preservation, new street trees are proposed on all street frontages. A truncated dome and accessible cross walk is proposed for the intersection of Garfield and Quincy Streets. The proposed improvements improve the comfort level of walking along the street and provides a safer crossing of Quincy Street.

The wider than standard driveway curbcut is better for the pedestrian environment because the total number of curbcuts is reduced and the width of a single curbcut is widened.

c. The exception is the minimum necessary to alleviate the difficulty.

Applicant's Finding:

The exception is the minimum necessary to alleviate the difficulty of improving to full city standards because the existing pedestrian environment is established, and the exception allows for the preservation of larger stature, existing, healthy street trees.

A single, larger than standard driveway curbcut and apron is the minimum necessary to alleviate the difficulty of having two, separate curbcuts.

Requiring a 24-foot separation prevents the property at 181 Garfield from having access via their existing access easement. A 24-foot separation places the curbcut on the subject property in line with proposed Units 1 – 4. This would create an island of virtually unusable area between the driveways. Placement of residence or open space on the east side of the driveway amongst the parking spaces would not be a good, efficient use of the land.

d. The exception is consistent with the Purpose and Intent of the Street Standards in subsection [18.4.6.040.A](#).

Applicant's Finding:

The purpose and intent contain standards for street connectivity and design as well as cross sections for street improvements including installation of new streets and improvements to existing streets. The preservation of the existing sidewalk along the frontage while preserving a large number of existing, healthy shade producing street trees and maintaining connectivity is consistent with the standards.

The driveway width being wider than allowed by standards provides for a better pedestrian environment by reducing the number of curbcuts and the consolidation of the driveway allows for the driveway to be located across from existing driveways to the north of property on Quincy Street. There is access and parking for multiple modes of transportation. The driveway curbcut

does not decrease pedestrian safety and increases the amount of level sidewalk that is free of curbcuts. The proposal also retains the greatest amount of publicly available on-street parking.

Conclusion:

In conclusion, the project team finds that the proposed development will be a welcome addition in the high-density, multi-family residential neighborhood. According to the City of Ashland Housing Needs Analysis and the Rental Needs Analysis, the present needed housing type in Ashland is 500-square foot and less, apartment dwellings.

It can be found that the parking lot layout, design and construction all complies with the purpose and intent of the Comprehensive Plan and the Ashland Municipal Code to achieve desired densities that promote the urbanization of the multi-family zone. That the provision of rental housing that complies with and exceeds energy efficiency standards is a needed development pattern in Ashland.

There are 72, small, energy efficient units combined with the generous site amenities including the large, open and inviting common area which will provide a unique recreational opportunity for the community of future tenants.

The applicant finds that all of the applicable City of Ashland requirements have been met or can be met through the imposition of conditions of approval.

Attachments:

- 1) Financial Document re. Major Recreational Space density bonus
- 2) Tree Removal Permit Request
- 3) Traffic Engineer, Trip Generation and TIA Applicability Letter
- 4) Street View: AP 0.0
- 5) Site Plan: AP 0.1
- 6) Preliminary Civil Engineering: C1
- 7) Landscape Plans: L 0.1 – 0.2
- 8) Tree Removal and Protection Plan: L 0.3
- 9) City of Ashland Electric Distribution Map

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97520 541 488 8200

kistler + small + white
architects

July 7, 2018

Value of Recreation Space for Ashland Urban Lofts

Amy,

Cost of Building Project \$10,800,000. x 1%	= \$108,000.
Est. Value of the recreation amenities (activity equipment and surfaces) = \$150,000. w/ land value of dedicated rec space	
Est. Value of BBQ / outdoor kitchen area/ Fire Pit	= \$ 28,000.
Est. Value of cover	= \$ 75,000.
Est. Value of seating areas	= <u>\$ 12,000.</u>
Total Estimate of Recreation Amenities	= \$164,000.

If you have any further questions regarding our planned Recreation Amenities, please don't hesitate to call.

Sincerely,

Raymond Kistler, Principal Architect

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August 2, 2018

Karl Johnson, E.I.T., Associate Engineer
City of Ashland, Public Works/Engineering
20 East Main St
Ashland, Oregon 97520



RENEWAL 06/30/20

RE: Mid-Town Urban Lofts Trip Generation and TIA Applicability

Sandow Engineering has prepared an estimation of the anticipated vehicle trips generated by the proposed Mid-Town Urban Lofts located at the southwest corner of Garfield Street and Quincy Street in Ashland, Oregon.

TRIP GENERATION

The applicant is proposing the construction of a 72-unit studio apartment complex. The trip generation for the development was estimated using information contained within the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition. The site trips are estimated using the data provided for Multifamily Housing Low-Rise (LUC 220). The site generated trips for the AM and PM peak hours are illustrated in Table 1.

TABLE 1. TRIP GENERATION ESTIMATE

ITE Land Use	Size	Units	Trip Generation	
			Rate	Trips
AM Peak Hour				
220 – Multifamily Housing Low-Rise	72	DU	0.46	33
PM Peak Hour				
220 – Multifamily Housing Low-Rise	72	DU	0.56	40

As demonstrated, the proposed development is anticipated to generate 33 trips during the AM Peak Hour and 40 trips during the PM Peak Hour.

TIA APPLICABILITY

Ashland Code Requires a Traffic Impact Analysis when one of the following occurs:

- 1) Addition of 50 newly generated vehicle trips during the adjacent street peak hour

The expansion is anticipated to generate 40 vehicles trips in the PM peak hour and 33 vehicle trips in the AM peak hour. This criterion is not met for warranting a TIA.

- 2) Installation of any traffic control device and/or construction of any geometric improvements that will affect the progression or operation of traffic traveling on, entering, or exiting the highway



From: Kelly Sandow PE Sandow Engineering
RE: Mid Town Lofts-Trip Generation and TIA applicability
Date: 8/2/18
Page 2

The applicant is not installing any traffic control devices or constructing any geometric improvements within the ROW. This criterion is not met for warranting a TIA.

3) *Addition of 20 newly generated heavy vehicle trips during the day.*

The proposal is for a studio apartment complex. There are a limited number of heavy vehicles that will access this site. The development is not expected to not generate more than 20 additional heavy vehicle trips during the day. This criterion is not met for warranting a TIA.

FINDINGS

As demonstrated, the proposed development of the Mid-Town Loft is not anticipated to generate more than 40 trips during any peak hour. The proposal does not meet any fo the criteria for warranting a Traffic Impact Analysis.

Please feel free to contact me if you have any questions or if you need any additional information.

Sincerely,


Kelly Sandow PE

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City Of Ashland

August 15, 2018

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

Re: **Tree Removal Permit Request**
Mid-Town Urban Lofts
188 Garfield Street

Dear Tree Commission Members,

Efforts were made in the planning process of the Mid-Town Urban Lofts project to accommodate existing trees, particularly the large stature trees in the public right of way on Garfield and Iowa Street. All trees 6" diameter breast height (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 of 6" or larger that is removed.

Tree #1 12" Redbud. Located within the proposed new driveway, this tree needs to be removed to allow for construction.

Tree #2 54" Black Locust (5 stems @ 10-12" ea). This tree is located on the adjacent property to the east and will be retained. A portion of the existing asphalt pavement on the property within the drip line of the tree will be removed and replaced with a new landscape planter.

Tree #3 30" Black Locust (3 stems @ 10" ea). This tree is located on the adjacent property to the east and will be retained. A portion of the existing asphalt pavement on the property within the drip line of the tree will be removed and replaced with a new landscape planter.

Tree #4 11" Norway Maple. Located within a proposed building footprint, this tree needs to be removed to allow for construction.

Tree #5 60" Leyland Cypress. This tree died recently and has already been removed.

Tree #6 Leyland Cypress. This tree was removed prior to this project.

Tree #7 40" Siberian Elm. Located within a proposed landscape area, this tree will be retained.

Tree #8 14" Mulberry. This tree is located within the proposed mid-block, continuous pedestrian walkway. Since more than half of this tree's root zone will be impacted by walkway construction, it is not likely to survive and is proposed to be removed.

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Tree #9 15" Mulberry. Located within a proposed landscape area, this tree will be retained.

Tree #10 12" Sweetgum. Located within a proposed landscape area, this tree will be retained.

Tree #11 14" Sweetgum. Located within a proposed landscape area, this tree will be retained.

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

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

Tree #14 12" Sweetgum. Located within a proposed landscape area, this tree will be retained.

Tree #15 10" Sweetgum. Located within a proposed landscape area, this tree will be retained.

Tree #16 Maple. This tree was removed prior to this project.

Tree #17 12" Sweetgum. Located within a proposed landscape area, this tree will be retained.

Tree #18 12" Sweetgum. Located within the proposed new driveway, this tree needs to be removed to allow for construction.

Tree #19 12" Sweetgum. Located within a proposed landscape area, this tree will be retained.

Tree #20 8" Cherry. This tree, located close to a proposed building footprint, is in poor health and needs to be removed to allow for construction.

Tree #21 19" Sweetgum. Located within a proposed landscape area, this tree will be retained.

Tree #22 17" Sweetgum. Located within a proposed landscape area, this tree will be retained.

Tree #23 11" Sweetgum. Located within a proposed landscape area, this tree will be retained.

Tree #24 19" Spruce, double leader. This tree, located within a proposed building footprint, is in poor health and needs to be removed to allow for construction.

Tree #25 19" Spruce. This tree was removed prior to this project.

Tree #26 8" Redbud. Located within the proposed new public sidewalk, this tree needs to be removed to allow for construction.

Tree #27 10" Cherry. Located within the proposed new public sidewalk, this tree needs to be removed to allow for construction.

Tree #28 9" Redbud. Located within the proposed new public sidewalk, this tree needs to be removed to allow for construction.

Tree #29 7" Redbud. Located within the proposed new public sidewalk, this tree needs to be removed to allow for construction.

Tree #30 6" Crabapple. Located within a proposed paved area, this tree needs to be removed to allow for construction.

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*Tree Removal Permit Request
Mid-Town Urban Lofts
August 15, 2018*

The Mid-Town Urban Lofts project will include new trees selected for hardiness, beauty, and longevity, and will be coordinated with the City of Ashland's landscape requirements.

Respectfully submitted,



Greg Covey
Covey Pardee Landscape Architects

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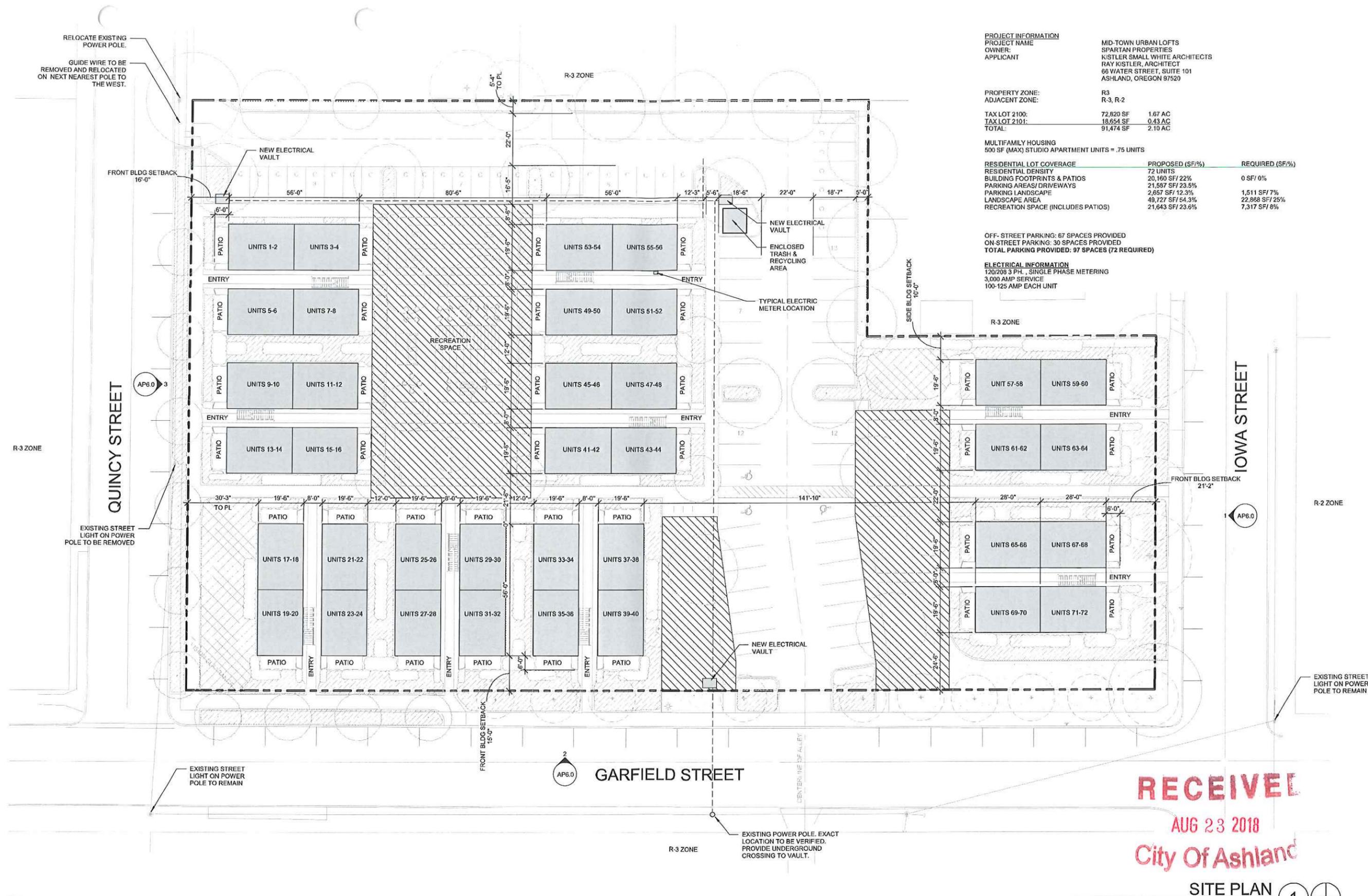
kistler +
small
+ white
architects

MID-TOWN URBAN LOFTS

PLANNING
07.06.18

STREET VIEW

AP0.0



PROJECT INFORMATION
 PROJECT NAME: MID-TOWN URBAN LOFTS
 OWNER: SPARTAN PROPERTIES
 APPLICANT: KISTLER SMALL WHITE ARCHITECTS
 RAY KISTLER, ARCHITECT
 66 WATER STREET, SUITE 101
 ASHLAND, OREGON 97520

PROPERTY ZONE: R3
 ADJACENT ZONE: R-3, R-2
 TAX LOT 2100: 72,820 SF 1.67 AC
 TAX LOT 2101: 18,654 SF 0.43 AC
 TOTAL: 91,474 SF 2.10 AC

MULTIFAMILY HOUSING
 500 SF (MAX) STUDIO APARTMENT UNITS = .75 UNITS

RESIDENTIAL LOT COVERAGE	PROPOSED (SF/%)	REQUIRED (SF/%)
RESIDENTIAL DENSITY	72 UNITS	
BUILDING FOOTPRINTS & PATIOS	20,160 SF / 22%	0 SF / 0%
PARKING AREAS/DRIVEWAYS	2,857 SF / 12.3%	1,511 SF / 7%
PARKING LANDSCAPE	48,727 SF / 54.3%	22,868 SF / 25%
RECREATION SPACE (INCLUDES PATIOS)	21,643 SF / 23.6%	7,317 SF / 8%

OFF-STREET PARKING: 67 SPACES PROVIDED
 ON-STREET PARKING: 30 SPACES PROVIDED
 TOTAL PARKING PROVIDED: 97 SPACES (72 REQUIRED)

ELECTRICAL INFORMATION
 120/208 3 PH., SINGLE PHASE METERING
 3,000 AMP SERVICE
 100-125 AMP EACH UNIT

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SITE PLAN 1
 1" = 20'-0"



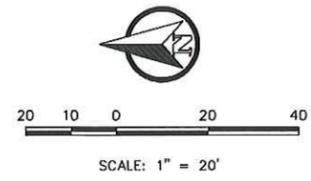
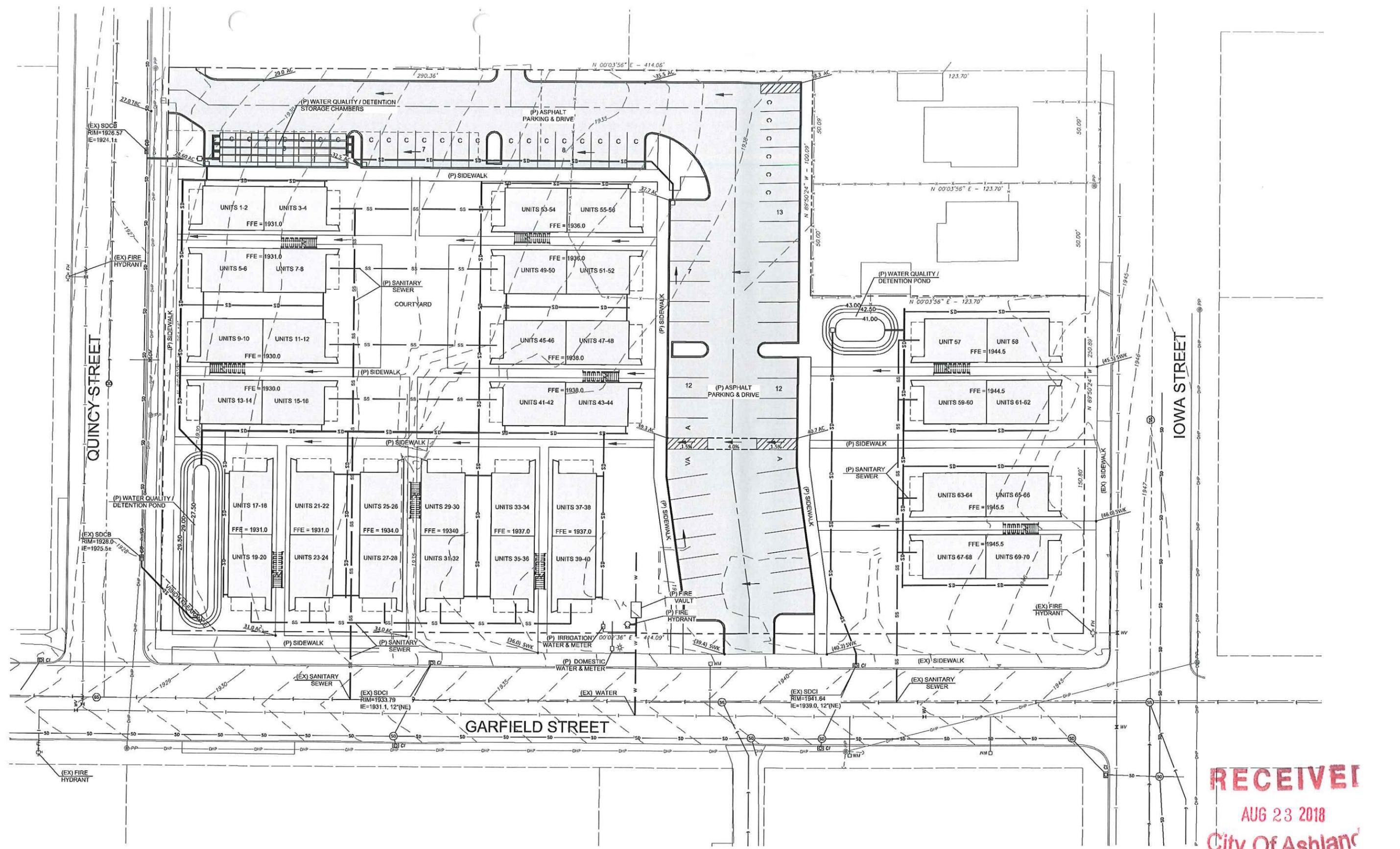
MID-TOWN URBAN LOFTS
 SPARTAN GROUP
 GARFIELD STREET

CONCEPTUAL GRADING
 & DRAINAGE PLAN

MAJ JOB NO. 18-1150
 ISSUE DATE 08/14/18
 REVISIONS

SHEET

C1



LEGEND - GRADING, DRAINAGE & UTILITIES

- | | |
|------------------|----------------------------|
| AC ASPHALT | SD STORM DRAIN |
| CB CATCH BASIN | SS SANITARY SEWER |
| (EX) EXISTING | SWK SIDEWALK |
| (P) LINEAR FEET | FFE FINISH FLOOR ELEVATION |
| ← FLOW DIRECTION | IE INVERT ELEVATION |
| | W WATER |

NOTES:

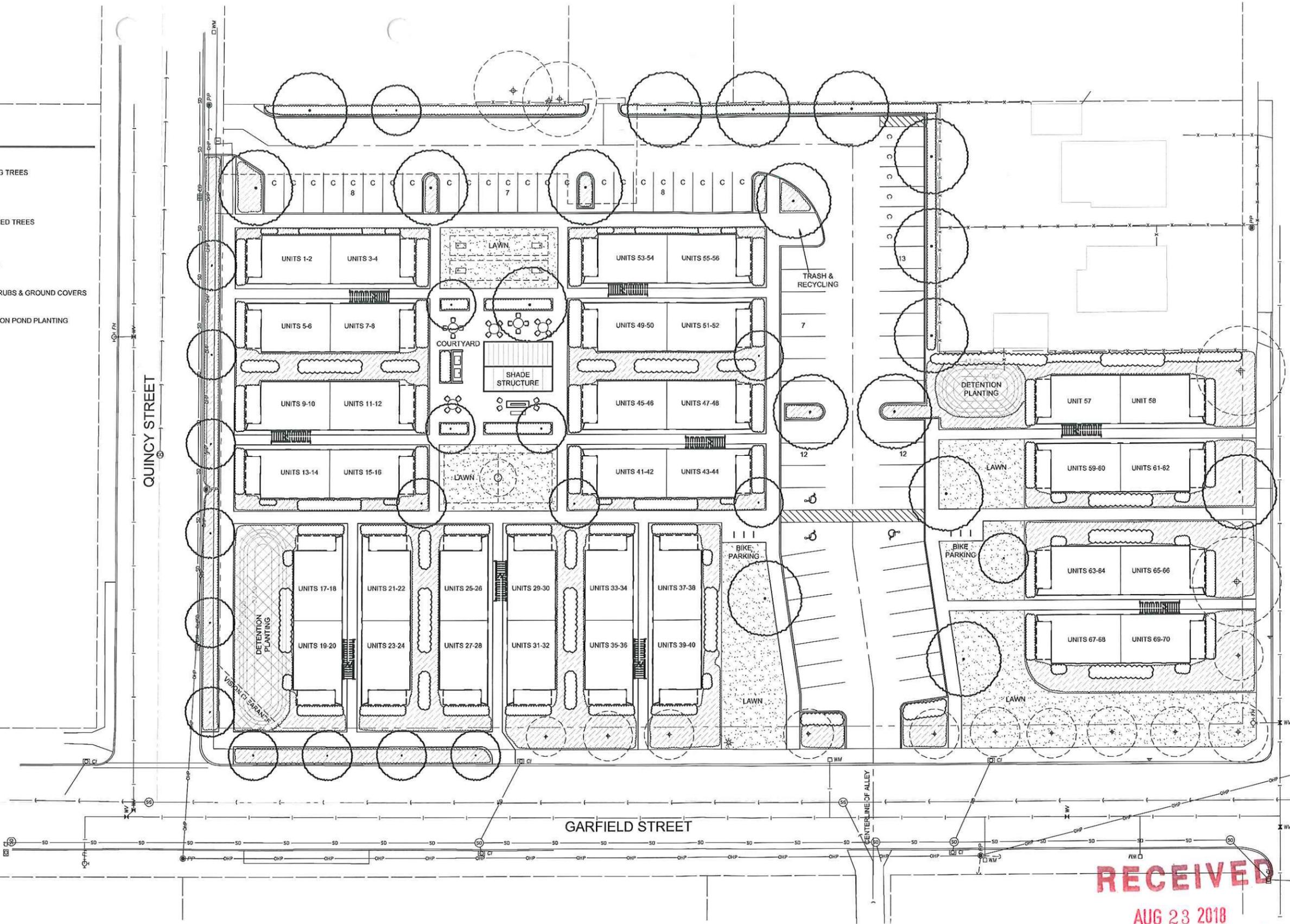
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 City of Ashland

CALL BEFORE YOU DIG
 1-800-332-2344
 48 HOURS BEFORE BEGINNING EXCAVATION
 OREGON LAW REQUIRES YOU TO FOLLOW RULES
 ADOPTED BY THE OREGON UTILITY NOTIFICATION
 CENTER. THOSE RULES ARE SET FORTH IN OAR

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

LEGEND

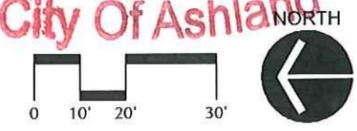
-  EXISTING TREES
-  PROPOSED TREES
-  SHRUBS
-  LOW SHRUBS & GROUND COVERS
-  DETENTION POND PLANTING
-  LAWN



MID-TOWN URBAN LOFTS
 SPARTAN GROUP
 ASHLAND, OREGON

REVISIONS

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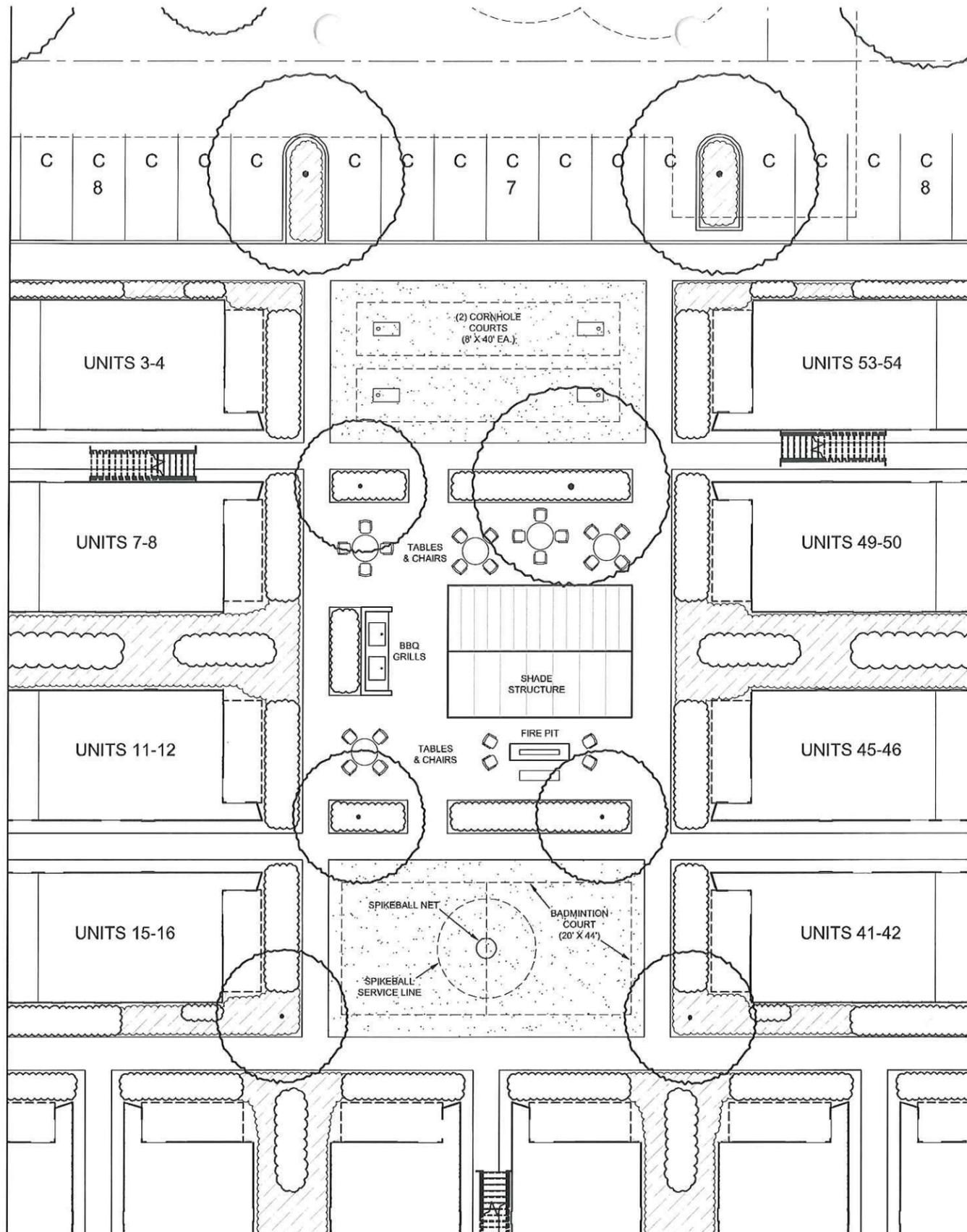


PRELIMINARY LANDSCAPE SITE PLAN 1
 1" = 20' @ 24x36"

PRELIMINARY
 LANDSCAPE
 SITE PLAN

PROJECT NO.: -
 ISSUE DATE: 07.06.2018
 SHEET:

L0.1



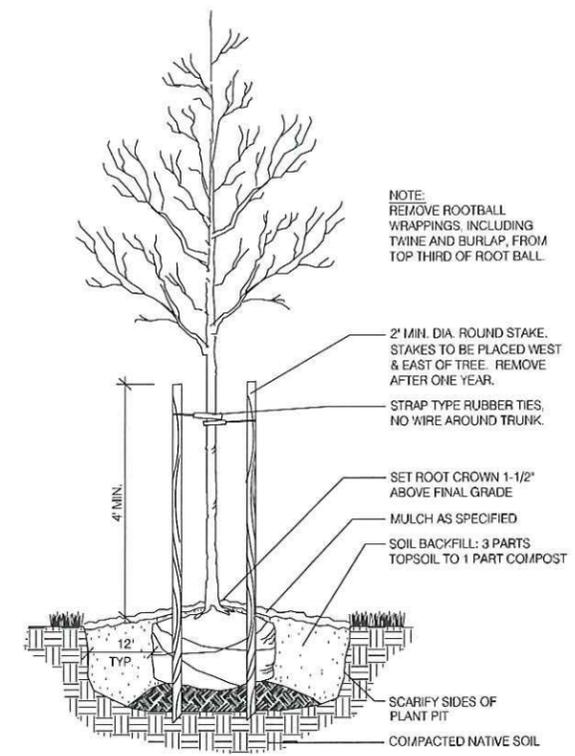
PRELIMINARY COURTYARD PLAN
1" = 10' @ 24x36" 1

PLANT LIST

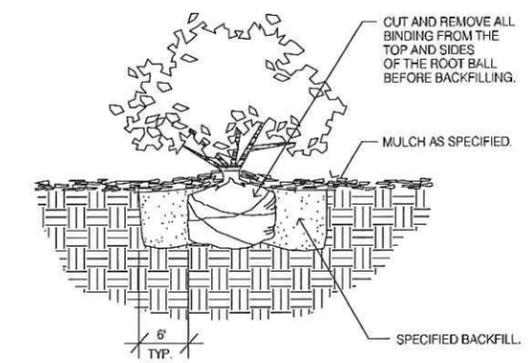
KEY	BOTANICAL NAME	COMMON NAME	SIZE / CONDITION
TREES			
ACGI	ACER GINNALA 'FLAME'	FLAME AMUR MAPLE	1.75" CAL, B&B
ACTR	ACER TRJUN. X 'KEITHSFORM'	NORWEGIAN SUNSET MAPLE	1.75" CAL, B&B
COED	CORNUS 'EDDIE'S WHITE WONDER'	EDDIE'S WHT. WONDER DOGWOOD	1.75" CAL, B&B
FASY	FAGUS SYLVATICA 'ASPLENIFOLIA'	CUT LEAF EUROPEAN BEECH	1.75" CAL, B&B
GIBI	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO	1.75" CAL, B&B
NYSY	NYSSA SYLVATICA	BLACK TUPELO	1.75" CAL, B&B
PAPE	PARROTIA PERSICA	PERSIAN IRONWOOD	1.75" CAL, B&B
PYJA	PYRUS CALLERYANA 'JACZAM'	JACK PEAR	1.75" CAL, B&B
QURU	QUERCUS FRAINETTO 'SCHMIDT'	FOREST GREEN OAK	1.75" CAL, B&B
TICO	QUERCUS RUBRA	RED OAK	1.75" CAL, B&B
ZESE	TILIA CORDATA 'GREENSPIRE'	GREENSPIRE LINDEN	1.75" CAL, B&B
	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	1.75" CAL, B&B
SHRUBS			
ARUN	ARBUTUS UNEDO 'COMPACTA'	COMPACT STRAWBERRY TREE	5 GAL @ 5' O.C.
BECR	BERBERIS T. 'CRIMSON PYGMY'	CRIMSON PYGMY BARBERRY	1 GAL @ 3' O.C.
BERO	BERBERIS T. 'ROSE GLOW'	ROSE GLOW BARBERRY	5 GAL @ 5' O.C.
BEWM	BERBERIS 'WM. PENN'	WM. PENN BARBERRY	3 GAL @ 4' O.C.
BUKO	BUXUS M. KOREANA 'WINTERGREEN'	'WINTERGREEN BOXWOOD	1 GAL @ 3' O.C.
CHTE	CHOISYA TERNATA	MEXICAN ORANGE	5 GAL @ 5' O.C.
COHO	COTONEASTER H. 'PERPUSILLUS'	PROSTRATE ROCK COTONEASTER	1 GAL @ 5' O.C.
COKE	CORNUS S. 'KELSEY'	KELSEY'S RED TWIG DOGWOOD	5 GAL @ 5' O.C.
EUAL	EUONYMUS ALATUS 'COMPACTA'	COMPACT BURNING BUSH	3 GAL @ 4' O.C.
ILCO	ILEX CORNUTA 'CARISSA'	CARISSA HOLLY	2 GAL @ 4' O.C.
LOPI	LONICERA PILEATA	PRIVET HONEYSUCKLE	1 GAL @ 3' O.C.
MAAQ	MAHONIA AQUIFOLIUM	OREGON GRAPE	5 GAL @ 4' O.C.
MACO	MAHONIA AQUIFOLIUM 'COMPACTA'	COMPACT OREGON GRAPE	1 GAL @ 3' O.C.
NADO	NANDINA DOMESTICA 'GULFSTREAM'	GULFSTREAM HEAVENLY BAMBOO	1 GAL @ 3' O.C.
OSHE	OSMANTHUS H. 'GULFTIDE'	GULFTIDE FALSE HOLLY	5 GAL @ 6' O.C.
OSRO	OSMANTHUS H. 'ROTUNDFOLIUS'	ROUND LEAF FALSE HOLLY	1 GAL @ 4' O.C.
PIAB	PICEA ABIES 'NIDIFORMIS'	BIRD'S NEST SPRUCE	3 GAL @ 5' O.C.
POFR	POTENTILLA FR. 'GOLDFINGER'	GOLDFINGER CINQUEFOIL	1 GAL @ 4' O.C.
RHAR	RHUS AROMATICA 'GRO-LOW'	GRO-LOW FRAGRANT SUMAC	1 GAL @ 5' O.C.
RIAU	RIBES AUREUM	GOLDEN CURRANT	1 GAL @ 6' O.C.
RISA	RIBES SANGUINEUM 'KING EDWARD'	KING EDWARD FLOWERING CURRANT	5 GAL @ 8' O.C.
RONU	ROSA NUTKANA	NOOTKA ROSE	1 GAL @ 6' O.C.
SAPU	SALIX PURPUREA	ALASKA BLUE WILLOW	5 GAL @ 8' O.C.
SARU	SARCOCOCA RUSCIFOLIA	SWEET BOX	1 GAL @ 4' O.C.
SPAN	SPIRAEA X B. 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	1 GAL @ 4' O.C.
GROUND COVERS, GRASSES, RUSHES & SEDGES			
	ARCTO. UVA-URSI 'MASS.'	MASSACHUSETTS KINNIKINNICK	1 GAL @ 36" O.C.
	RUBUS CALYCINOIDES	CREeping RASPBERRY	1 GAL @ 36" O.C.
CAOB	CAREX OBNUPTA	SLOUGH SEDGE	1 GAL @ 3' O.C.
HESE	HELICOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL @ 3' O.C.
JUEF	JUNCUS EFFUSUS	SOFT RUSH	1 GAL @ 3' O.C.
PEHA	PENNISETUM A. 'HAMELN'	HAMELN FOUNTAIN GRASS	1 GAL @ 3' O.C.
PELI	PENNISETUM A. 'LITTLE BUNNY'	LITTLE BUNNY FOUNTAIN GRASS	1 GAL @ 3' O.C.
SAHE	SALVIA M. x G. 'HEATWAVE'	HEATWAVE SAGE	1 GAL @ 30" O.C.
TECH	TEUCRIUM CHAMAEDRY'S	CREeping GERMANDER	1 GAL @ 30" O.C.

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.



2 TREE PLANTING
NOT TO SCALE



3 SHRUB PLANTING
NOT TO SCALE

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

MID-TOWN URBAN LOFTS
SPARTAN GROUP
ASHLAND, OREGON
REVISIONS

PLANT LIST & COURTYARD PLAN
PROJECT NO.: -
ISSUE DATE: 07.06.2018
SHEET:
L0.2

PRELIMINARY
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CONVEYANCE
ISSUANCE OF A PERMIT
SITE REVIEW

MID-TOWN URBAN LOFTS
SPARTAN GROUP
ASHLAND, OREGON

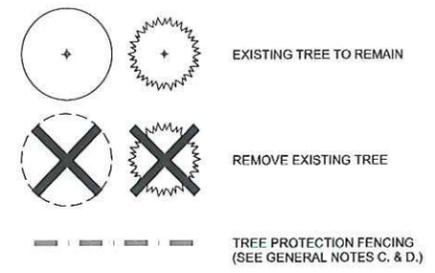
REVISIONS

TREE PROTECTION & REMOVAL PLAN

PROJECT NO.: -
ISSUE DATE: 08.15.2018
SHEET:

L0.3

LEGEND



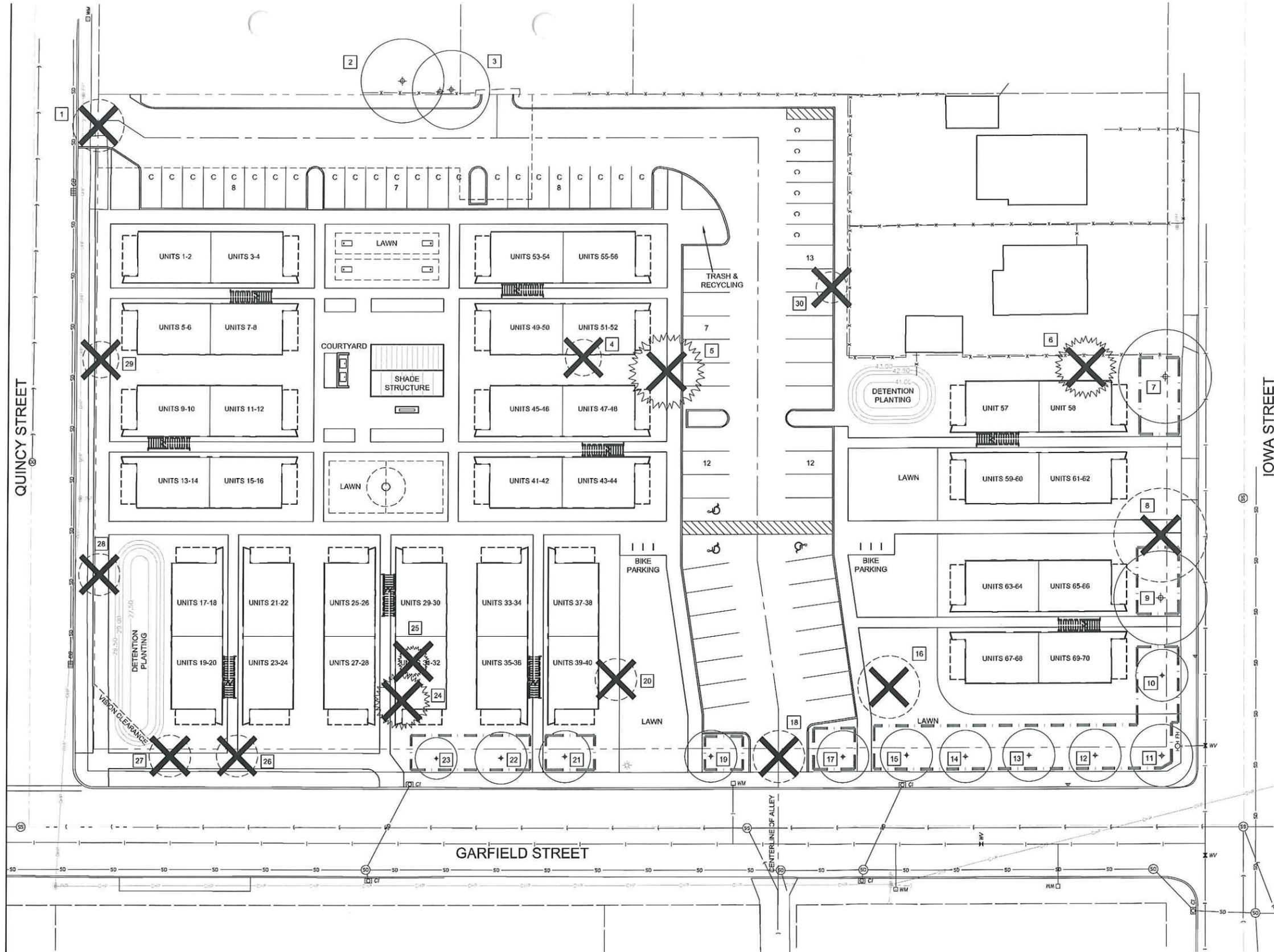
GENERAL NOTES

- A. Verify locations of all below-grade utilities prior to beginning work. Contractor is responsible for coordinating all utility locates.
- B. Topographic survey provided by Polaris Land Surveying, LLC.
- C. The information contained on this Tree Protection & Removal Plan supersedes the labels on the topographic survey for existing tree species and sizes.
- D. Contractor shall provide, install, and maintain tree protection fencing according to City of Ashland Municipal Code, Tree Preservation and Protection, Section 18.4.5.030 Part C, Tree Protection Measures Required.
- E. Final location of tree protection fencing shall be determined by Landscape Architect.
- F. See Specifications Section 01 56 39 - Temporary Tree and Plant Protection for additional requirements.

EXISTING TREES

- | | |
|----|--|
| 1 | 12" REDBUD |
| 2 | BLACK LOCUST, (5) STEMS @ 10-12" |
| 3 | BLACK LOCUST, (3) STEMS @ 10" |
| 4 | 11" NORWAY MAPLE |
| 5 | 60" LEYLAND CYPRESS (DEAD, HAS BEEN REMOVED) |
| 6 | LEYLAND CYPRESS, REMOVED PRIOR TO THIS PROJECT |
| 7 | 40" SIBERIAN ELM |
| 8 | 14" MULBERRY |
| 9 | 15" MULBERRY |
| 10 | 12" SWEETGUM |
| 11 | 14" SWEETGUM |
| 12 | 12" SWEETGUM |
| 13 | 10" SWEETGUM |
| 14 | 12" SWEETGUM |
| 15 | 10" SWEETGUM |
| 16 | MAPLE, REMOVED PRIOR TO THIS PROJECT |
| 17 | 12" SWEETGUM |
| 18 | 12" SWEETGUM |
| 19 | 12" SWEETGUM |
| 20 | 8" CHERRY |
| 21 | 19" SWEETGUM |
| 22 | 17" SWEETGUM |
| 23 | 11" SWEETGUM |
| 24 | 19" SPRUCE, DOUBLE-LEADER |
| 25 | 19" SPRUCE, REMOVED PRIOR TO THIS PROJECT |
| 26 | 8" REDBUD |
| 27 | 10" CHERRY |
| 28 | 9" REDBUD |
| 29 | 7" REDBUD |
| 30 | 6" CRABAPPLE |

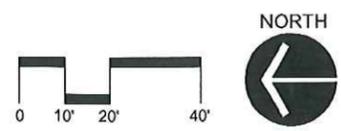
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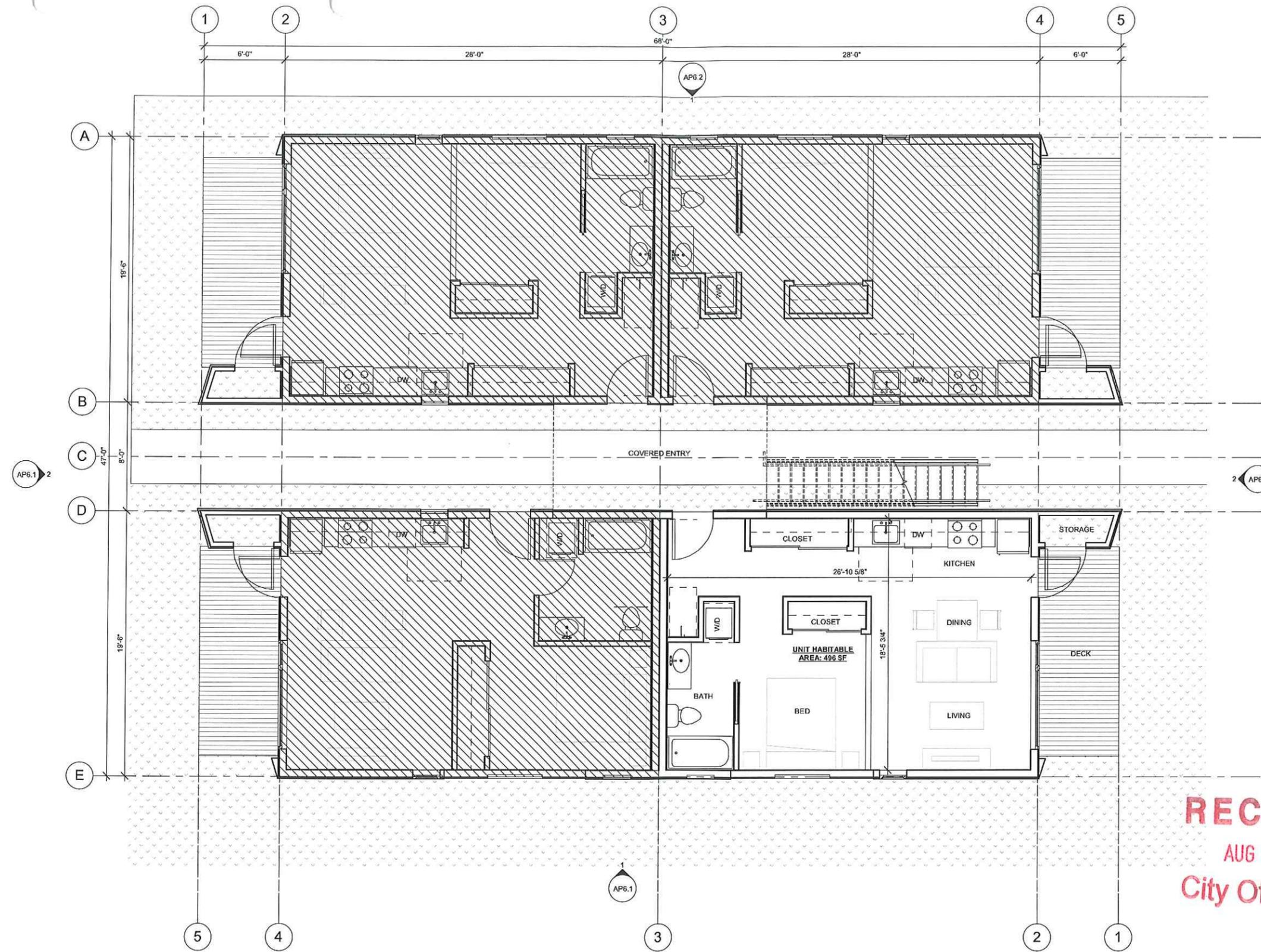


TREE PROTECTION & REMOVAL PLAN

1" = 20' @ 22x34"

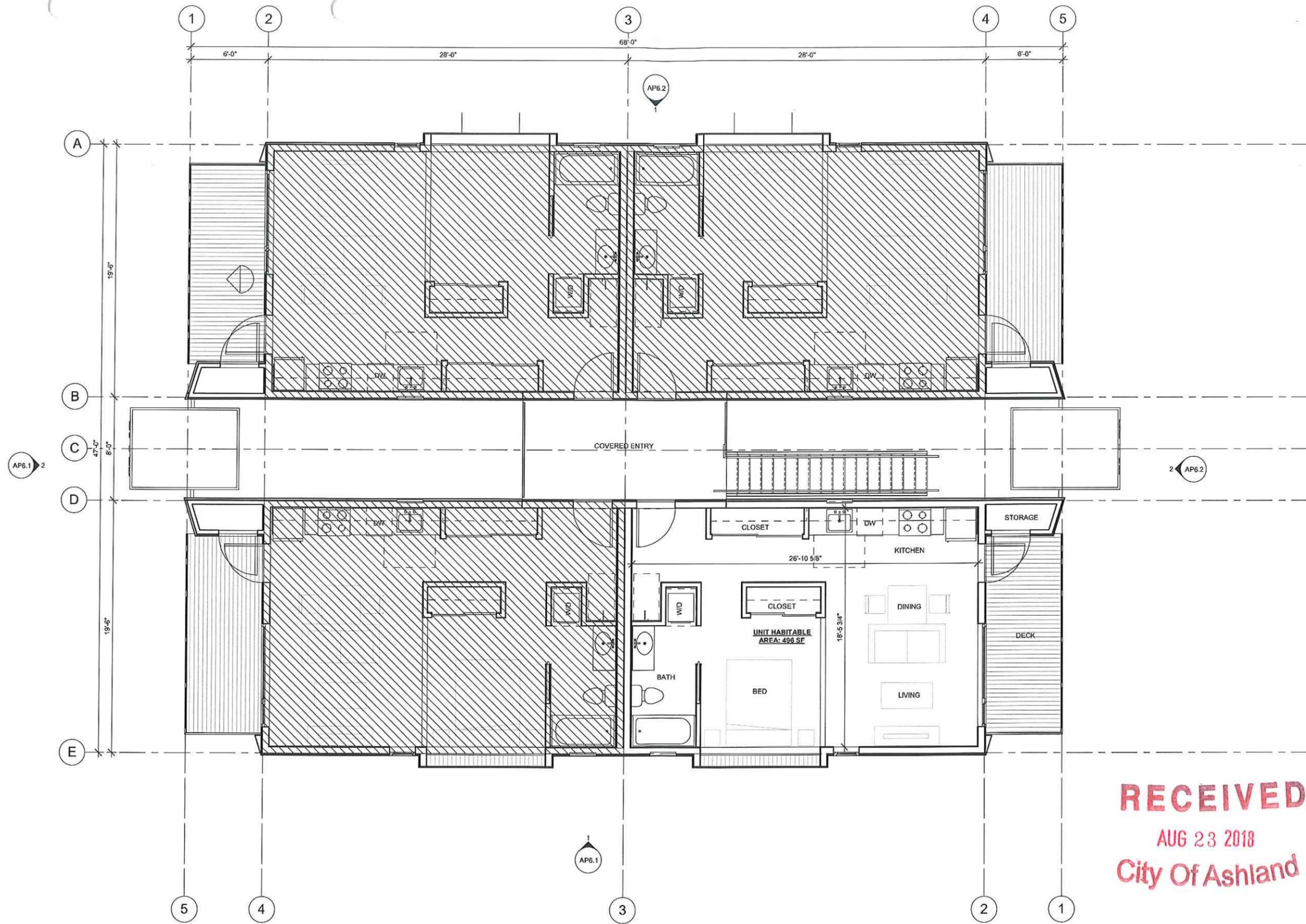
1





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PLAN - LEVEL 1
 1/4" = 1'-0" 1



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PLAN - LEVEL 2
 1/4" = 1'-0" 1



STREET ELEVATION - IOWA 1
1" = 10'-0"



STREET ELEVATION - GARFIELD 2
1" = 10'-0"



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STREET ELEVATION - QUINCY 3
AUG 23 2018
City Of Ashland
1" = 10'-0"

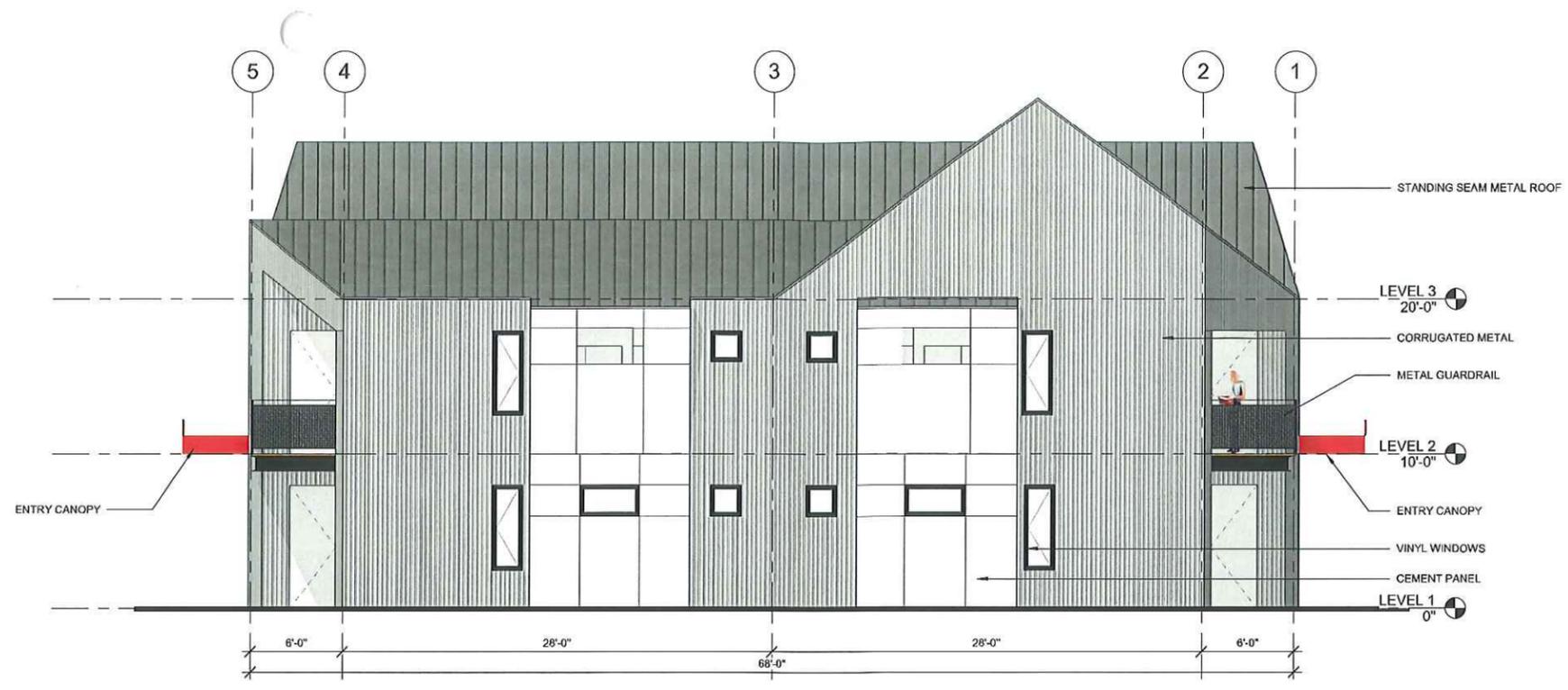


EXTERIOR ELEVATION - WEST 2
3/16" = 1'-0"



EXTERIOR ELEVATION - SOUTH 1
3/16" = 1'-0"

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EXT ELEV - NORTH 1
3/16" = 1'-0"



EXT ELEV - EAST 2
3/16" = 1'-0"

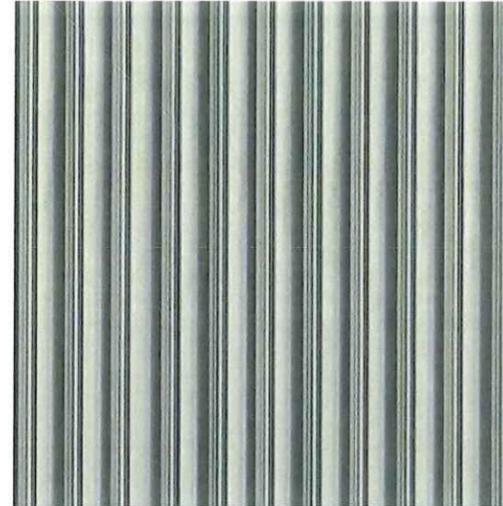
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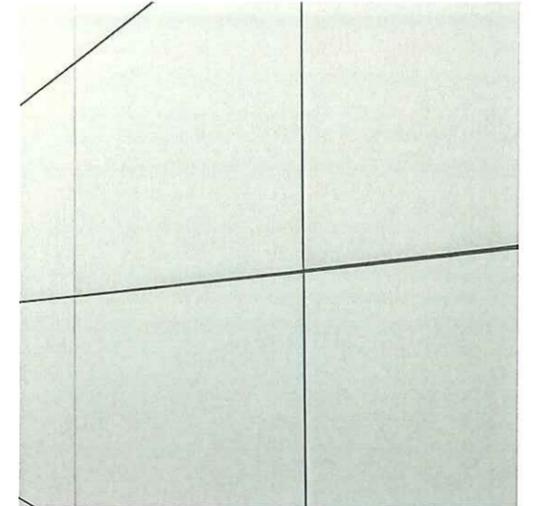
VINYL WINDOWS - DARK BRONZE



GUARDRAIL



SIDING - CORRUGATED METAL



SIDING - CEMENT PANEL



INTERIOR BIKE RACK



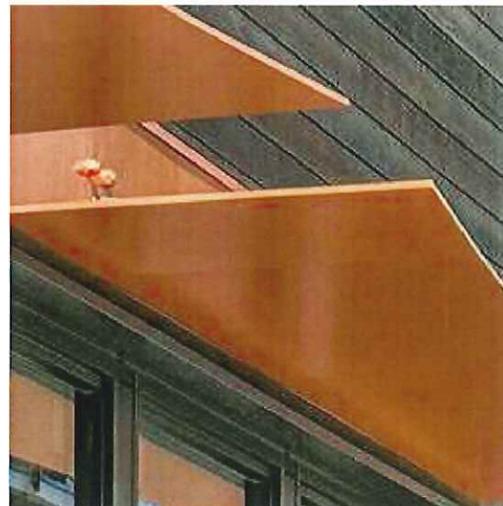
EXPOSED STEEL BEAMS



ROOF - STANDING SEAM METAL



SIDING - WOOD

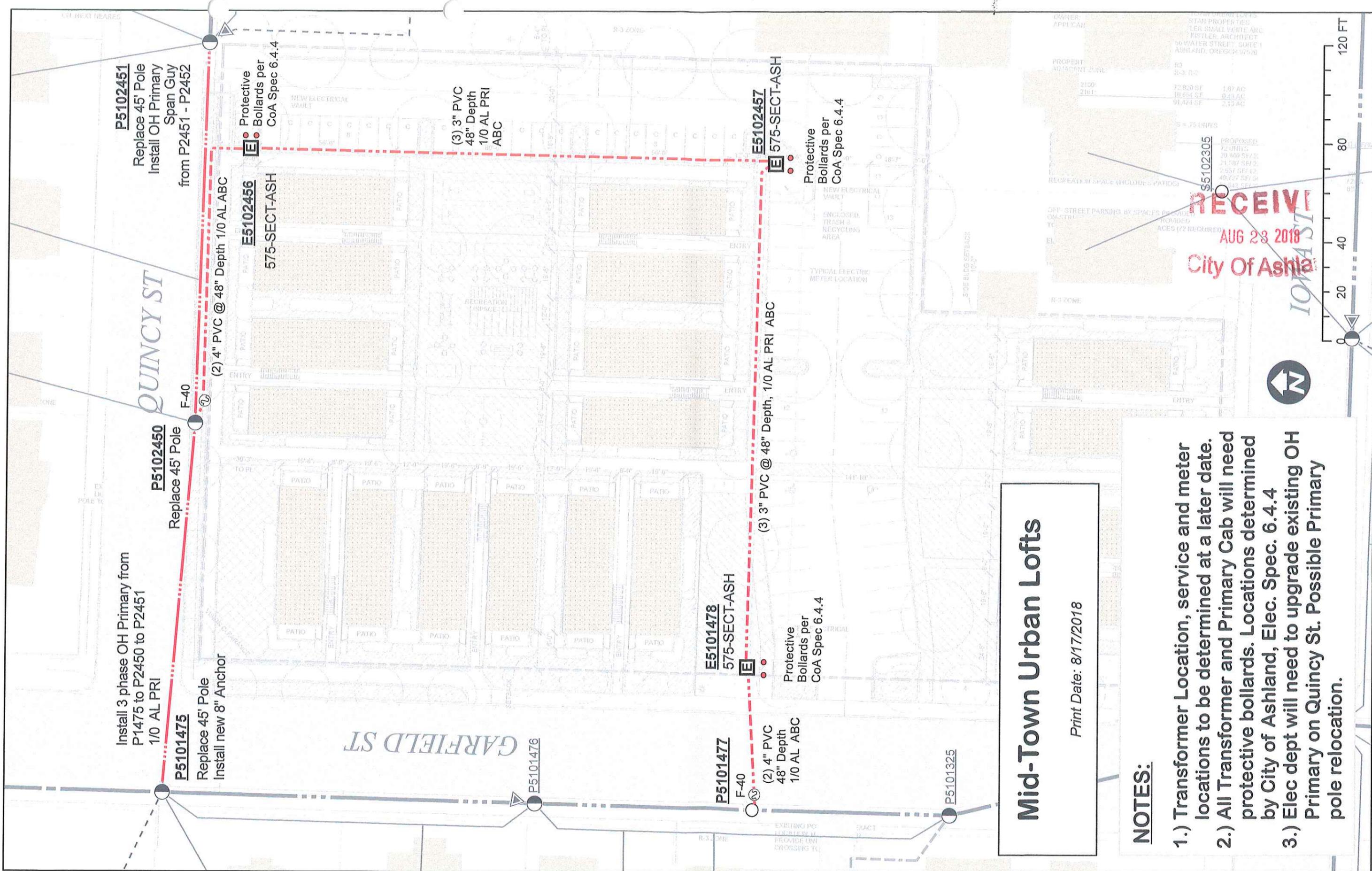


ENTRY CANOPY



SIDING - WEATHERED WOOD

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Install 3 phase OH Primary from P1475 to P2450 to P2451
1/0 AL PRI

P5102450
Replace 45' Pole

P5101475
Replace 45' Pole
Install new 8" Anchor

P5102451
Replace 45' Pole
Install OH Primary
Span Guy
from P2451 - P2452

(2) 4" PVC @ 48" Depth 1/0 AL ABC

E5102456
575-SECT-ASH

Protective
Bollards per
CoA Spec 6.4.4

(3) 3" PVC
48" Depth
1/0 AL PRI
ABC

E5101478
575-SECT-ASH

Protective
Bollards per
CoA Spec 6.4.4

P5101477
F-40
(2) 4" PVC
48" Depth
1/0 AL ABC

(3) 3" PVC @ 48" Depth, 1/0 AL PRI ABC

E5102457
575-SECT-ASH

Protective
Bollards per
CoA Spec 6.4.4

P5101325

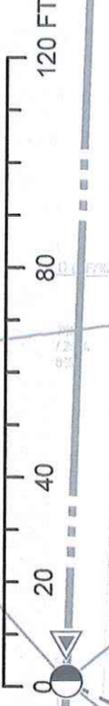
Mid-Town Urban Lofts

Print Date: 8/17/2018

NOTES:

- 1.) Transformer Location, service and meter locations to be determined at a later date.
- 2.) All Transformer and Primary Cab will need protective bollards. Locations determined by City of Ashland, Elec. Spec. 6.4.4
- 3.) Elec dept will need to upgrade existing OH Primary on Quincy St. Possible Primary pole relocation.

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OWNER/APPLICANT	STAM PROPERTIES	72 UNITS	1.97 AC
PROPERTY ADJACENT	STAM PROPERTIES	20,140 SF	0.45 AC
	WESTER ARCHITECT	21,597 SF	0.49 AC
	19 WATER STREET SUITE 1	48,727 SF	1.10 AC
	ASHLAND, OREGON 97130	91,474 SF	2.13 AC

PROPOSED	72 UNITS
	20,140 SF
	21,597 SF
	48,727 SF
	91,474 SF

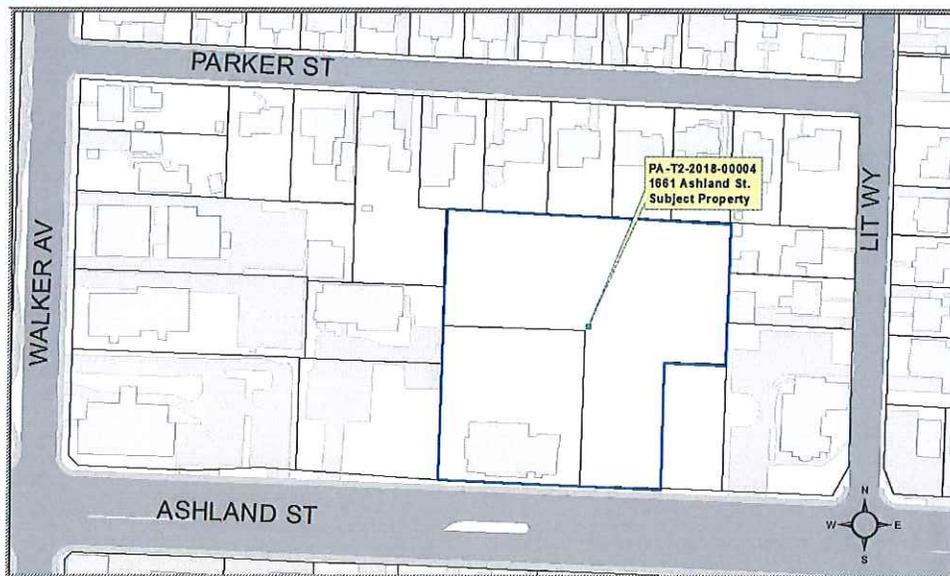
IOWA ST



PLANNING ACTION: PA-T2-2018-00004
SUBJECT PROPERTY: 1661 Ashland Street
OWNER: Rogue Credit Union & Columbia Care Services, Inc.
APPLICANT: Columbia Care Services, Inc./Jerome White, KSW Architects
DESCRIPTION: A request for a Land Partition and Site Design Review to create three parcels from the parent property located at 1661 Ashland Street. Parcel 1 would be 33,278 square feet in area and would contain the proposed "Rogue Ridge" development consisting of 30 multi-family dwelling units including one resident manager's unit and 29 affordable housing units in a 26,146 square foot, three-story building in two connected wings; Parcel 2 would be 9,913 square feet in area and would contain a future two-story commercial building; and the third parcel would be 22,462 square feet and would contain the existing Rogue Credit Union building. (25 of the 30 proposed units are studio units that are less than 500 square feet in gross habitable floor area and each counts as 3/4 of a unit for purposes of density calculation; the five remaining units are two- and three-bedroom and count as full units for density purposes.) **COMPREHENSIVE PLAN DESIGNATION:** Commercial; **ZONING:** C-1; **ASSESSOR'S MAP:** 39 1E 10DC; **TAX LOTS:** 8700 & 9201.

NOTE: The Ashland Tree Commission will also review this Planning Action on **Thursday, October 4, 2018 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room), located at 51 Winburn Way.

ASHLAND PLANNING COMMISSION MEETING: *Tuesday, October 9, 2018 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.

PRELIMINARY PARTITION PLAT

18.5.3.050

The approval authority shall approve an application for preliminary partition plat approval only where all of the following criteria are met.

- A. The future use for urban purposes of the remainder of the tract will not be impeded.
- B. The development of the remainder of any adjoining land or access thereto will not be impeded.
- C. The partition plan conforms to applicable City-adopted neighborhood or district plans, if any, and any previous land use approvals for the subject area.
- D. The tract of land has not been partitioned for 12 months.
- E. Proposed lots conform to the requirements of the underlying zone, per part 18.2, any applicable overlay zone requirements, per part 18.3, and any applicable development standards, per part 18.4 (e.g., parking and access, tree preservation, solar access and orientation).
- F. Accesses to individual lots conform to the standards in section 18.4.3.080 Vehicle Area Design. See also, 18.5.3.060 Additional Preliminary Flag Lot Partition Plat Criteria.
- G. The proposed streets, utilities, and surface water drainage facilities conform to the street design standards and other requirements in part 18.4, and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications.
- H. Unpaved Streets.
 1. Minimum Street Improvement. When there exists a 20-foot wide access along the entire street frontage of the parcel to the nearest fully improved collector or arterial street, as designated in the Comprehensive Plan, such access shall be improved with an asphaltic concrete pavement designed for the use of the proposed street. The minimum width of the street shall be 20-feet with all work done under permit of the Public Works Department.
 2. Unpaved Streets. The Public Works Director may allow an unpaved street for access for a land partition when all of the following conditions exist.
 - a. The unpaved street is at least 20-feet wide to the nearest fully improved collector or arterial street. The City may require the street to be graded (cut and filled) to its standard physical width, and surfaced as required in chapter 18.4.6 prior to the signature of the final partition plat by the City.
 - b. The centerline grade on any portion of the unpaved street does not exceed ten percent.
 - c. The final elevation of the street shall be established as specified by the Public Works Director except where the establishment of the elevation would produce a substantial variation in the level of the road surface. In this case, the slope of the lot shall be graded to meet the final street elevation.
 - d. Should the partition be on an unpaved street and paving is not required, the applicant shall agree to participate in the costs and to waive the rights of the owner of the subject property to remonstrate both with respect to the owners agreeing to participate in the cost of full street improvements and to not remonstrate to the formation of a local improvement district to cover such improvements and costs thereof. Full street improvements shall include paving, curb, gutter, sidewalks, and the undergrounding of utilities. This requirement shall be precedent to the signing of the final survey plat, and if the owner declines to so agree, then the application shall be denied.
- I. Where an alley exists adjacent to the partition, access may be required to be provided from the alley and prohibited from the street.
- J. Required State and Federal permits, as applicable, have been obtained or can reasonably be obtained prior to development.

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.

Rogue Ridge at 1661 Ashland Street

PA-T2-2018-00004 – Partition and Site Design Review to create three lots and develop 30-units of multi-family housing at 1661 Ashland Street, including 29 affordable units.



Proposal Details

Site Description/History

The two parcels making up the parent property here total 69,986 square feet (1.61 acres) and are located on the north side of Ashland Street, also known as Oregon State Highway 66, between Walker Avenue and Lit Way. The property currently contains the recently completed Rogue Credit Union building, and is zoned C-1 (Commercial). The property is located within the Detail Site Review and Pedestrian Places overlay zones, and development is subject to Basic, Detail, Large Scale and Ashland Street Corridor design standards. Natural features include 13 trees: a Siberian Elm, five Black Oaks, five Bigleaf Maples, and two Almonds. All of the trees are proposed to be preserved and protected as part of the current proposal.

Proposal

The proposal is for a land partition of the parent property resulting in three lots where there are currently two, and a request for Site Design Review approval to construct a new 26,146 square foot, three-story building. **Parcel 1** would be 33,278 square feet in area and would contain the proposed “Rogue Ridge” development consisting of 30 multi-family dwelling units including one resident manager’s unit and 29 affordable housing units in the new building. These units are to be provided as part of Columbia Care’s work as a non-profit mental health agency seeking to help people become self-sufficient, experience well-being and meet their full potential in relationships and everyday life. **Parcel 2** would be 9,913 square feet in area and would contain a future two-story commercial building along Ashland Street. The third parcel would be 22,462 square feet in area and contain the recently-completed Rogue Credit Union building.

Key Issues

Density

The proposed **Parcel 1** has an area of 0.86 acres. The base residential density for the subject property’s Commercial (C-1) zoning district is 30 dwelling units per acre. $0.86 \text{ acres} \times 30 \text{ d.u./acre} = 25.8$ dwelling units. 25 of the 30 proposed units are proposed as studios of less than 500 square feet in gross habitable floor area and as such each counts as $\frac{3}{4}$ of a unit for the purposes of density calculation. The five remaining units have two- and three-bedrooms and each counts as one full unit. For density purposes this equates to: $(25 \times 0.75) + 5 = 23.75$ dwelling units, which falls within the base density of the property.

Rogue Ridge at 1661 Ashland Street

PA-T2-2018-00004 – Partition and Site Design Review to create three lots and develop 30-units of multi-family housing at 1661 Ashland Street, including 29 affordable units.



Key Issues (cont'd)

Parking

The applicants propose to provide 30 off-street parking spaces to meet the demand of the proposed residential development on **Parcel #1**. This includes a request for a reduction in required parking for the proposed affordable housing pursuant to AMC 18.4.3.030.A.2. Five (5) off-street parking spaces are proposed to meet the demand for the future commercial development of Lot #2, and a mixed-use/joint-use parking credit is requested between the two parcels based on the peak parking demand periods for the commercial and residential uses being materially off-set (i.e. peak commercial demand on weekday days, peak residential demand evenings and weekends).

Traffic Impacts

Southern Oregon Transportation Engineering (SOTE) prepared a Traffic Impact Analysis (TIA) with the original Rogue Credit Union project which considered the ultimate build-out of the site, which at the time included the credit union plus 12,220 square feet of future office space and 20 apartments. SOTE has prepared an amended analysis based on the current proposal which finds that the proposed uses will have a lesser impact than what was considered in the original TIA. Average Daily Trips (ADT) would be reduced by 21 ADT, and P.M. Peak Hour Trips would be reduced by five trips.

Ashland Street Frontage Improvements

Required frontage improvements on Ashland Street include new eight-foot sidewalks and a parkrow with irrigated street trees to match the improvements installed along the credit union frontage.

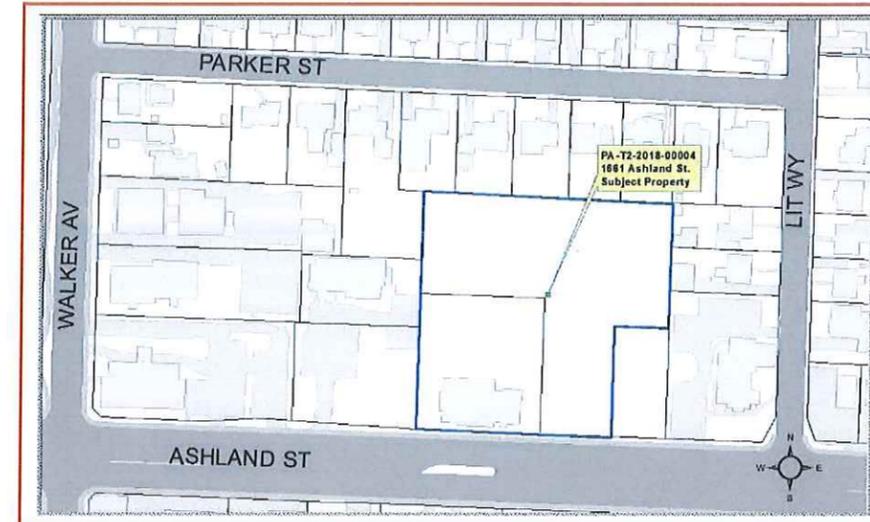
Parking Lot Stormwater Treatment

Parking lot standards call for capturing run-off in a landscaped median or swale to mitigate parking impacts, reduce stormwater leaving the site and recharge groundwater. The applicants have instead proposed to detain run-off in shallow surface ponds over three porous paver pads within the parking lot which would then be piped to a hydro-dynamic separator before discharging out to Parker Street.

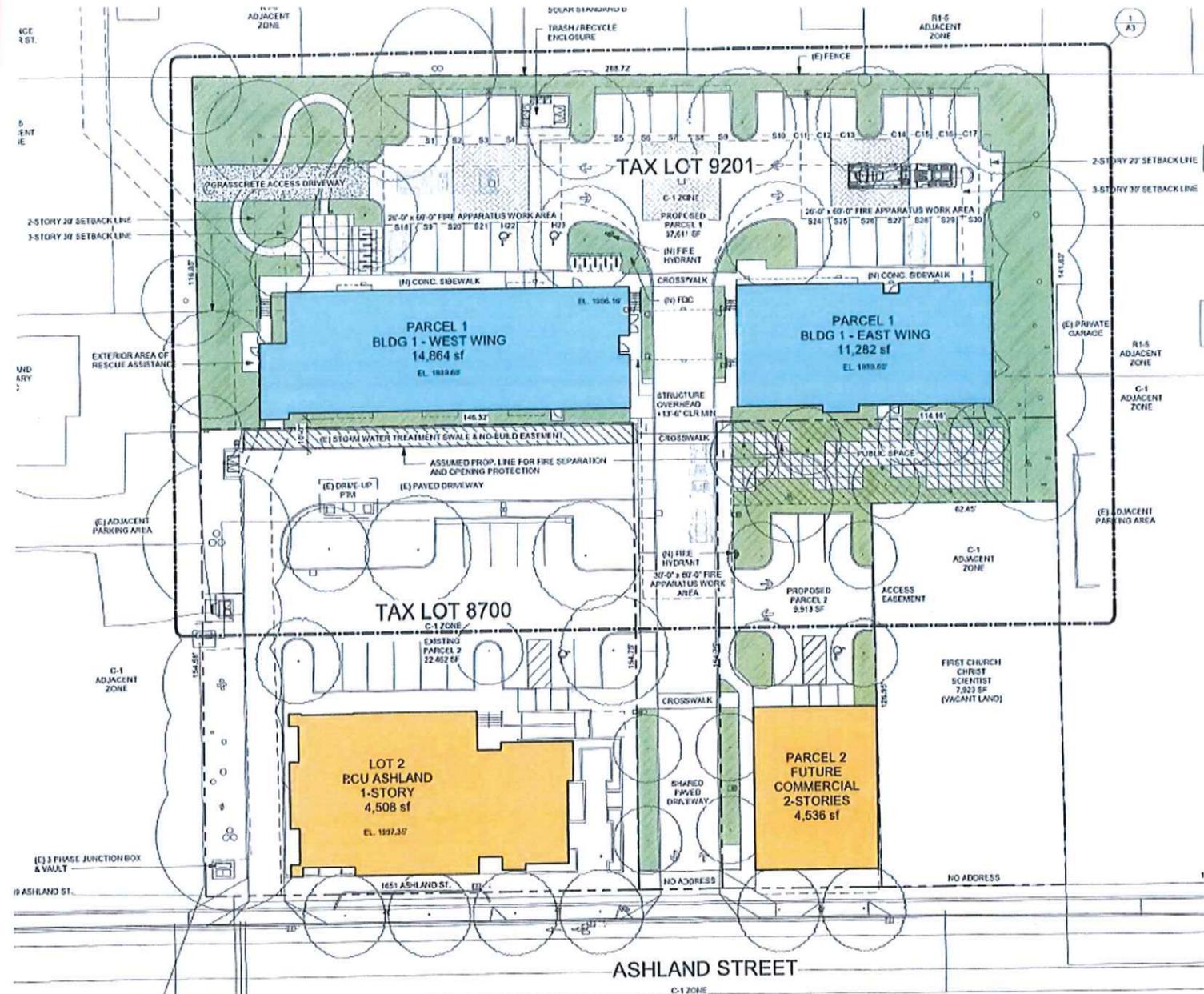
Staff Recommendation

Staff recommends that the application be approved with the conditions detailed in the attached draft findings.

1661 Ashland Street – Columbia Care’s Rogue Ridge



Vicinity Map



Fw: website user - Columbia Care

Derek Severson

Thu 10/4/2018 9:11 AM

To: Derek Severson <derek.severson@ashland.or.us>;

From: administration@ashland.or.us [<mailto:administration@ashland.or.us>]

Sent: Wednesday, October 03, 2018 8:25 PM

To: administration <administration@ashland.or.us>

Subject: website user

Contact Us Reply Form

From: Tim Brandy

EmailAddress: tjbrandy@gmail.com

Phone: 541 941-4233

Subject: Planning Department re. PA-T2-2018-00004 1661 Ashland Street

Nature of Suggestion: Suggestions

I would like an email response: yes

Message:

Members of the Planning Department

I was unable to make the meeting last night (10/09) but wanted to add some comments about the partition and proposed residential units planned at 1661 Ashland Street. I have two suggestions/requests:

First-I want to see a requirement of, at least, one parking space per unit plus 20%. I live on Lit Way, adjacent to this property. As it is now, there is limited street parking. Overflow parking from this proposed building has no other place to locate but on our residential block since it is bound by Ashland Street, private businesses and a church. My request would include at least 36 parking spaces for Stage 1.

Second-I want the developers to build a wall between their property and the Christian Science parking lot to encourage residents to use public walkways and respect private property as they walk to Hunter Park, Walker School, the bike path and the cemetery.

BEFORE THE PLANNING COMMISSION
November 13, 2018

IN THE MATTER OF PLANNING ACTION #T2-2018-00004, A REQUEST FOR)
LAND PARTITION AND SITE DESIGN REVIEW APPROVALS TO CREATE)
THREE PARCELS FROM THE PARENT PROPERTY LOCATED AT 1661 ASH-)
LAND STREET. PARCEL 1 WOULD BE 33,278 SQUARE FEET IN AREA AND)
WOULD CONTAIN THE PROPOSED ROGUE RIDGE DEVELOPMENT CONSIST-)
ING OF 30 MULTI-FAMILY DWELLING UNITS INCLUDING ONE RESIDENT)
MANAGER'S UNIT AND 29 AFFORDABLE HOUSING UNITS IN A 26,146)
SQUARE FOOT, THREE-STORY BUILDING IN TWO CONNECTED WINGS;)
PARCEL 2 WOULD BE 9,913 SQUARE FEET IN AREA AND WOULD CONTAIN)
A FUTURE TWO-STORY COMMERCIAL BUILDING; AND THE THIRD PARCEL)
WOULD BE 22,462 SQUARE FEET AND WOULD CONTAIN THE EXISTING)
ROGUE CREDIT UNION BUILDING. 25 OF THE 30 PROPOSED UNITS ARE)
STUDIOS THAT ARE LESS THAN 500 SQUARE FEET OF GROSS HABITABLE)
FLOOR AREA AND EACH COUNTS AS 3/4 OF A UNIT FOR PURPOSES OF DEN-)
SITY CALCULATION; THE FIVE REMAINING UNITS ARE TWO- AND THREE-)
BEDROOMS AND COUNT AS FULL UNITS FOR DENSITY PURPOSES.)

DRAFT
FINDINGS,
CONCLUSIONS &
ORDERS

OWNER/APPLICANT: Rogue Credit Union/Columbia Care Services, Inc.)
Jerome White, Architect for KSW Architects (*agents*))

RECITALS:

- 1) Tax lots #8700 and #9201 of Map 39 1E 10DC are located at 1651 Ashland Street and are zoned C-1 (Commercial).
- 2) The applicants are requesting Land Partition and Site Design Review approvals to create three parcels from the parent property located at 1661 Ashland Street. Parcel 1 would be 33,278 square feet in area and would contain the proposed "Rogue Ridge" development consisting of 30 multi-family dwelling units including one resident manager's unit and 29 affordable housing units in a 26,146 square foot, three-story building in two connected wings; Parcel 2 would be 9,913 square feet in area and would contain a future two-story commercial building; and the third parcel would be 22,462 square feet and would contain the existing Rogue Credit Union building. *(25 of the 30 proposed multi-family residential units are studios that are less than 500 square feet in gross habitable floor area and each counts as 3/4 of a unit for purposes of density calculation; the five remaining units are two- and three-bedroom and count as full units for density purposes.)* Site improvements are outlined on the plans on file at the Department of Community Development.

3) The approval criteria for Site Design Review 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 criteria for preliminary approval of a Land Partition are detailed in AMC 18.5.3.050 as follows:

- A. *The future use for urban purposes of the remainder of the tract will not be impeded.*
- B. *The development of the remainder of any adjoining land or access thereto will not be impeded.*
- C. *The partition plan conforms to applicable City-adopted neighborhood or district plans, if any, and any previous land use approvals for the subject area.*
- D. *The tract of land has not been partitioned for 12 months.*
- E. *Proposed lots conform to the requirements of the underlying zone, per part 18.2, any applicable overlay zone requirements, per part 18.3, and any applicable development standards, per part 18.4 (e.g., parking and access, tree preservation, solar access and orientation).*
- F. *Accesses to individual lots conform to the standards in section 18.4.3.080 Vehicle Area Design. See also, 18.5.3.060 Additional Preliminary Flag Lot Partition Plat Criteria.*

- G. *The proposed streets, utilities, and surface water drainage facilities conform to the street design standards and other requirements in part 18.4, and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications.*
 - H. *Unpaved Streets.*
 - 1. *Minimum Street Improvement. When there exists a 20-foot wide access along the entire street frontage of the parcel to the nearest fully improved collector or arterial street, as designated in the Comprehensive Plan, such access shall be improved with an asphaltic concrete pavement designed for the use of the proposed street. The minimum width of the street shall be 20-feet with all work done under permit of the Public Works Department.*
 - 2. *Unpaved Streets. The Public Works Director may allow an unpaved street for access for a land partition when all of the following conditions exist.*
 - a. *The unpaved street is at least 20-feet wide to the nearest fully improved collector or arterial street. The City may require the street to be graded (cut and filled) to its standard physical width, and surfaced as required in chapter 18.4.6 prior to the signature of the final partition plat by the City.*
 - b. *The centerline grade on any portion of the unpaved street does not exceed ten percent.*
 - c. *The final elevation of the street shall be established as specified by the Public Works Director except where the establishment of the elevation would produce a substantial variation in the level of the road surface. In this case, the slope of the lot shall be graded to meet the final street elevation.*
 - d. *Should the partition be on an unpaved street and paving is not required, the applicant shall agree to participate in the costs and to waive the rights of the owner of the subject property to remonstrate both with respect to the owners agreeing to participate in the cost of full street improvements and to not remonstrate to the formation of a local improvement district to cover such improvements and costs thereof. Full street improvements shall include paving, curb, gutter, sidewalks, and the undergrounding of utilities. This requirement shall be precedent to the signing of the final survey plat, and if the owner declines to so agree, then the application shall be denied.*
 - I. *Where an alley exists adjacent to the partition, access may be required to be provided from the alley and prohibited from the street.*
 - J. *Required State and Federal permits, as applicable, have been obtained or can reasonably be obtained prior to development.*
- 5) *The additional approval criteria for preliminary approval of a Flag Lot Partition are detailed in AMC 18.5.3.060 as follows:*
 - A. *The criteria of section 18.5.3.050 are met.*
 - B. *For the purpose of meeting the minimum lot area requirement, the lot area, exclusive of the flag drive area, must meet the minimum square footage requirements of the zoning district.*

- C.** *Flag drives shall be in the same ownership as the flag lots served. Where two or more lots are served by the same flag drive, the flag drive shall be owned by one of the lots and an easement for access shall be granted to the other lot or lots.*
- D.** *Except as provided in subsection 18.5.3.060.H, below, the flag drive serving a single flag lot shall have a minimum width of 15 feet and contain a 12 foot wide paved driving surface. For drives serving two flag lots, the flag drive shall be 20 feet wide, with a 15 foot wide driving surface to the back of the first lot, and a 12 foot wide driving surface to the rear lot. Drives shared by adjacent properties shall have a width of 20 feet, with a 15 foot paved driving surface. Width shall be increased on turns where necessary to ensure fire apparatus remain on a paved surface during travel.*
- E.** *Curb cuts have been minimized, where possible, through the use of common driveways. No more than two flag lots are served by the flag drive.*
- F.** *Flag drive grades shall not exceed a maximum grade of 15 percent. Variances may be granted for flag drives for grades in excess of 15 percent but no greater than 18 percent for not more than 200 feet. Such variances shall be required to meet all of the criteria for approval in chapter 18.5.5 Variances.*
- G.** *Flag drives shall be constructed to prevent surface drainage from flowing over sidewalks or other public ways.*
- H.** *Flag lots adjacent to an alley shall meet all of the requirements of this section, except that:*
 - 1.** *Vehicle access shall be from the alley only where required as a condition of approval.*
 - 2.** *No screening and paving requirements shall be required for the flagpole.*
 - 3.** *A four foot pedestrian path shall be installed within the flagpole and improved and maintained with either a concrete, asphalt, brick, or paver block surface connecting the street to the buildable area of the flag lot.*
 - 4.** *The flag pole width shall be no less than eight feet wide and the entrance of the pole at the street shall be identified by the address of the flag lot clearly visible from the street on a four-inch by four-inch post that is 3½ feet high. The post shall be painted white with black numbers three inches high running vertically down the front of the post. For flagpoles serving two or more dwellings, the addresses of such dwellings shall be on a two foot by three foot white sign clearly visible from the street with three-inch black numbers.*
- I.** *Flag drives and fire work areas shall be deemed Fire Apparatus Access Roads under the Oregon Fire Code and subject to all requirements thereof.*
- J.** *When required by the Oregon Fire Code, flag drives greater than 150 feet in length shall provide a turnaround (see Figure 18.4.6.040.G.5). The Staff Advisor, in coordination with the Fire Code Official, may extend the distance of the turnaround requirement up to a maximum of 250 feet in length as allowed by Oregon Fire Code access exemptions.*
- K.** *Each flag lot has at least three parking spaces situated to eliminate the necessity for vehicles backing out.*
- L.** *There shall be no parking within ten feet of the centerline of the drive on either side of the flag drive entrance.*
- M.** *Flag drives serving structures greater than 24 feet in height, as defined in part 18.6, shall provide a fire work area of 20 feet by 40 feet clear of vertical obstructions and within 50 feet of the structure. The fire work area requirement shall be waived if the structure served by the drive has an approved automatic sprinkler system installed.*

- N. *Both sides of the flag drive have been screened with a site-obscuring fence, wall or evergreen hedge to a height of from four to six feet, except in the front yard setback area where, starting five feet from the property line, the height shall be from 30 to 42 inches in the remaining setback area. Such fence or landscaping shall be placed at the extreme outside of the flag drive in order to ensure adequate fire access.*
- O. *The applicant has executed and filed with the Community Development Department an agreement between applicant and the City for paving and screening of the flag drive. Such an agreement shall specify the period within which the applicant, or agent for applicant, or contractor shall complete the paving to standards as specified by the Public Works Director and screening as required by this section, and providing that if applicant should fail to complete such work within such period, the City may complete the same and recover the full cost and expense thereof from the applicant. An agreement shall also provide for the maintenance of the paving and screening pursuant to this section, and assurance ongoing maintenance.*
- P. *Flag lots shall be required to provide a useable yard area that has a minimal dimension of 20 feet wide by 20 feet deep. As used in this chapter, the term "useable yard area" means a private yard area which is unobstructed by a structure or automobile from the ground upward.*

- 6) **[SHOULD THE COMMISSION CONCUR WITH STAFF’S RECOMMENDATION AND APPROVE THE PROJECT...]** The Planning Commission, following proper public notice, held a public hearing on October 9, 2018 at which time testimony was received and exhibits were presented. Subsequent to the closing of the hearing, the Planning Commission approved the application.

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 **[SHOULD THE COMMISSION CONCUR WITH STAFF AND APPROVE THE PROJECT...]** 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 **[SHOULD THE COMMISSION CONCUR WITH STAFF AND APPROVE THE PROJECT...]** The Planning Commission finds that the proposal for Land Partition and Site Design Review meets all applicable criteria for Partition in AMC 18.5.3.050; for Flag Partition in AMC 18.5.3.060; and for Site Design Review approval described in AMC 18.5.2.050. The site plan and elevation drawings provided delineate the proposed building locations, design and associated site improvements.

The Planning Commission further finds that the application includes written findings which respond to the approval criteria for a Land Partition and Site Design Review. These findings are adopted herein by reference.

2.3 **[SHOULD THE COMMISSION CONCUR WITH STAFF AND APPROVE THE PROJECT...]** The Planning Commission finds that the request involves Land Partition and Site Design Review approvals to create three parcels and construct the proposed “Rogue Ridge” development consisting of 30 multi-family dwelling units including one resident manager’s unit and 29 affordable housing units in a 26,146 square foot, three-story building in two connected wings. 25 of the 30 proposed multi-family residential units are to studios that are less than 500 square feet in gross habitable floor area. Each of these counts as $\frac{3}{4}$ of a unit for purposes of density calculation. The five remaining units are two- and three-bedrooms and count as full units for density purposes. Parcel 2 would contain a future two-story commercial building; and the third parcel is existing and would contain the recently-constructed Rogue Credit Union building.

The first approval criterion for a Land Partition is that, “*The future use for urban purposes of the remainder of the tract will not be impeded.*” The application explains that the proposed partition reflects the future development of Parcel 2 and the future building and use, and that the partition provides for shared vehicular access to serve the parcels. The application concludes that the proposed partition will not impede any development of the remaining vacant area.

The second approval criterion for a Land Partition is that, “*The development of the remainder of any adjoining land or access thereto will not be impeded.*” The application notes that in addition to providing a shared accessway to serve the proposed Parcel 2, access is also to be provided for Tax Lot #9202 to the east as well as Tax Lot 8700 where Rogue Credit Union is located and to Tax Lot #9800 located at 1644 Parker Street. The application emphasizes that the proposed partition will not prohibit or impede development of or access to adjoining properties, and that in providing access easements for the adjoining parcels the number of driveway approaches onto Ashland Street/Highway 66 will be reduced.

The third approval criterion is that, “*The partition plan conforms to applicable City-adopted neighborhood or district plans, if any, and any previous land use approvals for the subject area.*” The application explains that while there are no known neighborhood or district plans, the proposal is generally consistent with the shadow plan previously approved by the City Council in Planning Action #2016-01894 which approved Rogue Credit Union.

The fourth approval criterion is that the, “*The tract of land has not been partitioned for 12 months.*” The application notes that while the property lines were reconfigured through a boundary line adjustment recently, the tract has not been part of a land division in the last 12 months.

The fifth criterion is that the, *“Proposed lots conform to the requirements of the underlying zone, per part 18.2, any applicable overlay zone requirements, per part 18.3, and any applicable development standards, per part 18.4 (e.g., parking and access, tree preservation, solar access and orientation).”* The application materials note that the property is in the C-1 (Commercial) zone, and there are no minimum width, depth, or area standards to meet. The application further explains that because Parcel 1 abut a residential zone to the north, solar access standards do come into play and the application includes a solar setback plan demonstrating compliance with the solar setback standards.

The sixth approval criterion is that, *“Accesses to individual lots conform to the standards in section 18.4.3.080 Vehicle Area Design. See also, 18.5.3.060 Additional Preliminary Flag Lot Partition Plat Criteria.”* The application explains that a 20-foot wide paved driving surface is to be provided as required to serve parking areas of more than seven spaces, and that the site configuration accommodates a fire apparatus work area totaling 26-feet as requested by the Fire Department. The applicants further assert that the driveway meets all applicable flag drive requirements and has been designed to meet fire code standards as well.

The seventh criterion is that, *“The proposed streets, utilities, and surface water drainage facilities conform to the street design standards and other requirements in part 18.4, and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications.”* The application asserts that no new public streets are proposed, and that public utilities and storm drainage are addressed in the civil engineer’s drawings provided, which incorporate the future development with existing facilities and consider adjacent properties. The application further notes that all necessary easement locations for public utilities, including electric, have been identified.

The eighth and ninth criteria address unpaved streets and alleys, neither of which are applicable to the current proposal.

The final criterion for preliminary approval of a Land Partition plat is that, *“Required State and Federal permits, as applicable, have been obtained or can reasonably be obtained prior to development.”* The application asserts that there are no wetlands or other natural features which would merit federal or state permitting and as such, this criterion does not come into play.

2.5 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, and AMC 18.2.2.030.E provides that multi-family dwellings are permitted subject to the special use standards detailed in AMC 18.2.3.130 *“Dwelling in Non-Residential Zone.”* These include that: 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; 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; 3) Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the underlying zone; 4) Off-street parking is not required for residential uses in the C-1-D zone; and 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.

The Planning Commission finds that the original shadow plan considered with the Rogue Credit Union application set forth an initial proposal for mixed use development of the subject property with four separate buildings. As modified with the current proposal, the building proposed at the rear of the property would be a single structure containing two wings connected at the third and fourth floors for accessible access and a future commercial building would be built at the front of the property, along Ashland Street east of the new credit union building. The application further indicates that 48.9 percent of the parent property considered in the shadow plan is proposed for residential uses, which complies with the allowances for sites with multiple buildings.

25 of the 30 proposed multi-family residential units are studios that are less than 500 square feet in gross habitable floor area and each counts as $\frac{3}{4}$ of a unit for purposes of density calculation; the five remaining units are two- and three-bedroom and count as full units for density purposes. For density purposes, this equates to $[(25 \times 0.75) + 5 = 23.75 \text{ dwelling units}]$ on the 0.86-acre Parcel 1, which has a base density of 25.8 units. $(0.86 \text{ acres} \times 30 \text{ d.u./acre} = 25.8 \text{ d.u.}]$.

Within the C-1 zone, there is no minimum lot area, width or depth, or maximum lot coverage; 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 feet and a rear yard of not less than 10 feet per story is required. In this instance, the proposed building on Lot 1 is adjacent to a residential zone to the north, and the plans provided address the requisite setbacks. Drawings demonstrating compliance with solar access setbacks have also been included with the application.

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, conditions have been included to require that sidewalks and park row planting strips meeting city standards and matching those installed with Rogue Credit Union be installed along the Parcel 2 frontage prior to completion of its development, and the final design and placement of the building along Ashland Street will be subject to a separate Site Design Review.

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 under the next approval criterion later in this document.

Pedestrian Place overlay provisions supplement those of the applicable base zoning district and other applicable ordinance requirements. Because the proposal is for a Commercial 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 (Single Family Residential) solar access setbacks do apply for Parcel 1. The applicants have provided drawings demonstrating compliance with this standard.
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.

The third approval 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 buildings, and that the credit union building occupies 70.1 percent of the street frontage and with the combined development of the existing credit union and future building on Parcel 2, 63 percent of the two frontages will be occupied by buildings. Building entrances fronting on the street are to be oriented to Ashland Street and will have entrances to the street, and conditions have been included to required that the street frontage be improved to city street standards in conjunction with the development. The application explains that the building has numerous offsets to break up the continuous mass, and uses lateral and horizontal textures of differing styles and color variations to further break up the massing.

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. The Planning Commission finds that the purpose of the Floor Area Ratio (F.A.R.) standard is three-fold. First, the F.A.R. is intended to deliberately create an environment supportive to transit by achieving a minimum level of intensity for commercial developments, similar to a minimum residential density standard. Second, the F.A.R. seeks the efficient use of available commercial land in keeping with the City’s commitments not to expand its current boundaries under the 2012 Regional Problem Solving agreement with Jackson County and the other cities of the region, and the subsequent goals and policies seeking to concentrate more intense development along arterials. Finally, in terms of the built environment, the F.A.R. standard seeks to provide a sense of enclosure to the streetscape as noted in the street standards in AMC 18.4.6.040.A.2 which explain that, *“All streets in Ashland shall be designed using the following assumptions: ... Building setbacks and heights create a sense of enclosure.”* As proposed, the application explains that the combined development of the parent parcels will result in a 55.2 percent floor area ratio (F.A.R.) which exceeds the minimum.

The Planning Commission finds that AMC 18.4.3.030 “Minimum Number of Off-Street Automobile Parking Spaces” addresses required parking by providing three options for determining the required parking for any development proposal: 1) The Commission may rely on the standard ratios for automobile parking in Table 18.4.3.040; 2) Where automobile parking requirements for any use are not specifically listed in the table, required parking may be determined by the Staff Advisor based upon the most comparable use specified in this section, and other available data; or 3) the Commission may through its discretionary review approve a parking standard that differs from 1 and 2 based on a parking demand analysis with supporting data prepared by a professional engineer, planner, architect, landscape architect, or other qualified professional assessing the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent bus service, carpools, or private shuttles; and other relevant factors. The parking demand analysis option may be used in conjunction with, or independently of, the parking management strategies provided for in the Ashland Municipal Code.

The Planning Commission further finds that the standard parking requirements for the proposal based on the ratios provided in AMC 18.4.3.040 would be as follows:

Use	Parking Ratio	Off-Street Parking Required
25 Studio Units (< 500 s.f.)	1.00 spaces per unit	25.0 parking spaces
3 Two-Bedroom Units	1.75 spaces per unit	5.25 parking spaces
2 Three-Bedroom Units	2.0 spaces per unit	4.00 parking spaces
4,536 s.f. of Office	1.0 spaces per 500 s.f.	9.072 parking spaces
	Total Parking Required	43.322 parking spaces
	Total Parking Proposed	35.0 parking spaces
	Parking Space Reduction	19.21 percent

The Planning Commission finds that the applicants propose to consider parking for the 25 proposed affordable studio units differently and provide 20.75 spaces for these units rather than the typical 25 spaces. This would mean that a total of 30 spaces would be provided where 34.25 spaces would be normally be required. The applicants proposed reduction in required parking is based on two factors: First, many of the anticipated occupants will not own vehicles and will instead rely on walking, bicycling or transit to commute to work or to go shopping. The applicants’ non-profit works to change people’s lives by helping them establish themselves in stable housing and meet their full potential in relationships and everyday life as they learn to live on their own, go to work or school, go shopping, etc. A number of those in their programs do not own cars and will be walking, biking or using transit to meet their transportation needs. The subject property is on a transit route, near the university, shopping, and employment centers. Second, the applicants note that numerous Rogue Valley projects with low income residents typically have fewer than 50 percent of tenants who own or operate a motor vehicle. The applicants have provided an Affordable Housing Parking Study from the City of San Diego which looked at parking generation for affordable developments more

broadly and concluded that approximately 47½ percent of affordable housing residents do not own vehicles, and which was the basis for a reduced parking requirement in San Diego. In preparing this study, the city surveyed residents of 34 affordable housing developments about the number of vehicles available to each household, vehicle use, travel patterns, and the number of persons and demographics for each household. The study also considered neighborhood characteristics including land use and availability of transit and the characteristics of each development including on-site and off-site parking conditions. 2,750 surveys were distributed, with a 37 percent return rate; of those returned, 875 surveys from 21 sites were analyzed. This study looked at parking requirements and parking demand strategies for affordable housing developments in the cities of San Leandro, Santa Barbara, Pasadena, Boulder, Denver, Eugene, Berkeley, Los Angeles, Portland, and Seattle. The applicants further explain that this study included developments in the City of Eugene, Oregon which requires 0.67 spaces per habitable room for studios and one-bedroom units. If this calculation were applied here, the proposal would equate to 17 parking spaces for the 25 studios proposed and the applicants are proposing 20 spaces.

[Should the Planning Commission accept the applicants' parking study and proposed reduction in required parking for the affordable units, they could find as follows:] The Planning Commission finds that the requested lower amount of parking for the proposed affordable units is appropriate based on the Affordable Housing Parking Study provided which asserts that affordable housing developments require about one-half of the parking typically required of market rate rental developments, the anecdotal observations by the applicants and by Planning staff that affordable housing developments locally tend to generate less off-street parking demand, and the nature of the applicants' non-profit which works with residents who are less likely to own cars as they are learning to live independently, work, go to school and care for themselves. The Planning Commission further finds that determining the minimum parking required based on the information provided is an allowed exercise of the Commission's discretion supported by AMC 18.4.3.030.

The Planning Commission further finds that the applicants propose to reduce the number of parking spaces provided for the proposed future commercial building on Parcel 2 by 50 percent (from nine spaces to five -- assuming office use - including one ADA space), based on a mixed-use/joint-use parking credit with the residential parking on Parcel 1. The application explains that a parking easement/agreement would be provided for shared use of the parking on Parcel 1 and that the periods of peak parking demand would be materially off-set because the commercial building on Parcel 2 would have its peak demand during its weekday, daytime hours of operation while the residential parking demand would have its peak during evening and weekend hours. The combined reduction requested for the affordable studio units (4.25 spaces) and the mixed use/joint use credit (4 spaces) equates to a total reduction in off-street parking required of 19.21 percent. **[Should the Planning Commission accept the applicants proposed mixed-use/joint use credit request, they could find as follows:]** The Planning Commission finds that the requested mixed-use/joint use credit is appropriate as the periods of peak demand between the uses on Parcels 1 and 2 are likely to be materially offset to a degree sufficient to merit the credit, and an easement/agreement will be provided to ensure that unused parking on Parcel 1 is available to serve the uses on Parcel 2. The Planning Commission has included a condition making clear that the future development of Parcel 2 will be subject to Site Design

Review, and should the proposed use at that time or thereafter be proposed to intensify beyond the office use considered here (by proposing a larger building or tenant uses generating a higher parking demand) a modification of this approval would be necessary.

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.”*

The Planning Commission finds that Public Works, Engineering and Electric Department staff 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 service connections and meters from this main. The Water and Fire Departments have reviewed the initial utility layout and indicated that any necessary services as well as any required double check detector assembly (DCDA), bypass meter, vault or hydrant will need to be installed near the property line at the street to provide adequate services for the development of the site.
- **Sewer** - The property is currently served by two six-inch sanitary sewer main that flow northerly to Parker Street.
- **Electric** – Electrical facilities to the site were upgraded with the recent construction of Rogue Credit Union, including the installation of a new transformer, three-phase pull box, and re-routing of the source of power to connect across Ashland Street with development to support the previous shadow plan in mind. The Electric Department has indicated that capacity is available to serve the current proposal, but some modifications may be required now that the specifics of the proposal are clear, noting specifically that not enough conduit was initially stubbed to the proposed new lots. The applicants are working with the Electric Department and an electrical engineer to determine any additional upgrades necessary to serve the current proposal and develop a final electric service plan.
- **Storm Drainage** - The property is currently served by a 12-inch storm sewer main in the Ashland Street right-of-way. With the credit union’s development, a treatment/detention trench was installed at the rear of the parking lot to detain storm water with overflow pumped up to the curb on Ashland Street. The application notes that the project’s civil engineer is developing a final storm drainage and surface water management plan in consultation with the Public Works/Engineering Department for review and approval prior to the issuance of building permits.

With regard to considerations of paved access and adequate transportation, the Planning Commission finds that 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 at a spacing of 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 Rogue Credit Union frontage was completed to these standards recently, however the frontage of Parcel 2 currently has curbs, gutters and a curbside sidewalk with no street trees in place. A condition has been included to require that

these frontage improvements be installed to city standards, to match those installed in front of Rogue Credit Union prior to the completion of the future building on Parcel 2, and that any necessary right-of-way dedication or public pedestrian easement be granted prior to the signature of the final survey plat.

The Planning Commission further finds that 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 were to be generated during the adjacent street's peak hour when considering the development of the subject properties according to the shadow plan considered with the Rogue Credit Union application, that application included a Traffic Impact Analysis (TIA) by Southern Oregon Transportation Engineering, L.L.C. (SOTE). The TIA included 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. One queue length was shown to be exceeded in the study area under analysis scenarios. The east bound left turn queue length on Ashland Street at Walker Avenue was shown to be exceeded by one vehicle length (25 feet) under existing 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 conditions downstream. No mitigation was shown to be necessary.
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 criterion for a westbound right turn lane was not shown to be met 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.

That TIA concluded that the streets serving the subject property were demonstrated to have adequate capacity to support the proposed development. City Engineering staff reviewed the TIA and expressed support for its findings with no further recommendations. SOTE original TIA considered the ultimate build-out of the site according to a shadow plan which at the time included the credit union plus 12,220 square feet of future office space and 20 apartments. SOTE has prepared an amended analysis based on the current proposal which finds that the proposed uses will have a lesser impact than what was considered in the original TIA. Average Daily Trips (ADT) would be reduced by 21 ADT, and P.M. Peak Hour Trips would be reduced by five trips.

The Commission finds that the proposed driveway meets the requirement for a 20-foot driveway width to serve seven or more parking spaces, and that the applicants have been in discussion with the Fire Marshal to ensure that address fire apparatus access can be provided and have identified a number of fire apparatus work areas to enable fire protection for the proposed buildings.

The Planning Commission finds that the final approval criterion has to do with Exceptions to the Site Development and Design Standards. Parking lot standards call for capturing run-off in a landscaped median or swale to mitigate parking impacts, reduce storm water leaving the site and recharge groundwater. In this instance, in lieu of landscaped medians or swales, the applicants have instead proposed to detain run-off in shallow surface ponds over three porous paver pads within the parking lot which would then be piped to a hydro-dynamic separator before discharging via an easement out to Parker Street. Larger-than-standard landscaped medians have been provided on the west, north and eastern borders of the parking lot to support larger trees around the property's perimeter which should support the growth of larger stature trees to shade the parking area and provide a buffer to surrounding properties. **[The Planning Commission could reasonably make a finding that...]** The Planning Commission finds that the proposed parking lot configuration provides for storm water detention and groundwater recharge within the parking lot in the spirit of the standard while also mitigating the impacts of the parking lot with the wider-than-standard medians and landscape buffers to support larger stature tree growth and provide a greater buffer to neighbors.

2.6 The Planning Commission finds that the application materials include a preliminary Tree Protection Plan prepared by KenCairn Landscape Architecture that identifies 13 trees on the property. One of the site's 13 trees (#7, a 13-inch diameter at breast height (d.b.h.) Almond) is noted on the plan as being removed. This tree is noted as being in good condition with a moderate tolerance for construction, however it is in close proximity to both Tree #8, a ten-inch d.b.h. Oak, and to the proposed east wing of the multi-family building on Parcel #1.

[NOTE: Neither the Tree Protection Plan nor the narrative provided address the criteria for Tree #7's removal directly, however staff believe the removal is likely proposed given the proximity to the proposed building and associated excavation and that the removal would likely benefit Tree #8 as Tree #7 is within #8's critical root zone. As these draft findings are being prepared, the Tree Commission has not yet reviewed the application and due to lack of a quorum, their October 4, 2018 regular meeting has been rescheduled until October 11th, which will occur after the Planning Commission's hearing. With that in mind, staff would recommend the following conditions be attached to any approval: 1) That revised landscaping, irrigation and tree protection plans incorporating the recommendations of the Tree Commission, where consistent with applicable standards and criteria and with final approval by the Staff Advisor, be provided prior to the issuance of a building permit; 2) That the revised tree protection plan address properties on adjacent properties within 15-feet of the property line; and 3) That the tree protection plan including its maintenance watering schedule be included in the building permit drawings.]

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the proposal for a Land Partition and Site Design Review 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, the Planning Commission approves Planning Action #T2-2018-00004. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #T2-2018-00004 is denied. The following are the conditions and they are attached to the approval:

- 1) That all applicable conditions of Planning Action # 2016-01894 shall remain in effect unless otherwise modified herein.
- 2) That all proposals and stipulations contained within the application shall be conditions of approval unless otherwise modified herein.
- 3) That the future building on Parcel 2 will be subject to Site Design Review, and should the proposed use at that time or thereafter be proposed to intensify beyond the office use considered here (*by proposing either a larger building or tenant uses generating a higher parking demand*) a modification of this approval's mixed use/joint use parking credit shall also be necessary.
- 4) 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.
- 5) 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, driveway or utility installation.
- 6) That the recommendations of the Tree Commission from their October 11, 2018 meeting shall be conditions of approval where consistent with applicable standards and criteria and with final approval by the Staff Advisor.
- 7) That a sign permit shall be obtained prior to the installation of any new signage. Signage shall meet the requirements of Chapter 18.4.7.
- 8) That prior to the signature of the final survey plat:
 - a) That any necessary easements shall be granted, including: any necessary right-of-way dedication or public pedestrian access easement (approximately five feet, three inches) to accommodate sidewalks along the properties' Ashland Street frontage; easements and/or agreements to accommodate the mixed-use/joint-use parking agreement and associated access and circulation between Parcels 1 and 2; fire apparatus access; shared access agreements to adjacent parcels (Tax Lots #8700, #9202 and #9800).

- 9) That prior to the issuance of a building permit:
- a) The building permit submittals shall include identification of all easements, including but not limited to any public or private utility easements, access easements, public pedestrian access easements, and fire apparatus access easements.
 - b) That the applicants shall provide revised Tree Protection, Landscape, and Irrigation plans which address the recommendations of the Tree Commission from their October 11, 2018 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 the size, species and placement of one mitigation tree to be planted to mitigate the removal of Tree #7 approved here; 2) irrigation details satisfying the requirements of the Site Design and Use Standards Water Conserving Landscaping Guidelines and Policies; and 3) tree protection measures to address trees on adjacent properties within 15-feet of the property line. The Tree Protection Plan and its maintenance watering schedule shall be included in the building permit drawings.
 - 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 spaced every 30 feet and an eight- to ten-foot wide sidewalk along the full property frontage, to match the Rogue Credit Union sidewalks, 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. 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. 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.
 - 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 tree to be removed (#7) is appropriately identified on site prior to 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) That building permit fees and associated charges, including applicable system development charges (SDC's) for water, sewer, storm water, parks and transportation, and utility connection fees shall be paid by the applicants.
- 10) That prior to the approval of the final building inspection or issuance of a certificate of occupancy:
- a) That all required landscaping, hardscaping, open spaces 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 to match those in front of Rogue Credit Union, inspected and approved by the Staff Advisor prior to the final building inspection or issuance of a certificate of occupancy for the future building on Parcel #2. 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 properties. Final 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.
- e) That unused curb-cuts on Ashland Street shall be removed under permit from the Public Works/Engineering Department, inspected and approved by the Staff Advisor.
- f) That 34 covered bicycle parking spaces shall be installed according to the approved plan, inspected and approved by the Staff Advisor.

Planning Commission Chair

November 13, 2018
Date



KISTLER SMALL + WHITE ARCHITECTS
 66 WATER STREET, SUITE 101 ASHLAND, OR 97520
 P.541.488.8200 | F.541.552.9512

TRANSMITTAL

TO: CITY OF ASHLAND BUILDING DIVISION

OF: COLUMBIA CARE - ROGUE RIDGE

FROM: KISTLER SMALL + WHITE ARCHITECTS

DATE: 08.24.2018

REGARDING: SITE REVIEW SUBMITTAL FOR COLUMBIA CARE ROGUE RIDGE

COMMENTS:

PLEASE FIND THE FOLLOWING DELIVERED ITEMS:

- 1 COPY FULL SIZE DRAWING SET (24X36)
- 3 COPIES HALF SIZE DRAWING SET (11X17)
- 2 COPIES EXTERIOR LIGHT FIXTURE CUT SHEETS
- 2 COPIES FINDINGS
- 1 APPLICATION FORM
- 1 CHECK FOR SITE REVIEW FEE AND LAND PARTITION FEE

ACCEPTED BY:

ACCEPTED ON:

RECEIVED

AUG 24 2018

City of Ashland

**BEFORE THE PLANNING COMMISSION FOR
THE CITY OF ASHLAND, OREGON**

IN THE MATTER OF AN APPLICATION)	
FOR A MULTIFAMILY DEVELOPMENT)	
WITHIN THE C-1 ZONING DISTRICT ON)	FINDINGS OF FACT
1.02 ACRES LOCATED ALONG ASHLAND)	AND
STREET; DESCRIBED AS T.39S-R.1E-)	CONCLUSIONS
S.10DC, TAX LOT 9201; COLUMBIA CARE)	
SERVICES, INC., APPLICANT; KISTLER)	
SMALL & WHITE ARCHITECTS, AGENT)	

I. RECITALS:

OWNER: Rogue Credit Union
1370 Center Drive
Medford, OR 97504

APPLICANT: Columbia Care Services, Inc.
3587 Heathrow Way
Medford, OR 97504
(541) 858-8170

ARCHITECTS: Kistler Small & White Architects
66 Water Street, Ste. 101
Ashland, OR 97520
(541) 488-8200

CONSULTANTS: Richard Stevens & Associates, Inc.
PO Box 4368
Medford, OR 97501
(541) 773-2646

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PURPOSE:

The applicants are proposing to develop Rogue Ridge as a multifamily project within one structure on the subject property, demonstrating consistency with the approved shadow plan for Rogue Credit Union, Planning Action #2016-01894. Rogue Ridge is proposing to have 30 multifamily dwelling units that are proposed to have one unit as the manager's office/residence with the remaining 29 units as affordable housing units for low income families and persons.

Columbia Care is a non-profit, mental health agency in the business of changing people's lives. Columbia Care helps people become self-sufficient to the greatest extent possible, to experience wellbeing, and meet their full potential in their relationships and everyday life. Columbia Care specializes in designing, developing and operating a full continuum of mental health care in the community, whereby people can receive the most clinically appropriate treatment based on their individual needs and strengths. A part of their philosophy is the understanding that we must first meet people's most basic needs as human beings, as it is foundational to the rest of the treatment and support we provide to help them move forward in their recovery/healing process. The first basic goals are addressing their need for safe and stable housing.

Rogue Ridge is proposed to contain 30 dwellings units to be an affordable housing program that is consistent with Columbia Care's goals as an agency to provide safe and stable affordable housing with the necessary services and support that assist individuals to live successfully in the community.

II. APPLICABLE CRITERIA:

In order to approve a Site Design Review, the applicant must submit findings addressing Chapter 18.5 of the Ashland Land Use Ordinance (LUO). A land division "Partition" is also proposed with this project. Chapter 18.5.2 provides the standards and approval criteria for a Site Design Review and Chapter 18.5.3 provides the partition standards for approval.

Section 18.5.2.020(B)(1) is applicable when two or more dwelling units, including an accessory residential unit, are proposed on a lot in any zoning district, as prescribed in Section 18.5.2.030. Compliance with Section 18.2.3.130 is also applicable.

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Section 18.5.2.030(B) applies as the subject property is zoned C-1 and is proposing new construction for affordable multifamily dwelling units as a mixed use project, will be a Type II review.

Section 18.5.2.040 identifies the site plan requirements for submission. The Site Design Review Information prepared by Kistler Small & White Architects has addressed these requirements as outlined.

Section 18.5.2.050 identifies the approval criteria for a Site Design Review application.

Section 18.5.3 is applicable as the applicant, Columbia Care, is proposing a two lot partition with a flag pole to be used for shared access with adjacent properties.

Section 18.4.3 is applicable for the vehicle and bicycle parking requirements.

Section 18.4.7 provides the standards for signs within the C-1 district.

COMPLIANCE WITH CHAPTER 18.5.2:

Section 18.5.2.010 describes the purpose as:

"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 with 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."

Section 18.5.2.050: Approval Criteria:

"An application for site Design Review shall be approved if the proposal meets the criteria in subsections A, B, C, and D below. The approval authority may, in approving the application, impose conditions of approval, consistent with the applicable 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."*

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Discussion:

The subject property is zoned C-1 with the City of Ashland. The original shadow plan submitted for Rogue Credit Union is the template used for allowing mixed uses on the subject property to demonstrate compliance.

Section 18.2.3.130(B) is also applicable for proposing a multifamily structure within the C-1 district. The special use standards for review are:

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.

There is a single multifamily structure that contains two wings that are connected on the second and third floors for accessible access, proposed with the Rogue Ridge development. The approved 2016 shadow plan identified four separate structures that could be developed. The proposal before the City is that three separate structures can be constructed. Therefore, more than one building is being proposed consistent with the shadow plan, Rogue Credit Union, Rogue Ridge and the potential future development on Parcel 2.

Based on the approved shadow plan layout with the identified uses listed, it is calculated that 48.9% of the shadow plan is used for residential purposes. The shared access drive, flag drive, is divided out per the percentage of potential vehicle trips and uses, based on the Southern Oregon Transportation Engineering TIA Memo, dated 8/17/18 for the shadow plan. Only 200 ADT's of the calculated 915 ADT's, or 21.8% are used for residential purposes. See site areas by use attached.

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.

The density of the original shadow plan does not exceed the 48 total units or the 33 total dwelling units that could be developed on "Lot 1" of the shadow plan within the C-1 district.

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Rogue Ridge is proposing 25 Studio units that are less than 500 sq.ft. of gross habitable floor area; therefore, these units total 18.75(19) dwelling units with 5 additional two and three bedroom units for a total of 24 dwelling units to meet the density standard for the approved shadow plan. The calculated 24 dwelling units will also meet the density standard for the proposed land division on Parcel 1 with the Tentative Plat from Polaris Land Surveying.

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

The applicant's architect has designed the project to meet the setbacks, including solar setbacks for the abutting residential properties abutting to the north, and the landscaping areas to meet the design standards of the C-1 district. See solar setback and site plan attachments to demonstrate compliance. In addition, Kistler Small & White Architects have designed the eastern side yard setback to have 20-feet for the first two stories and a 10-foot step back design for the third floor to meet side yard setbacks to the residential zoning abutting to the east. The site plan also identifies the landscaped areas to meet the minimum 15% requirements for being within the C-1 district.

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

Not applicable, the subject property is not zoned C-1-D.

5. Where the number of residential units exceeds ten, at least ten percent of the residential units shall be affordable for moderate-income persons...

The applicant, Columbia Care, is providing 100% of the dwelling units for affordable housing, other than the manager's office/residence with the development of Rogue Ridge. The rental charges will be consistent with the provisions in Subsection 18.2.5.050.B and the table found in 18.2.5.050.B

Finding:

The City of Ashland can find that the proposed residential density of the project does not exceed the density threshold based on the approved shadow plan for Rogue Credit Union and the proposed partition. The multifamily residential units are consistent with the C-1 zone provisions and all of the units are proposed to be available for low income housing, consistent with the provisions in Subsection 18.2.5.050.B.

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

Discussion:

There are currently two overlays applicable with the subject property: the Detail Site Review Overlay and the Pedestrian Places Overlay. The Detail Site Review is discussed below and the Pedestrian Places Overlay regarding Building and Solar Setbacks along with Landscaping/Outdoor Plazas.

Upon review of the site plan, the setbacks have been established to meet the Solar Setback from the properties to the north that are zoned for residential purposes, see Solar Setback Exhibit to demonstrate compliance. The outdoor public space, outdoor plaza, is provided within the northern area of Parcel 2, meeting the standards of the Ordinance. The public plaza consists of approximately 26.5% of pervious area as outlined in green on the site plan. The public plaza will contain a sitting area, areas that provide both sunlight and shade, protection from wind, trees and an outdoor eating area. This outdoor area will be available to all persons within the original shadow plan for Rogue Credit Union. There are no changes from the approved shadow plan for the structural street frontage standard, which remains at 63%.

Finding:

The City of Ashland can find that there are two overlays present on the subject property, the Detail Site Review Overlay and the Pedestrian Places Overlay. The site plan and proposed development has been prepared with these overlays in mind, to demonstrate compliance.

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."*

Discussion:

Section 18.4.2.030 is applicable for multifamily developments. Kistler Small & White, Architects have designed the site plan to meet the standards for parking layout for being in close proximity and visible from adjacent areas; the orientation of windows have been

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thoughtfully located for viewing the parking and open space areas; the service and laundry areas are located within the structure to ensure security; the lighting proposed has considered the adjacent residential lands and are using 14-foot poles with the fixtures directed away from the residential uses to mitigate any significant impacts on the adjacent residential lands. In addition, each individual light will have an attached motion sensor for full illumination for a specified time and then reduce power to 30% illumination when no movements are present or detected.

The residential building on Parcel 1 and the future building on Parcel 2 are located and orientated towards Ashland Street, with no parking area proposed between the structures and the public street. There are no garages proposed with this development of Rogue Ridge.

The provisions of Section 18.4.2.040.B (Basic Site Review Standards) may also be applicable for the mixed uses of the project.

All proposed buildings are oriented toward the public street with the parking and maneuvering area located behind the proposed structures.

Multiple building facades are visible for a large percentage of the project frontage on Ashland Street. Approximately 63% of the buildings are fronting the street, with no changes to the shadow plan. The multifamily structure is also oriented towards the street with multiple facades present to provide an architectural element. All building entrances fronting Ashland Street have entrances within 20-feet of the public street and are oriented towards the street that will be accessed from the public sidewalk, as demonstrated on the site plan.

The streetscape and the landscaping will be in compliance with the Ordinance, as demonstrated on the Landscape plans submitted. The refuse/recycle disposal area is within a screened enclosure with gates, as identified on site plan, demonstrating compliance with the Ordinance.

The noise and lighting are regulated by the Ordinance and the applicant agrees to compliance with the standards.

The criterion in Section 18.4.2.040.C (Detailed Site Review Standards) is applicable for the project area, as identified with the approved shadow plan. The applicant is proposing a multifamily development on Parcel 1 and anticipated future commercial/mixed use structure on Parcel 2.

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The shadow plan demonstrated that with the future development of the site, a minimum of 50% Floor Area Ratio (FAR) could be achieved. The applicant's architect has designed and prepared the structures with a gross floor area that exceeds the 50% requirement with the shadow plan area as demonstrated on the site plan along with the square footage of uses that achieves the 50% FAR threshold.

The multifamily structure for Rogue Ridge will have frontage along Ashland Street that is greater than 100 feet in length. The front façade has numerous offsets to break up the continuous mass effect as seen on the front elevations submitted with the application. In addition, the applicant is proposing to use lateral and horizontal textures with differing styles to also break up the mass look, along with a variation of colors to provide distinctive changes with the front elevation appearance.

The site plan demonstrates that the building orientation is toward Ashland Street with the parking area located behind the proposed structures. The building on Parcel 2 will be within 20 feet of the public right of way and the structure on Parcel 1 is located as close as possible to the street, due to the site configuration as a flag lot. The design of the structures is in compliance with the standards in Subsection 18.4.2.040(C).

The parking requirements are found in Section 18.4.3. It is determined that 35 off-street parking space are needed for the multifamily development on Parcel 1. There are 25 studio units that are less than 500 sq.ft.; 3 two- bedroom units averaging 710 sq.ft.; and 2 three-bedroom units averaging 1300 sq.ft. The applicants are proposing to have a total of 30 parking spaces within Parcel 1. The parking area along the northern boundary already contains fencing ranging from 6-8 feet in height, therefore, no new fencing is being proposed. The applicant is proposing new landscaping between the fence and parking area to further mitigate any impacts from the parking and maneuvering of vehicles.

The applicant is requesting a reduction to the parking requirements found in Table 18.4.3.040 for Multifamily development. Due to Columbia Care's past experience with the anticipated occupants for these units, many of these occupants don't own a vehicle and rely on bicycles, transit transportation (RVTD) or walking to commute to work or shopping. Numerous multifamily projects in the Rogue Valley typically have less than 50% of their low income residents own or operate a vehicle. This is also supported by an Affordable Housing Parking Study, prepared by the City of San Diego, which includes Eugene, Oregon with reduced standards for affordable housing. It has been determined that approximately 47.5% of residents within affordable housing developments don't own a vehicle.

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The City of Eugene, Oregon also reflects this reduction by allowing a .67 parking space for each habitable room for studio and one-bedroom units. Using the proposed 25 studio units, this would calculate to 16.75 (17) parking spaces needed, a reduction of 8 spaces from Table 18.4.3.040. Therefore, a total of 27 parking spaces would be needed. Based on the parking study, if approximately 47% of the residents don't own a vehicle this number could be reduced even further.

The anticipated future use of Parcel 2 is commercial/mixed use. Therefore, the applicant is proposing to provide the joint use of parking with Parcel 2. The residential occupants typically use the parking area during evenings and weekends, where the commercial occupants will use the parking area during business hours, typically 8:00am to 6:00pm, Monday through Friday.

There are no specific uses on Parcel 2 anticipated at this time; however, it is anticipated that an additional 5-6 parking spaces may be warranted. With the documented vehicle-less residents and the anticipated day time only for the commercial use, the joint use of parking facilities can be satisfied for both Parcels 1 and 2. The applicant agrees to grant a lease or written instrument to ensure such joint use. In addition, the proposed joint use of parking facilities may have a 50% reduction in the number of off-street parking spaces on Parcel 2, as provided in 18.4.3.060.D.

Section 18.4.3.070 provides the standards for bicycle parking. There are two separate areas for covered bicycle parking, as identified on the site plan. It is required to have 34 sheltered bicycle parking spaces and the applicant agrees to provide.

Section 18.4.7 provides the standards for signs. The applicant is proposing signage for the project Rogue Ridge. The location of the sign is proposed on the overhead walkway and facing towards the south away from any residential zone. The sign will have 16-inch lettering that will face the C-1 zoning district and Ashland Street.

Finding:

The City of Ashland can find that the site plan and elevation drawings have been designed to meet the site design and development standards, to be in compliance with Section 18.4. In addition, with the shared off-street parking facilities between Parcel 1 and Parcel 2 and the documented parking study, a reduction of 8 parking spaces on Parcel 1 is requested, and a 50% reduction may be allowed on Parcel 2, consistent with the day / night nature for the joint use of parking facilities for the proposed uses.

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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."*

Discussion:

The water facilities are adjacent to the property with an 8-inch line in Ashland Street. New water connections and meters will be needed with the future development. The sanitary sewer facilities are provided with two separate 6-inch lines flowing northerly to Parker Street. The storm drain facilities will connect to a 12-inch main line in Ashland Street. The applicant's engineer will design these public facilities to ensure sufficient capacity is provided.

The electrical has recently been upgraded to meet anticipated demand. Upon several conversations with Mr. Tigerson with the Electrical Department, upgrades to the system, being the transformer and an additional service line, is warranted for the anticipated electrical demand. The applicant's electrical engineer will develop a plan to meet the future electrical needs for the future development.

The traffic generation potential was reviewed with a Traffic Impact Analysis (TIA) prepared by Southern Oregon Transportation Engineering, with the original shadow plan for the project. Ms. Parducci, with Southern Oregon Transportation has prepared an amended analysis, see attached, that demonstrates that the proposed uses will have a reduced impact on traffic generation than what was originally approved.

Finding:

The City of Ashland can find that sufficient capacity exists with the public facilities to serve the future development of the site, or improvements can be made if warranted by the engineer.

E. Exception to the Site Development and Design Standards.

No exceptions are requested with this application. The proposed development, Floor Area Ratio and partition are consistent with the approved shadow plan and are consistent on Parcel 1 with the proposed partition.

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CONCLUSIONS:

The City of Ashland concludes that Kistler Small & White Architects have designed the development of Rogue Ridge as an affordable housing project within the C-1 zone to meet the standards in Section 18.2.3.130 for the special use standards. The development of Rogue Ridge is also in compliance with Section 18.3 for the Pedestrian Places Overlay and the Detail Site Review Overlay. In addition, the proposed project is in compliance with Basic Site Review and Detailed Site Review Standards found in Section 18.4.

COMPLIANCE WITH CHAPTER 18.5.3:

Section 18.5.3.010, states:

"The purpose of this chapter is to provide rules, regulations and standards governing the approval of subdivisions, partitions and property line adjustments as follows.

- A. *Carry out the development pattern envisioned by the Comprehensive Plan.*
- B. *Encourage efficient use of land resources and public services, and to provide transportation options.*
- C. *Protect the natural environment and encourage sustainable building practices.*
- D. *Promote the public health, safety and general welfare through orderly and efficient urbanization.*
- E. *Coordinate land division requirements with other code provisions such as the Performance Standards Option."*

Section 18.5.3, Preliminary Partition Plat Criteria:

"The approval authority shall approve an application for preliminary partition plat approval only where all of the following criteria are met."

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A. *"The future use for urban purposes of the remainder of the tract will not be impeded.*

Discussion:

The proposed partition reflects the future development of Parcel 2 and the future building and use. The shared access way will also provide vehicle access to Parcel 2. The proposed partition will not impede any development on the remaining vacant area.

Finding:

The City of Ashland can find that the proposed partition will not impact or impede any future development on the vacant area, Parcel 2, consistent with Subsection (A).

B. *"The development of the remainder of any adjoining land or access thereto will not be impeded."*

Discussion:

The proposed partition will provide access to Parcel 2 and access to Tax Lot 9202 to the east through the shared access way. Rogue Credit Union, Tax Lot 8700 also uses this shared access way for maneuvering. Tax Lots 8700, 9202 and 9800 have legal easements for access through the subject property. This is planned and proposed to reduce the number of road approaches onto Ashland Street (Hwy. 66), an arterial street.

Finding:

The City of Ashland can find that the proposed partition will not prohibit or impede any access to adjoining lands, consistent with Subsection (B).

C. *"The partition plan conforms to applicable City-adopted neighborhood or district plans, if any, and any previous land use approvals for the subject area.*

Discussion:

The proposed partition and uses are consistent with the shadow plan approved by the Ashland City Council, Planning Action #2016-01894.

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D. *"The tract of land has not been partitioned for 12 months."*

Discussion:

The subject property has not been a part of a partition in the past 12 months. The subject site was reconfigured with an approved property line adjustment with Tax Lot 8700 to reflect the current configuration.

Finding:

The City of Ashland can find that the subject property has not been a part of a land division within the last 12 months.

E. *"Proposed lots conform to the requirements of the underlying zone, per part 18.2, any applicable overlay zone requirements, per part 18.3, and any applicable development standards, per part 18.4 (e.g., parking and access, tree preservation, solar access and orientation).*

Discussion:

The subject property is zoned C-1 and there are no minimum lot width, depth or area standards to meet. Parcel 1 does abut a residential zone; therefore, solar setback standards are applicable. The solar setback plan attached, demonstrates compliance with the solar setback standard.

Finding:

The City of Ashland can find that there are no minimum standards for new parcels within the C-1 district. The solar setback exhibit demonstrates that the proposed structure on Parcel 1 meets the standards of the Ordinance.

F. *"Accesses to individual lots conform to the standards in Section 18.4.3.080 Vehicle Area Design. See also, 18.5.3.060 Additional Preliminary Flag Lot Partition Plat Criteria."*

Discussion:

There is one main road approach to serve the subject site and adjacent parcels with access. Tax Lot 8700 does have a right out only movement to preserve the public arterial street function.

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The shared access way is planned to have 20-feet of driving surface with a Fire Apparatus work area totaling 26-feet, as requested by the Ashland Fire Department. The shared access provides vehicular circulation for the subject property and also the adjacent properties to accommodate the expected vehicles. Also provided adjacent to the shared access are pedestrian access sidewalks to the public street sidewalk. As requested by the Fire Marshall, a red stripe along the curb will be placed to designate no parking within the shared access drive.

Section 18.5.3.060 is addressed below, within subsection (K).

Finding:

The City of Ashland can find that the proposed shared access way is in conformance with the standards of the Ordinance by providing suitable traffic circulation for all adjacent properties. In addition, the 26-foot Fire Apparatus work area meets the Fire Marshall's request and need.

G. 'The proposed streets, utilities, and surface water drainage facilities conform to the street design standards and other requirements in part 18.4, and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications.

Discussion:

There are no public streets proposed with this land division. The public utilities and storm drainage has been addressed with the information from Mr. Mark Dew with Dew Engineering. The engineering plan has incorporated the future development with the existing facilities and considering adjacent lands. The Preliminary Map prepared by Polaris Land Surveying has identified all necessary easement locations for the public utilities, including the electrical.

Finding:

The City of Ashland can find that the Preliminary Map prepared by Polaris Surveying has identified all public utility easements needed to serve the site and that Dew Engineering has designed the public facilities to meet the needs for the subject property and adjacent lands.

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H. *"Unpaved Streets."*

Discussion:

Not applicable, there are no unpaved streets proposed.

I. *"Where an alley exists adjacent to the partition, access may be required to be provided from the alley and prohibited from the street."*

Discussion:

Not applicable, there are no alleys adjacent to the subject property.

J. *"Required State and Federal permits, as applicable, have been obtained or can reasonably be obtained prior to development."*

Discussion:

There are no wetlands, or other natural hazards warranting a state or federal permit. This criterion is Not applicable.

K. *"A partition plat containing one or more flag lots shall additionally meet the criteria in Section 18.5.3.060."*

Discussion:

Section 18.5.3.060 is applicable with this partition request. Prior to the Property Line Adjustment with Tax Lot 8700 the subject property, Tax Lot 9201, was defined as a flag lot, The approved PLA reconfigured the site to a conforming property zoned C-1. The applicable criterion are:

A. *The criteria of section 18.5.3.050 are met.* Upon review discussed above it can be determined that this partition meets the standards of Section 18.5.3.050.

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B. For the purpose of meeting the minimum lot area requirement, the lot area, exclusive of the flag drive area, must meet the minimum square footage requirements of the zoning district. The C-1 zoning district does not contain any minimum lot area standards within the Ordinance.

C. Flag drives shall be in the same ownership as the flag lots served. Where two or more lots are served by the same flag drive, the flag drive shall be owned by one of the lots and an easement for access shall be granted to the other lot or lots. The flag drive is proposed to serve more than two lots adjacent to the subject property. The applicants are in agreement to create easements to ensure legal access to the adjacent properties.

D. Except as provided in subsection 18.5.3.060.H,below, ... Drives shared by adjacent properties shall have a width of 20 feet, with a 15 foot paved driving surface. The proposed shared access drive will have a 20-foot paved driving surface with a 28-foot easement for fire apparatus movements.

E. Curb cuts have been minimized, where possible, through the use of common driveways. The number of curb cuts and road approaches have already been reduced with the approval of the shadow plan and PLA with Rogue Credit Union. No new curb cuts are proposed with this partition.

F. Flag drive grades shall not exceed a maximum grade of 15 percent. The grade of the drive is approximately 4-5% which does not exceed the 15% threshold.

G. Flag drives shall be constructed to prevent surface drainage from flowing over sidewalks or other public ways. The applicant agrees to design and engineer the drive to prevent storm water from flowing over any sidewalks or public ways.

H. Flag lots adjacent to an alley shall meet all of the requirements of this section... Not applicable there are no alleys abutting the subject site.

I. Flag drives and fire work areas shall be deemed Fire Apparatus Access Roads under the Oregon Fire Code and subject to all requirements thereof. The applicant's Architect has already contact the Fire Department and designed the shared access road to meet the fire code standards.

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J. When required by the Oregon Fire Code, flag drives greater than 150 feet in length shall provide a turnaround... The applicant's architect has designed the access to meet the Fire Marshall's request for movements and a turnaround, north of the proposed structures.

K. Each flag lot has at least three parking spaces situated to eliminate the necessity for vehicles backing out. The properties to be served with the flag drive have their separate parking areas designed to not have any backing out movements onto the shared access drive.

L. There shall be no parking within ten feet of the centerline of the drive on either side of the flag drive entrance. The proposed shared access drive does not provide any parking within the easement area, there will be no parking within the shared access drive.

M. Flag drives serving structures greater than 24 feet in height, as defined in part 18.6, shall provide a fire work area... The fire work area requirement shall be waived if the structure served by the drive has an approved automatic sprinkler system installed. The proposed structures will contain automatic sprinkler systems as designed by the applicant's architect.

N. Both sides of the flag drive have been screened with a site-obscuring fence, wall or evergreen hedge to a height of from four to six feet, except in the front yard setback area... The proposed shared access drive is to commercial uses that do not need buffering from traffic movements, noise and lights. Vision clearance needs to be maintained at the intersections with the parking lots and clear views for security purposes.

O. The applicant has executed and filed with the Community Development Department an agreement between applicant and the City for paving and screening of the flag drive. The applicant agrees to an agreement with the City for the timing for completion of the paving as required by the Public Works Director and the maintenance agreement for the paved shared access drive.

P. Flag lots shall be required to provide a useable yard area that has a minimal dimension of 20 feet wide by 20 feet deep. There are two yard areas proposed with this partition, one is located in the northwestern corner of Parcel 1 and the other is located along the northern boundary of Parcel 2. Both of these useable yard areas exceed the minimum dimensions required.

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Finding:

The City of Ashland can find that the proposed flag lot and flag drive meets or exceeds the standards of the Ordinance. The flag drive has been designed to meet Fire Code standards with the request from the Ashland Fire Department for providing a Fire apparatus work area with sufficient area for maneuvering for a turnaround. The intended uses for the flag drive are primarily for commercial uses with no parking proposed on the flag drive. This application is consistent with Section 18.5.3.060.

CONCLUSIONS:

The City of Ashland concludes that the proposed land division prepared by Polaris Surveying is in compliance with the partition standards for creating two parcels, one of which is a flag lot, which meets the standards in Section 18.5.3. of the Ordinance.

CONCLUSORY SUMMARY:

Based on the site plan, building elevations and information provided by Kistler Small & White Architects, the landscape plan prepared by Ken Cairn Landscaping, the electrical plan and lighting plan prepared by Marquess & Associates, the preliminary plat prepared by Polaris Surveying and these Findings of Fact, the City of Ashland can conclude that the applicant has addressed the applicable criteria for a multifamily development within the C-1 zoning district and it is demonstrated to be in compliance with the applicable criteria. This application is in compliance with the Basic Site Review and Detailed Site Review Standards including the Partition Standards of the Ashland Land Use Ordinance.

With this evidence and information provided the applicant respectfully request approval of Rogue Ridge as a multifamily development.

Respectfully Submitted,



Richard Stevens & Associates, Inc.
Clark Stevens

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Account Sequence	Map TL Sequence	Assessment Year 2017 ▼	Print Window	Close Window
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Assessment Info for Account 1-079288-5 Map 391E10DC Taxlot 9201
Report For Assessment Purposes Only Created August 10, 2018

Account Info		Tax Year 2017 Info			Land Info	
Account	1-079288-5	Pay Taxes Online			Tax Code	5-01
Map Taxlot	391E10DC 9201	Tax Report			Acreage	1.02
Owner	ROGUE CREDIT UNION	Tax Statement			Zoning	
Situs Address		Cor Tax Statement			Land Class	
ASHLAND ST ASHLAND	R	Tax History			UNK 1.02 Ac	
Mailing Address	ROGUE CREDIT UNION	Tax Code 5-01			Property Class	200
1370 CENTER DR	MEDFORD OR, 97504	Tax Type	Due Date	Amount	Stat Class	000
Appraiser		Advalorem	11/15/17	\$3,650.81	Unit ID	200477-1
		Tax Rate		15.9347	Maintenance Area	2
		District Rates			Neighborhood	000
		Tax Details			Study Area	74
		Tax Rates			Account Status	ACTIVE
					Tax Status	Assessable
					Sub Type	NORMAL

Sales Data (ORCATS)

Last Sale (consideration > 0)	Sale Date	Instrument Number	Sales History
\$ 1,200,000	Mar 24, 2016	2016-9013	Details

Value Summary Detail (For Assessment Year 2017)

Market Value Summary (For Assessment Year 2017)

Code Area	Type	Acreage	RMV	M5	MAV	AV
5-01	LAND	1.02	\$ 679,130	\$ 679,130	\$ 229,110	\$ 229,110
Value History Details		Total:	\$ 679,130	\$ 679,130	\$ 229,110	\$ 229,110
Value Summary Details						
Value History						

Photos and Scanned Documents

SCANNED ASSESSOR DOCUMENTS	(See new portal)	(See new portal)	Portal
ALL IN ONE REPORT?			

Exemptions / Special Assessments / Notations / Potential Liability

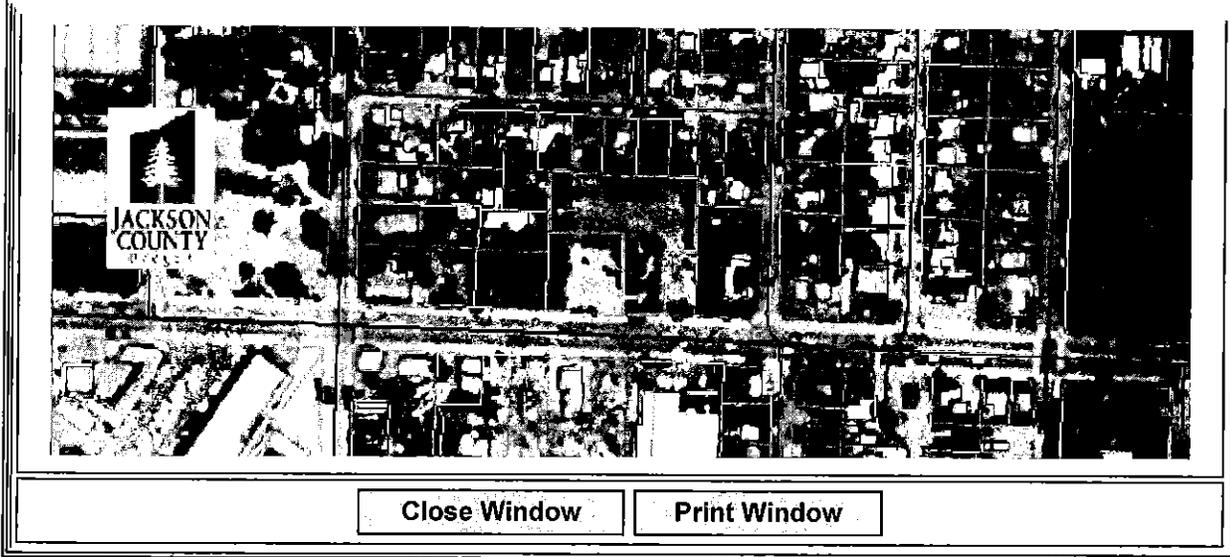
Notations			
Description	Tax Amount	Year Added	Value Amount
RECALCULATION		2016	
BOPTA ORDER-REDUCTION 309.120		1991	

Location Map

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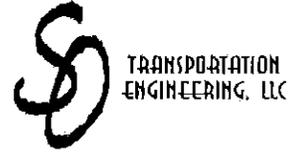
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TRANSPORTATION
ENGINEERING, LLC

319 Eastwood Drive
Medford, OR 97504

Ph: 541.941.4148
Kim.parducci@gmail.com

Memorandum

To: Cindy Dyer, Columbia Care
Date: 08/17/2018
Subject: Columbia Care Site Development Changes - Traffic Summary

Southern Oregon Transportation Engineering, LLC evaluated traffic generation impacts from proposed site changes on the subject property located along the north side of Ashland Street (OR 66) between Walker Avenue and Lit Way. The previous site plan included a 4,508 square foot (SF) credit union, 12,229 SF of general office, and 20 apartments. Proposed changes include reducing 8,005 SF of general office and adding 10 apartments within the site. Changes in traffic generations are provided in Tables 1 and 2 below:

Land Use	Unit	Size	Daily Rate	Daily Trips	PM Rate	PM Peak Hour		
						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)
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
Total Trips				936		88	40	48

SF = square feet

Land Use	Unit	Size	Daily Rate	Daily Trips	PM Rate	PM Peak Hour		
						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)
220 - Apartments	Units	30	6.65 ¹	200	0.62 ¹	19	12	7
710 – General Office	1000 SF	4,224	11.03 ¹	47	1.49 ¹	6	1	5
Total Trips				915		83	42	41

SF = square feet

1. Rates for ITE land uses General Office and Apartments were kept consistent with previous editions for consistency. Newer rates in current editions show lower rates for both uses.

The net result of traffic generations from proposed site changes is a reduction of 21 average daily trips (ADT) and 5 p.m. peak hour trips to the transportation system. We hope this adequately clarifies the traffic result from proposed site changes. Please feel free to contact us with any further questions or concerns.

Southern Oregon Transportation Engineering, LLC

Kimberly Parducci, PE PTOE
Firm Principal

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ColumbiaCare Rogue Ridge

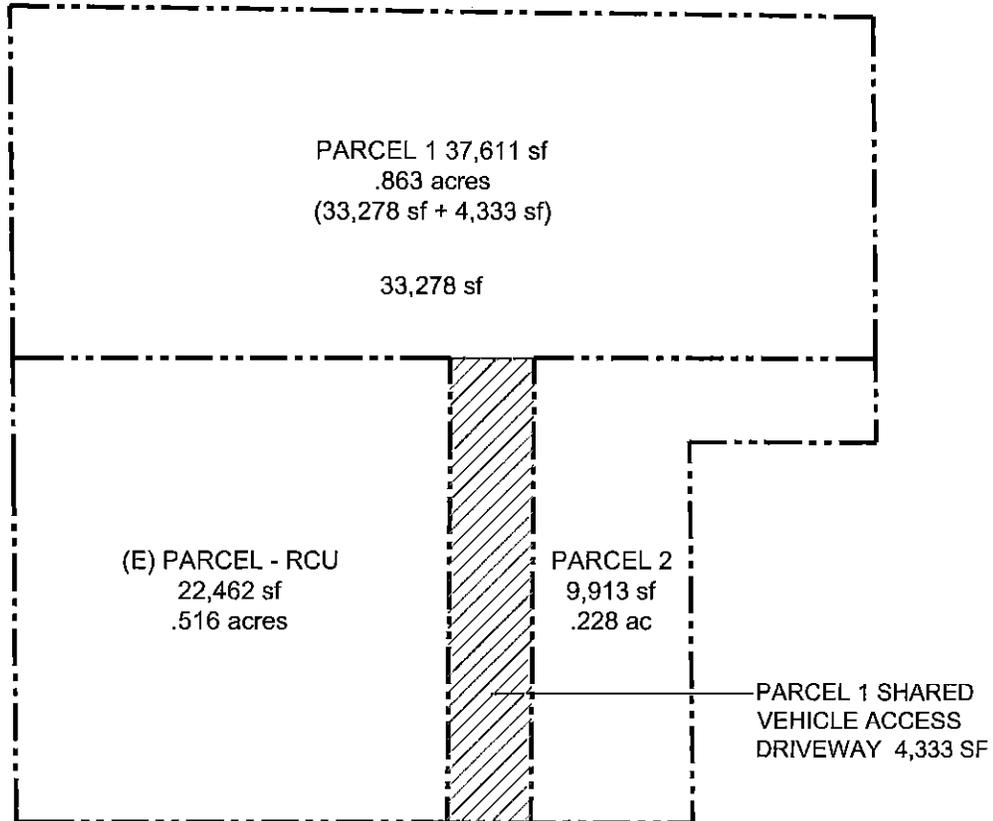
SITE AREAS BY USE

08-27-18

SHADOW PLAN AREA

69,987 sf

1.607 acres



SITE AREA APPORTIONMENT BY USE - SHADOW PLAN

<u>PARCEL/AREA</u>	<u>RESIDENTIAL USE</u>	<u>COMMERCIAL USE</u>	<u>TOTALS</u>
PARCEL 1	33,278 sf*		33,278 sf
PARCEL 1 DRIVE	947 sf*	3,386 sf**	4,333 sf
PARCEL 2		9,913 sf	9,913 sf
PARCEL - RCU		22,462 sf	22,462 sf
TOTAL	33,003 sf	32,651 sf	65,654 sf
GRAND TOTAL	35,183 sf	34,714 sf	69,987 sf
% OF TOTAL	48.9 %	51.5 %	100.0 %

* 200 DAILY VEHICLE TRIPS - 21.8% OF TOTAL TRIPS

** 715 DAILY VEHICLE TRIPS - 78.2% OF TOTAL TRIPS

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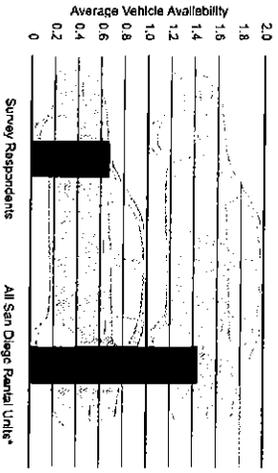
City of Ashland

Results From Affordable Housing Resident Survey

ORAGE HOUSEHOLD VEHICLE AVAILABILITY

On average, residents of affordable housing do not require as much parking as is typically required for rental housing in San Diego, which may justify the use of different parking requirements.

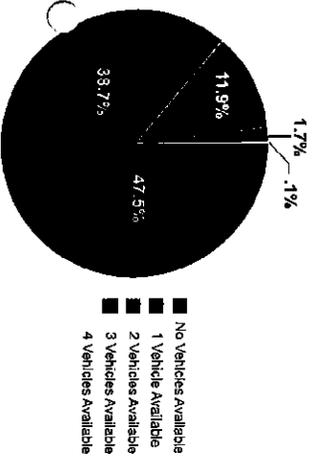
The results of the study show that the average level of household vehicle availability among survey respondents is almost half the average level for all rental housing units in San Diego.*



*Source: 2005-2009 U.S. Census American Community Survey

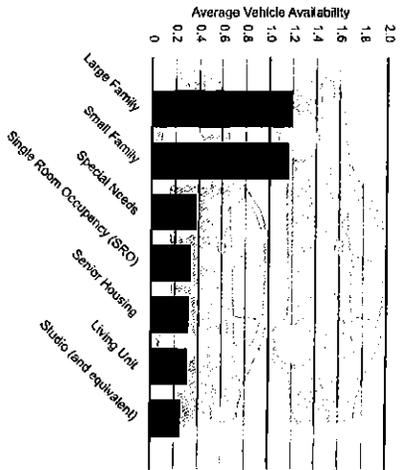
DISTRIBUTION OF RESIDENTS' HOUSEHOLD VEHICLE AVAILABILITY

Almost half the households surveyed had no vehicle and 38.7% had only one vehicle. Only 13.7% of households had more than one vehicle.



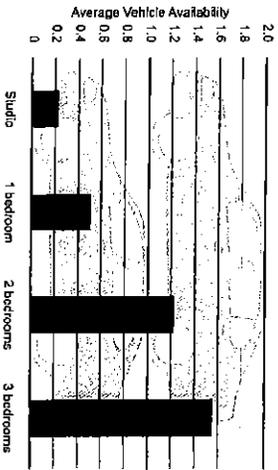
AVERAGE VEHICLE AVAILABILITY BY HOUSING TYPE

Large family and small family affordable housing have significantly higher average vehicle availability than all other housing types.



AVERAGE VEHICLE AVAILABILITY BY UNIT SIZE

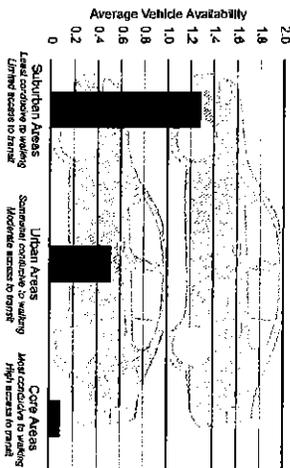
Larger housing units, measured by number of bedrooms, are likely to have more residents, more drivers, and higher average vehicle availability.



AVERAGE VEHICLE AVAILABILITY BY LAND USE AND TRANSPORTATION CONTEXT

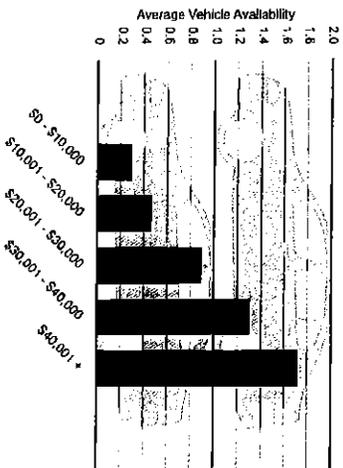
Neighborhood characteristics may influence vehicle ownership levels in affordable housing developments because people may not need cars if they can take transit or walk to destinations. The survey results showed that household vehicle availability is higher in areas that are less conducive to walking and have more limited access to transit.

As defined by a combined measure of the land use and transportation context, suburban areas have the highest mean vehicle availability and core areas have the lowest, with urban areas falling in the middle.



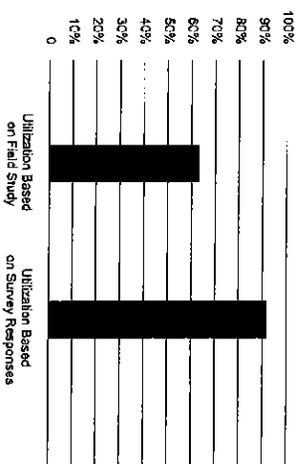
AVERAGE VEHICLE AVAILABILITY BY HOUSEHOLD INCOME RANGE

Vehicle availability is higher in households with greater annual income.



PARKING UTILIZATION

Overall, most of the affordable housing developments surveyed have unused parking. On-site parking utilization data indicated parking was less utilized than the household survey responses indicated. This is likely because data were collected at one point in time and the survey was based on the residents' aggregate experience. Overall, this indicates parking is oversupplied.



OTHER RESULTS

- Average vehicle availability decreases in affordable housing developments with a higher percentage of residents over the age of 65. However, this is not considered individually significant because a senior housing development is likely to have a lower number of bedrooms AND more residents over 65 years of age.

POLICY CONSIDERATIONS

- The interrelationship of factors affecting parking demand at affordable housing is important when making decisions (e.g., housing type, unit size, location, and walkability).
- Priority should be given to distinct, measurable factors that are typically evaluated in the project development review process (e.g., unit size or location).

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City of San Diego

AFFORDABLE HOUSING PARKING STUDY

Fact Sheet #2: Understanding Parking Demands for Affordable Housing

INTRODUCTION

To understand parking conditions at existing affordable housing developments, the City of San Diego surveyed residents of existing affordable housing developments about the number of vehicles available to each household, vehicle use, travel patterns, number of persons per household, and the demographic characteristics of the residents of each household. In addition, a profile of each housing complex was developed based upon neighborhood characteristics (land use and transit) and characteristics of each housing complex. The on-site and off-site parking conditions were also identified and analyzed. About 2,750 surveys were distributed to 34 affordable housing developments, with a 37% return rate. Of those returned, 875 surveys from 21 sites were analyzed. The results of the analysis provide a foundation for evaluating potential modifications to parking requirements for future affordable housing developments.

KEY CONCEPTS

To understand parking demand at affordable housing developments, the study sought to measure the number of cars, trucks, and motorcycles that are owned, leased, rented, or provided by employers for each housing unit. This measure is referred to as "household vehicle availability." The number of vehicles available to each household is important because it is roughly equal to the number of parking spaces that would be required. Additional parking needs for on-site staff and visitors were also analyzed as part of the study. Although household vehicle availability is an important measure of the needed number of parking spaces, other factors such as proximity to transit and neighborhood walkability were found to have an impact on parking demand and should be considered in making decisions about parking requirements. Environmental impacts and costs associated with providing the parking, the surrounding neighborhood, and policy goals are also important.

CITY OF SAN DIEGO BASE PARKING REQUIREMENTS

TYPE OF UNIT	BASE PARKING	TRANSIT AREA OR VERY LOW INCOME	PARKING IMPACT ZONE
Single-Family Residences	2 per dwelling unit	1.8	na
Detached housing for senior citizens	1 per dwelling unit	na	na
Multi-Family Residences			
Studio up to 400 sf	1.25 per dwelling unit	1.0 per dwelling unit	1.5 per dwelling unit
1 bedroom / studio over 400 sf	1.5 per dwelling unit	1.25 per dwelling unit	1.75 per dwelling unit
2 bedrooms	2.0 per dwelling unit	1.75 per dwelling unit	2.75 per dwelling unit
3-4 bedrooms	2.25 per dwelling unit	2.0 per dwelling unit	2.5 per dwelling unit
5+ bedrooms	2.25 per dwelling unit	2.0 per dwelling unit	2.5 per dwelling unit
Rooming houses	1.0 per tenant	0.75 per tenant	1.0 per tenant
Boarder and lodger accommodations	1.0 per two boarders or lodgers	1.0 per two boarders or lodgers	1.0 per boarder or lodger in beach impact area
Residential care facility (6 or fewer persons)	1 per 2 beds or per permit	1 per 4 beds or per permit	1 per 3 beds or per permit
Transitional housing (6 or fewer persons)	1 per 2 beds or per permit	1 per 4 beds or per permit	1 per 3 beds or per permit
Residential accessory uses: retail sales	2.5 per 1,000 sf	2.5 per 1,000 sf	2.5 per 1,000 sf
Residential accessory uses: eating and drinking establishments	5 per 1,000 sf	5 per 1,000 sf	5 per 1,000 sf

Source: San Diego Municipal Code Chapter 14, Article 2, Division 5

February 2011

STRATEGIES FOR MEETING PARKING DEMANDS FOR AFFORDABLE HOUSING DEVELOPMENTS

STRATEGY	CITY	DETAILS
Reduced Parking Minimum for Affordable Housing Units	Los Angeles, CA	Up to 50% reduction in parking for affordable housing units
	San Leandro, CA	25% parking reduction for affordable housing units
	San Barbara, CA	1 space per dwelling unit for affordable housing parking maximum
	Pasadena, CA	25% parking reduction for affordable housing units
	Boulder, CO	Reduction in parking minimum for affordable housing based on site
Reduced Parking Minimum for Senior Housing	Denver, CO	25% parking reduction for affordable housing units
	Eugene, OR	0.67 spaces per affordable housing habitable room or 3 spaces total for dwelling unit, whichever is greater based on total available units
	Berkeley, CA	75% parking reduction for senior or disabled living facility
	San Leandro, CA	50% parking reduction for senior or disabled living facility
Reduced Parking Minimum for Affordable Housing in Proximity to Transit	Los Angeles, CA	Reduced parking minimum to 1 parking space per unit for a project located within 1,500 ft of transit and having less than 3 habitable rooms per unit
	Portland, OR	No parking minimums for sites within 500 ft of transit service that has less than 20-minute headways
	San Leandro, CA	Additional parking reductions for affordable housing and/or senior/disabled living dwelling units near transit
Reduced Parking Minimum for Affordable Housing by Specific Location	San Clara, CA	25% parking reduction for affordable housing units for developments near transit stations, containing mixed uses, or participating in a TDM plan
	Seattle, WA	20% reduction in parking minimums if development is located within 80 ft of a transit station
	Seattle, WA	Parking requirement reduced in urban areas
Reduced Parking Maximum for Affordable Housing	Pasadena, CA	Alternative parking requirement for all developments that contain affordable housing units located in Parking Benefit Districts
	Seattle, WA	Parking maximum of 1 parking space per 2 affordable single-family dwelling units

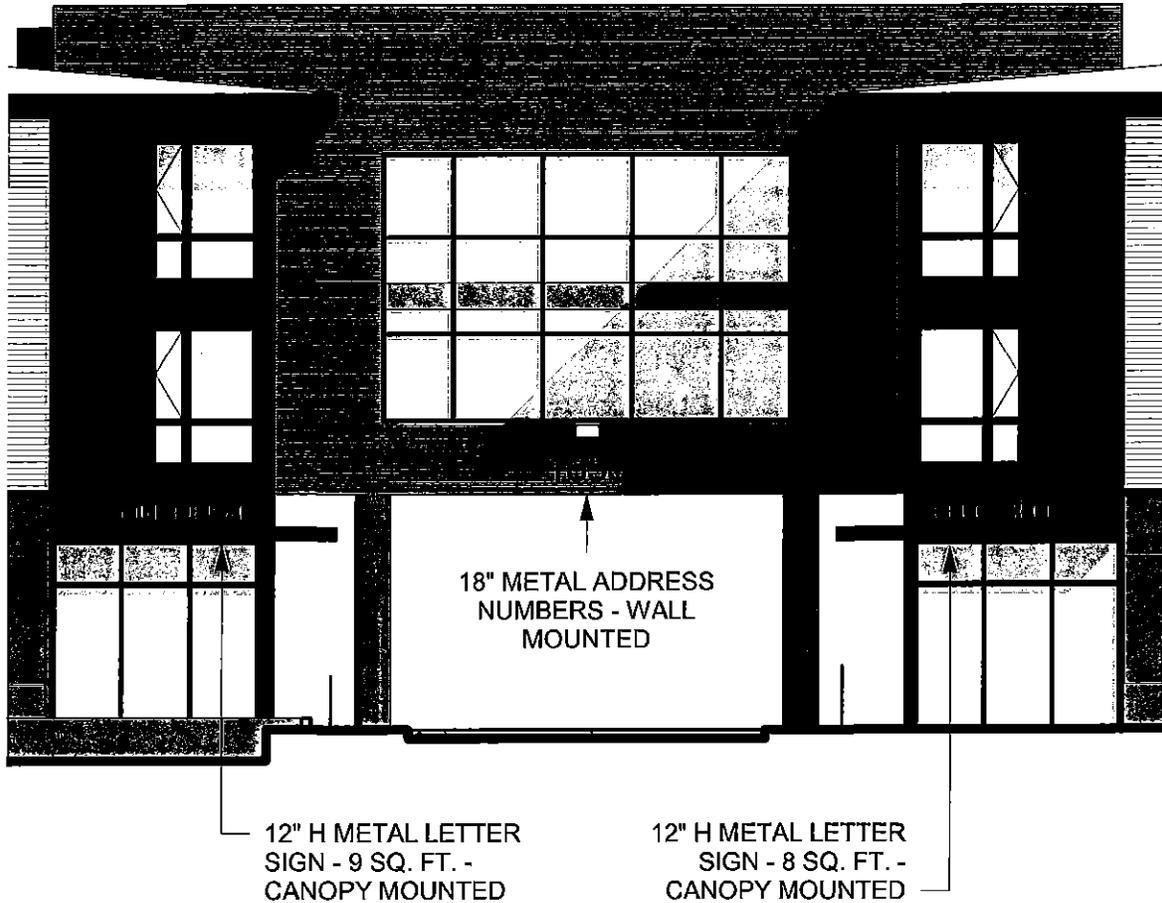
MINIMUM REQUIRED PARKING SPACES PER UNIT FOR MULTI-FAMILY DEVELOPMENTS

CITY	Studio	AH Studio	1 BR	AH 1BR	2 BR	AH 2BR	3 BR	AH 3BR
Boulder, CO	1.0/0.0	1.0/0.0	1.0/0.0	1.0/0.0	1.0/0.0	1.0/0.0	1.5/0.0	1.0/0.0
Eugene, OR	1.0/0.0	0.67 per AH habitable room	1.0/0.0	0.67 per AH habitable room	1.5/0.0	0.67 per AH habitable room or 3 spaces local for dwelling unit	1.5/0.0	3 spaces total for dwelling unit
Denver, CO	1.0/0.0	0.8/0.0	1.0/0.0	0.8/0.0	1.25/0.0	1.0/0.0	1.5/0.0	1.0/0.0
Long Beach, CA	1.0/0.0	Based on District	1.5/0.0	Based on District	2.0/0.0	Based on District	2.0/0.0	Based on District
Los Angeles, CA	1.0/0.0	1.0/0.0*	1.0/0.0	1.0/0.0*	1.5/0.0	1.0/0.0*	2.0/0.0	1.5/0.0*
Pasadena, CA	1.0/0.0	1.0/0.0	2.0/0.0	1.0/0.0	2.0/0.0	2.0/0.0	2.0/0.0	2.0/0.0
San Leandro, CA	1.25/0.0	1.0/0.0	1.25/0.0	1.0/0.0	1.25/0.0	1.0/0.0	1.5/0.0	1.0/0.0
San Barbara, CA	1.25/0.0	1.0/0.0	1.5/0.0	1.0/0.0	2.0/0.0	1.0/0.0	2.0/0.0	1.0/0.0
San Clara, CA	1.0/0.0	0.75/0.0**	1.0/0.0	1.0/0.0**	2.0/0.0	1.5/0.0**	2.0/0.0	1.5/0.0**
Seattle, WA	1.0/0.0	Based off District	1.0/0.0	Based off District	1.0/0.0	Based off District	1.0/0.0	Based off District

AH = Affordable Housing / * = In-law / Transit Station / ** = with TDM Plan

AFFORDABLE HOUSING PARKING STUDY

City of San Diego



STREET FACING SIGNS:

STREET FRONTAGE: 28 FEET
 ALLOWABLE SIGN AREA: 28 SQ. FT.
 PROPOSED NO. OF SIGNS: 2
 AREA OF PROPOSED SIGNS: 17 SQ. FT.

STREET FACING SIGNAGE

3/32" = 1'-0"



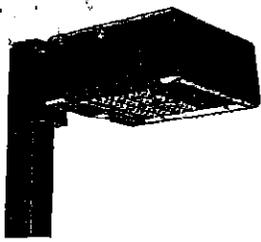
COLUMBIA CARE - Rogue Ridge

ASHLAND ST. ASHLAND, OR 97520
 SITE REVIEW SUBMITTAL
 08.27.2018

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KAD LED LED Area Luminaire

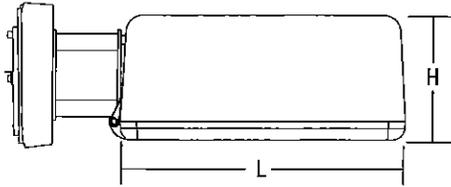


Catalog Number **KAD LED 40C 700 40K R3 MVOLT SPD 09**
PIRH1FC3V DDXBD

Notes
Type **AA**

Specifications

EPA: 1.2 ft²
(0.11 m²)
Length: 17-1/2"
(44.5 cm)
Width: 17-1/2"
(44.5 cm)
Height: 7-1/8"
(18.1 cm)
Weight (max): 36 lbs.
(16.4 kg)



A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM®2 or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background¹

To learn more about A+, visit www.acuitybrands.com/aplus.

- See ordering tree for details.
- A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: [Link to Roam](#); [Link to DTL DLL](#)

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A+ Capable options indicated by this color background

Ordering Information

EXAMPLE: KAD LED 40C 1000 40K R5 MVOLT SPD04 DDBXD

Series	LEDs	Drive current	CCT	Distribution	Voltage	Mounting
KAD LED	20C ¹ 20 LEDs	530 530 mA ¹	30K 3000 K	R2 Type II	MVOLT ² 277 ³	Shipped included
	30C ¹ 30 LEDs	700 700 mA	40K 4000 K	R3 Type III	120 ³ 347 ^{3,2}	SPUMBAK__ Square pole universal mounting adaptor ⁵ 04 4" arm
	40C 40 LEDs	1000 1000 mA	50K 5000 K	R4 Type IV	208 ^{2,3} 480 ^{1,2}	RPUMBAK__ Round pole universal mounting adaptor ⁵ 06 6" arm
	60C 60 LEDs			R5 Type V	240 ^{2,3}	SPD__ Square pole 09 9" arm ⁴
						RPD__ Round pole 12 12" arm ⁵
						WBD__ Wall bracket
						WWD__ Wood pole or wall
						Shipped separately
						DAD12P Degree arm (pole)
						DAD12WB Degree arm (wall)
						KMA Mast arm external fitter

PIRH1FC3V

DDBXD

Options	Finish (required)
Shipped installed	Shipped separately¹⁶
PER5 NEMA twist-lock five-wire receptacle only (no controls) ^{42,8}	DDBXD Dark bronze
PER7 Seven-wire receptacle only (no controls) ^{42,8}	DBGXD Black
SF Single fuse (120, 277, 347V) ³	DNAXD Natural aluminum
DF Double fuse (208, 240, 480V) ³	DWHXD White
PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 5fc ^{25,36,AL,2}	DBTXD Textured dark bronze
PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{25,36,AL,2}	DBLXD Textured black
PIRH1FC3V Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ^{25,36,AL,12}	DNATXD Textured natural aluminum
BL30 Bi-level switched dimming, 30% ^{2,3,9,10}	DWHGXD Textured white
BL50 Bi-level switched dimming, 50% ^{2,3,9,10}	
PNMTDD3 Part night, dim till dawn ^{2,10,15}	
PNMT5D3 Part night, dim 5 hrs ^{2,10,15}	
PNMT6D3 Part night, dim 6 hrs ^{2,10,15}	
PNMT7D3 Part night, dim 7 hrs ^{2,10,15}	
HS Houseside shield ¹⁶	
WG Wire guard	



Ordering Information

Stock configurations are offered for shorter lead times:

- KAD LED 30C 1000 40K R3 MVOLT PUMBAK09 DDBXD*
- KAD LED 30C 1000 40K R5 MVOLT PUMBAK09 DDBXD*
- KAD LED 40C 1000 40K R3 MVOLT PUMBAK09 DDBXD*
- KAD LED 40C 1000 40K R5 MVOLT PUMBAK09 DDBXD*
- KAD LED 30C 1000 40K R3 MVOLT PUMBAK09 PIRH DDBXD*
- KAD LED 30C 1000 40K R5 MVOLT PUMBAK09 PIRH DDBXD*
- KAD LED 40C 1000 40K R3 MVOLT PUMBAK09 PIRH DDBXD*
- KAD LED 40C 1000 40K R5 MVOLT PUMBAK09 PIRH DDBXD*

*PUMBAK is not standard nomenclature.

Stock Part Number

- KADL 30C 40K R3
- KADL 30C 40K R5
- KADL 40C 40K R3
- KADL 40C 40K R5
- KADL 30C 40K R3 PIRH
- KADL 30C 40K R5 PIRH
- KADL 40C 40K R3 PIRH
- KADL 40C 40K R5 PIRH

Accessories

Ordered and shipped separately.

- DLL127F 1.5 JU Photocell - SSL twist-lock (120-277V)¹⁷
- DLL347F 1.5 CUL JU Photocell - SSL twist-lock (347V)¹⁷
- DLL480F 1.5 CUL JU Photocell - SSL twist-lock (480V)¹⁷
- DSHORT 58K U Shorting cap¹⁷
- KADLEDHS 20C U Houseside shield for 20 LED unit
- KADLEDHS 30C U Houseside shield for 30 LED unit
- KADLEDHS 40C U Houseside shield for 40 LED unit
- KADLEDHS 60C U Houseside shield for 60 LED unit
- KMA DDBXD U Mast arm adapter (specify finish)
- KADWG U Wire guard accessory
- PUMBAK DDBXD U* Square and round pole universal mounting bracket adaptor (specify finish)

For more control options, visit DTL and ROAM online.

*Round pole top must be 3.25" O.D. minimum.

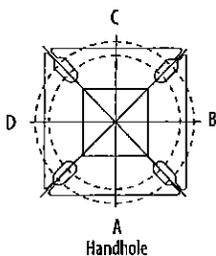
NOTES

- 1 20C or 30C LED are not available with 530 Drive Current and 347V or 480V
- 2 Any PIRx with BL30, BL50 or PNMT, is not available with 208V, 240V, 347V, 480V or MVOLT. It is only available in 120V or 277V specified
- 3 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- 4 9" or 12" arm is required when two or more luminaires are oriented on a 90° drilling pattern.
- 5 Available as a separate combination accessory: PUMBAK (finish) U.
- 6 Mounting must be restricted to ±45° from horizontal aim per ANSI C136.10-2010. Not available with motion sensor.
- 7 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting cap included.
- 8 If ROAM[®] node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming. Shorting cap included.
- 9 PIR and PIR1FC3V specify the Sensor Switch SBGR-10-ODF control; PIRH and PIRH1FC3V specify the Sensor Switch SBGR-6-ODF control; see Outdoor Control Technical Guide for details. Dimming driver standard. Not available with PER5 or PER7.
- 10 Maximum ambient temperature with 347V or 480V is 30°C.
- 11 Reference Motion Sensor table.
- 12 Reference PER table on page 3 to see functionality.
- 13 Requires an additional switched circuit with same phase as main luminaire power. Supply circuit and control circuit are required to be in the same phase.
- 14 Dimming driver standard. MVOLT only. Not available with 347V, 480V, PER5, PER7 or PNMT options.
- 15 Dimming driver standard. MVOLT only. Not available with 347V, 480V, PER5, PER7, BL30 or BL50.
- 16 Also available as a separate accessory; see Accessories information.
- 17 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.

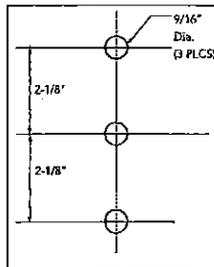
Drilling

Template #5

HANDHOLE ORIENTATION



Top of Pole



Tenon Mounting Slipfitter**

Handhole	Single Unit	2 @ 90°	2 @ 135°	2 @ 180°	3 @ 90°	4 @ 90°
2-3/8"	T20-190	T20-280	T20-290	T20-320 [†]	T20-390	T20-490
2-7/8"	T25-190	T25-280	T25-290	T25-320	T25-390	T25-490
4"	T35-190	T35-280	T35-290	T35-320	T35-390	T35-490

** For round pole mounting (RPDX) only. † Requires 9" or 12" arm.

Pole drilling nomenclature: # of heads at degree from handhole (default side A)

DM19	DM28	DM29	DM39	DM49
1 @ 90°	2 @ 280°	2 @ 90°	3 @ 90°	4 @ 90°
Side B	Side B & D	Side B & C	Side B, C, & D	Sides A, B, C, D

Note: Review luminaire spec sheet for specific nomenclature



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Temp	Drive Current (mA)	System Watts	Dim. Type	50K (6000K, 70°C)					20K (4500K, 70°C)					50K (6000K, 70°C)					
				Beam	Spots	Task	FPV	Beam	Spots	Task	FPV	Beam	Spots	Task	FPV				
				1	0	1	118	1	0	1	127	1	0	1	128				
20C	530 mA	35W	R2	4,140	1	0	1	118	4,446	1	0	1	127	4,473	1	0	1	128	
			R3	4,123	1	0	1	118	4,427	1	0	1	126	4,455	1	0	1	127	
			R4	4,128	1	0	1	118	4,433	1	0	1	127	4,460	1	0	1	127	
			R5	4,381	2	0	1	125	4,704	3	0	1	134	4,734	3	0	1	135	
			R2	5,271	1	0	1	117	5,660	1	0	1	126	5,696	1	0	2	127	
	700 mA	45W	R3	5,250	1	0	2	117	5,637	1	0	2	125	5,672	1	0	2	126	
			R4	5,256	1	0	2	117	5,644	1	0	2	125	5,679	1	0	2	126	
			R5	5,578	3	0	1	124	5,990	3	0	1	133	6,027	3	0	1	134	
			R2	7,344	1	0	2	101	7,886	2	0	2	108	7,935	2	0	2	109	
			R3	7,314	1	0	2	100	7,854	1	0	2	108	7,903	1	0	2	108	
	1000 mA	73W	R4	7,322	1	0	2	100	7,863	1	0	2	108	7,912	1	0	2	108	
			R5	7,771	3	0	1	106	8,345	3	0	1	114	8,397	3	0	1	115	
			R2	6,166	1	0	2	116	6,621	1	0	2	125	6,663	1	0	2	126	
			R3	6,141	1	0	2	116	6,594	1	0	2	124	6,635	1	0	2	125	
			R4	6,148	1	0	2	116	6,602	1	0	2	125	6,643	1	0	2	125	
30C	530 mA	53W	R5	6,525	3	0	1	123	7,006	3	0	1	132	7,050	3	0	1	133	
			R2	7,817	2	0	2	113	8,395	2	0	2	122	8,447	2	0	2	122	
			R3	7,785	1	0	2	113	8,360	2	0	2	121	8,412	2	0	2	122	
			R4	7,794	1	0	2	113	8,370	1	0	2	121	8,422	1	0	2	122	
			R5	8,272	3	0	2	120	8,883	3	0	2	129	8,938	3	0	2	130	
	700 mA	69W	R2	10,755	2	0	2	100	11,549	2	0	2	107	11,621	2	0	2	108	
			R3	10,711	2	0	2	99	11,502	2	0	2	106	11,574	2	0	2	107	
			R4	10,724	2	0	2	99	11,515	2	0	2	107	11,587	2	0	2	107	
			R5	11,381	3	0	2	105	12,221	4	0	2	113	12,297	4	0	2	114	
			R2	8,156	2	0	2	115	8,758	2	0	2	123	8,812	2	0	2	124	
	40C	530 mA	71W	R3	8,122	2	0	2	114	8,722	2	0	2	123	8,776	2	0	2	124
				R4	8,132	1	0	2	115	8,732	1	0	2	123	8,786	1	0	2	124
				R5	8,630	3	0	2	122	9,267	3	0	2	131	9,325	3	0	2	131
				R2	10,286	2	0	2	109	11,045	2	0	2	118	11,114	2	0	2	118
				R3	10,244	2	0	2	109	11,000	2	0	2	117	11,069	2	0	2	118
700 mA		94W	R4	10,256	2	0	2	109	11,013	2	0	2	117	11,081	2	0	2	118	
			R5	10,884	3	0	2	116	11,688	4	0	2	124	11,761	4	0	2	125	
			R2	13,923	2	0	2	99	14,951	2	0	2	106	15,045	2	0	2	107	
			R3	13,866	2	0	3	98	14,890	2	0	3	106	14,983	2	0	3	106	
			R4	13,882	2	0	3	98	14,907	2	0	3	106	15,000	2	0	3	106	
60C		530 mA	103W	R5	14,733	4	0	2	104	15,821	4	0	2	112	15,920	4	0	2	113
				R2	11,996	2	0	2	116	12,882	2	0	2	125	12,963	2	0	2	126
				R3	11,947	2	0	2	116	12,829	2	0	2	125	12,909	2	0	2	125
				R4	11,961	2	0	2	116	12,844	2	0	2	125	12,925	2	0	2	125
				R5	12,694	4	0	2	123	13,632	4	0	2	132	13,717	4	0	2	133
	700 mA	137W	R2	14,927	2	0	2	109	16,029	3	0	3	117	16,130	3	0	3	118	
			R3	14,866	2	0	3	109	15,964	2	0	3	117	16,063	2	0	3	117	
			R4	14,884	2	0	2	109	15,982	2	0	3	117	16,082	2	0	3	117	
			R5	15,796	4	0	2	115	16,962	4	0	2	124	17,068	4	0	2	125	
			R2	19,328	3	0	3	89	20,754	3	0	3	96	20,884	3	0	3	97	
	1000 mA	216W	R3	19,248	3	0	3	89	20,669	3	0	4	96	20,799	3	0	4	96	
			R4	19,271	3	0	3	89	20,693	3	0	4	96	20,823	3	0	4	96	
			R5	20,452	4	0	2	95	21,962	4	0	2	102	22,099	4	0	2	102	



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Ambient	Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the KAD LED platform in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	KAD LED 60C 1000			
	1.0	0.91	0.86	0.76
	KAD LED 40C 1000			
Lumen Maintenance Factor	KAD LED 60C 700			
	1.0	0.93	0.88	0.79
	1.0	0.98	0.97	0.94

Electrical Load

Lumens (LED)	Supply Current (Amps)	Supply Voltage	Current (A)					
			120	208	240	277	347	480
20	530	35	0.30	0.18	0.16	0.15	-	-
	700	45	0.39	0.23	0.20	0.18	0.15	0.12
	1000	73	0.61	0.35	0.31	0.27	0.22	0.17
30	530	53	0.44	0.26	0.23	0.20	-	-
	700	69	0.58	0.34	0.29	0.26	0.21	0.16
	1000	108	0.90	0.52	0.46	0.40	0.32	0.24
40	530	71	0.60	0.35	0.32	0.29	0.21	0.16
	700	94	0.79	0.46	0.41	0.36	0.27	0.20
	1000	141	1.18	0.68	0.59	0.52	0.42	0.30
60	530	103	0.87	0.50	0.44	0.39	0.29	0.22
	700	137	1.15	0.66	0.58	0.51	0.40	0.29
	1000	216	1.81	1.04	0.92	0.81	0.63	0.47

NOTE: All ratings in this table are for a nominal system operated at 25°C ambient temperature. Current and power specifications in this table do not include branch circuit derating specified in the National Electrical Code. Please observe all applicable electrical codes and ratings.

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ TFC	5 min	3 sec	5 min

*for use with Inline Dusk to Dawn or timer.

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)		
		Wire 4/Wire 5	Wire 4/Wire 5	Wire 6/Wire 7	Wire 6/Wire 7	Wire 6/Wire 7
Photocell Only (On/Off)	✓	▲	Wired to dimming leads on driver	▲	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	✓	▲	Wired to dimming leads on driver	▲	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion (ROAM on/off only)	✓	▲	Wires Capped inside fixture	▲	Wires Capped inside fixture	Wires Capped inside fixture
Future-proof*	✓	▲	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture
Future-proof* with Motion	✓	▲	Wires Capped inside fixture	✓	Wires Capped inside fixture	Wires Capped inside fixture

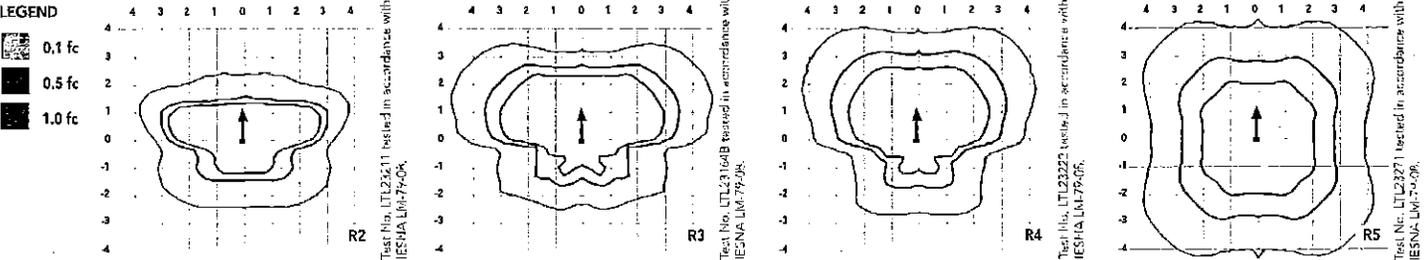
- ✓ Recommended
- ▲ Alternative

*Future-proof means: Ability to change controls in the future.

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's KAD LED homepage.

Isofootcandle plots for the KAD LED 60C 1000 40K. Distances are in units of mounting height (20').



FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings and long life of the KAD LED area luminaire make it a reliable choice for illuminating streets, walkways, parking lots, and surrounding areas.

CONSTRUCTION

Single-piece die-cast, aluminum housing with contoured edges has a 0.12" nominal wall thickness. Die-cast door frame has an impact-resistant, tempered glass lens that is fully gasketed with one piece tubular silicone.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling.

OPTICS

Precision-molded refractive acrylic lenses are available in four distributions. Light engines are available in standard 4000K, 3000K or 5000K (70 CRI) configurations.

ELECTRICAL

Light engine consists of high-efficacy LEDs mounted to a metal-core circuit board and aluminum heat sink, ensuring optimal thermal management and long life. Class 1 electronic driver has a power factor >90%, THD <20%, and has an expected life of 100,000 hours with <1% failure rate. Easily-serviceable surge protection device meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting block and extruded aluminum arm facilitate quick and easy installation using nearly any existing drilling pattern. Stainless steel bolts fasten the luminaire to the mounting block securing it to poles or walls. The KAD LED can withstand up to a 1.5 G vibration load rating per ANSI C136.31. The KAD LED also utilizes the standard K-Series (Template #5) for pole drilling.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is IP65 rated. Rated for -40°C minimum ambient.

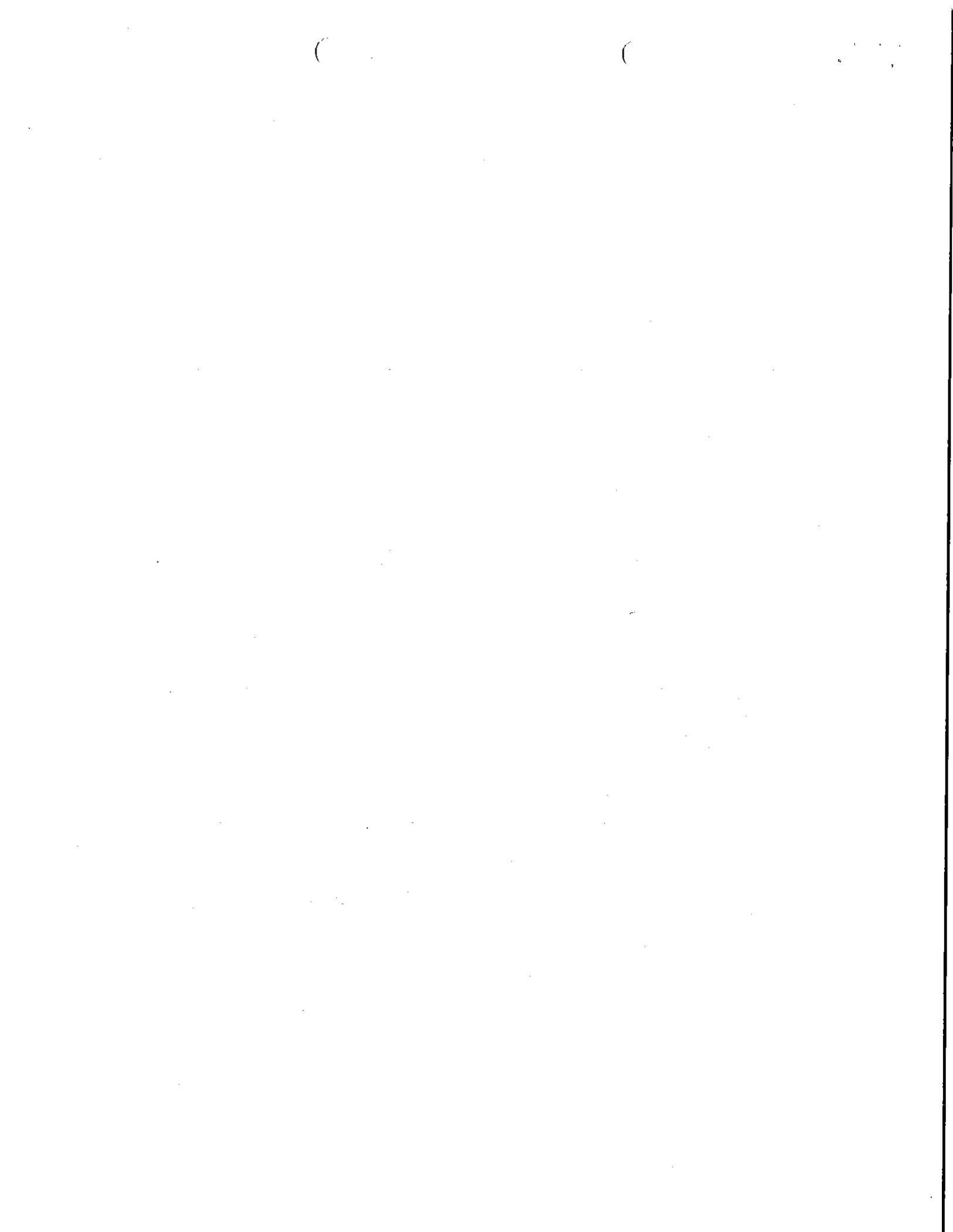
DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/CPL to confirm which versions are qualified.

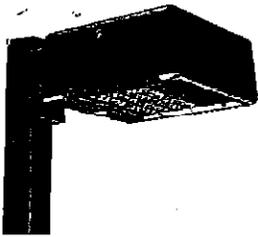
WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/customerResources/terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.







KAD LED LED Area Luminaire



Catalog Number	K LED 20C 530 40K R3 MVOLT SPD 09 PIRH1FC3V HS DDBXD
Notes	
Type	AB

LED Technology: Acuity Brands Lighting

A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

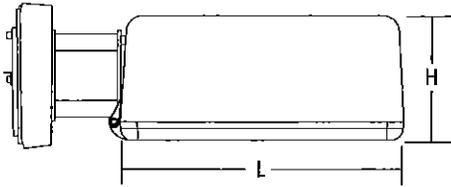
- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability¹
- This luminaire is part of an A+ Certified solution for ROAM®2 or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background¹

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately. [Link to Roam](#); [Link to DTL DLL](#)

Specifications

EPA:	1.2 ft ² (0.11 m ²)
Length:	17-1/2" (44.5 cm)
Width:	17-1/2" (44.5 cm)
Height:	7-1/8" (18.1 cm)
Weight (max):	36 lbs. (16.4 kg)



A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: KAD LED 40C 1000 40K R5 MVOLT SPD04 DDBXD

Series	LEDs	Driver current	CG	Distribution	Voltage	Mounting
KAD LED	20C ¹ 20 LEDs 30C ¹ 30 LEDs 40C 40 LEDs 60C 60 LEDs	530 530 mA ¹ 700 700 mA 1000 1000 mA	30K 3000 K 40K 4000 K 50K 5000 K	R2 Type II R3 Type III R4 Type IV R5 Type V	MVOLT ² 277 ³ 120 ³ 347 ¹² 208 ^{2,3} 480 ¹² 240 ^{2,3}	Shipped included SPUMBAK___ Square pole universal mounting adaptor ⁵ RPUMBAK___ Round pole universal mounting adaptor ⁵ SPD___ Square pole RPD___ Round pole WBD___ Wall bracket WWD___ Wood pole or wall
						Shipped separately DAD12P Degree arm (pole) DAD12WB Degree arm (wall) KMA Mast arm external fitter

PIRH1FC3V HS

DDBXD

Options	Finish (required)
Shipped Installed PERS NEMA twist-lock five-wire receptacle only (no controls) ^{6,7A} PER7 Seven-wire receptacle only (no controls) ^{6,7A} SF Single fuse (120, 277, 347V) ³ DF Double fuse (208, 240, 480V) ³ PIR Bi-level, motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ^{2,5,10,11,12} PIRH Bi-level, motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 5fc ^{2,5,10,11,12}	Shipped separately¹⁶ WG Wire guard DBBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBYD Textured black DNATXD Textured natural aluminum DWHGXD Textured white



Ordering Information

Stock configurations are offered for shorter lead times:

KAD LED 30C 1000 40K R3 MVOLT PUMBAK09 DDBXD*
 KAD LED 30C 1000 40K R5 MVOLT PUMBAK09 DDBXD*
 KAD LED 40C 1000 40K R3 MVOLT PUMBAK09 DDBXD*
 KAD LED 40C 1000 40K R5 MVOLT PUMBAK09 DDBXD*
 KAD LED 30C 1000 40K R3 MVOLT PUMBAK09 PIRH DDBXD*
 KAD LED 30C 1000 40K R5 MVOLT PUMBAK09 PIRH DDBXD*
 KAD LED 40C 1000 40K R3 MVOLT PUMBAK09 PIRH DDBXD*
 KAD LED 40C 1000 40K R5 MVOLT PUMBAK09 PIRH DDBXD*

*PUMBAK is not standard nomenclature.

Stock Part Number

KADL 30C 40K R3
 KADL 30C 40K R5
 KADL 40C 40K R3
 KADL 40C 40K R5
 KADL 30C 40K R3 PIRH
 KADL 30C 40K R5 PIRH
 KADL 40C 40K R3 PIRH
 KADL 40C 40K R5 PIRH

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU Photocell - SSL twist-lock (120-277V) †
 DLL347F 1.5 CUL JU Photocell - SSL twist-lock (347V) †
 DLL480F 1.5 CUL JU Photocell - SSL twist-lock (480V) †
 DSHORT 5BK U Shorting cap †
 KADLEDHS 20C U Houseside shield for 20 LED unit
 KADLEDHS 30C U Houseside shield for 30 LED unit
 KADLEDHS 40C U Houseside shield for 40 LED unit
 KADLEDHS 60C U Houseside shield for 60 LED unit
 KMA DDBXD U Mast arm adapter (specify finish)
 KADWG U Wire guard accessory
 PUMBAK DDBXD U* Square and round pole universal mounting bracket adaptor (specify finish)

For more control options, visit [DTL](#) and [ROAM](#) online.

*Round pole top must be 3.25" O.D. minimum.

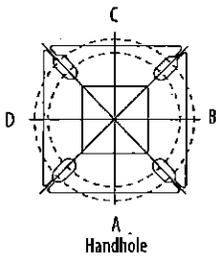
NOTES

- 20C or 30C LED are not available with 530 Drive Current and 347V or 480V
- Any PIRx with BL30, BL50 or PNMT, is not available with 208V, 240V, 347V, 480V or MVOLT. It is only available in 120V or 277V specified
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- 9" or 12" arm is required when two or more luminaires are oriented on a 90° drilling pattern.
- Available as a separate combination accessory: PUMBAK (finish) U.
- Mounting must be restricted to ±45° from horizontal aim per ANSI C136.10-2010. Not available with motion sensor.
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting cap included.
- If ROAM[®] node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming. Shorting cap included.
- PIR and PIRH1FC3V specify the Sensor Switch: SBGR-13-ODF control; PIRH and PIRH1FC3V specify the Sensor Switch: SBGR-6-ODF control; see Outdoor Control Technical Guide for details. Dimming driver standard. Not available with PERS or PER.
- Maximum ambient temperature with 347V or 480V is 30°C.
- Reference Motion Sensor table.
- Reference PER table on page 3 to see functionality.
- Requires an additional switched circuit with same phase as main luminaire power. Supply circuit and control circuit are required to be in the same phase.
- Dimming driver standard. MVOLT only. Not available with 347V, 480V, PERS, PER7 or PNMT options.
- Dimming driver standard. MVOLT only. Not available with 347V, 480V, PERS, PER7, BL30 or BL50.
- Also available as a separate accessory; see Accessories information.
- Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.

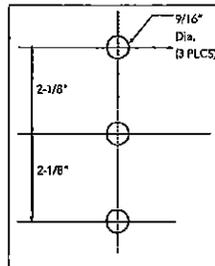
Drilling

Template #5

HANDHOLE ORIENTATION



Top of Pole



Tenon Mounting Slipfitter**

Handhole	2-3/8"	2-7/8"	4"	T20-190	T25-190	T25-280	T25-290	T25-320	T25-390	T25-490
T20-190										
T20-280										
T20-290										
T20-320 †										
T20-390										
T20-490										

** For round pole mounting (RPDX) only. † Requires 9" or 12" arm.

Pole drilling nomenclature: # of heads at degree from handhole (default side A)				
DM19	DM28	DM29	DM39	DM49
1 @ 90°	2 @ 280°	2 @ 90°	3 @ 90°	4 @ 90°
Side B	Side B & D	Side B & C	Side B, C, & D	Sides A, B, C, D

Note: Review luminaire spec sheet for specific nomenclature



Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Temp	Driver Current (mA)	System Watts	Dist. (ft)	30K (6000K, 70 C)					50K (5000K, 70 C)					50K (6000K, 70 C)				
				Lumen/ft²	B	U	S	LPW	Lumen/ft²	B	U	S	LPW	Lumen/ft²	B	U	S	LPW
20C	530 mA	35W	R2	4,140	1	0	1	118	4,446	1	0	1	127	4,473	1	0	1	128
			R3	4,123	1	0	1	118	4,427	1	0	1	126	4,455	1	0	1	127
			R4	4,128	1	0	1	118	4,433	1	0	1	127	4,460	1	0	1	127
			R5	4,381	2	0	1	125	4,704	3	0	1	134	4,734	3	0	1	135
	700 mA	45W	R2	5,271	1	0	1	117	5,660	1	0	1	126	5,696	1	0	2	127
			R3	5,250	1	0	2	117	5,637	1	0	2	125	5,672	1	0	2	126
			R4	5,256	1	0	2	117	5,644	1	0	2	125	5,679	1	0	2	126
			R5	5,578	3	0	1	124	5,990	3	0	1	133	6,027	3	0	1	134
	1000 mA	73W	R2	7,344	1	0	2	101	7,886	2	0	2	108	7,935	2	0	2	109
			R3	7,314	1	0	2	100	7,854	1	0	2	108	7,903	1	0	2	108
			R4	7,322	1	0	2	100	7,863	1	0	2	108	7,912	1	0	2	108
			R5	7,771	3	0	1	106	8,345	3	0	1	114	8,397	3	0	1	115
30C	530 mA	53W	R2	6,166	1	0	2	116	6,621	1	0	2	125	6,663	1	0	2	126
			R3	6,141	1	0	2	116	6,594	1	0	2	124	6,635	1	0	2	125
			R4	6,148	1	0	2	116	6,602	1	0	2	125	6,643	1	0	2	125
			R5	6,525	3	0	1	123	7,006	3	0	1	132	7,050	3	0	1	133
	700 mA	69W	R2	7,817	2	0	2	113	8,395	2	0	2	122	8,447	2	0	2	122
			R3	7,785	1	0	2	113	8,360	2	0	2	121	8,412	2	0	2	122
			R4	7,794	1	0	2	113	8,370	1	0	2	121	8,422	1	0	2	122
			R5	8,272	3	0	2	120	8,883	3	0	2	129	8,938	3	0	2	130
	1000 mA	108W	R2	10,755	2	0	2	100	11,549	2	0	2	107	11,621	2	0	2	108
			R3	10,711	2	0	2	99	11,502	2	0	2	106	11,574	2	0	2	107
			R4	10,724	2	0	2	99	11,515	2	0	2	107	11,587	2	0	2	107
			R5	11,381	3	0	2	105	12,221	4	0	2	113	12,297	4	0	2	114
40C	530 mA	71W	R2	8,156	2	0	2	115	8,758	2	0	2	123	8,812	2	0	2	124
			R3	8,122	2	0	2	114	8,722	2	0	2	123	8,776	2	0	2	124
			R4	8,132	1	0	2	115	8,732	1	0	2	123	8,786	1	0	2	124
			R5	8,630	3	0	2	122	9,267	3	0	2	131	9,325	3	0	2	131
	700 mA	94W	R2	10,286	2	0	2	109	11,045	2	0	2	118	11,114	2	0	2	118
			R3	10,244	2	0	2	109	11,000	2	0	2	117	11,069	2	0	2	118
			R4	10,256	2	0	2	109	11,013	2	0	2	117	11,081	2	0	2	118
			R5	10,884	3	0	2	116	11,688	4	0	2	124	11,761	4	0	2	125
	1000 mA	141W	R2	13,923	2	0	2	99	14,951	2	0	2	106	15,045	2	0	2	107
			R3	13,866	2	0	3	98	14,890	2	0	3	106	14,983	2	0	3	106
			R4	13,882	2	0	3	98	14,907	2	0	3	106	15,000	2	0	3	106
			R5	14,733	4	0	2	104	15,821	4	0	2	112	15,920	4	0	2	113
60C	530 mA	103W	R2	11,996	2	0	2	116	12,882	2	0	2	125	12,963	2	0	2	126
			R3	11,947	2	0	2	116	12,829	2	0	2	125	12,909	2	0	2	125
			R4	11,961	2	0	2	116	12,844	2	0	2	125	12,925	2	0	2	125
			R5	12,694	4	0	2	123	13,632	4	0	2	132	13,717	4	0	2	133
	700 mA	137W	R2	14,927	2	0	2	109	16,029	3	0	3	117	16,130	3	0	3	118
			R3	14,866	2	0	3	109	15,964	2	0	3	117	16,063	2	0	3	117
			R4	14,884	2	0	2	109	15,982	2	0	3	117	16,082	2	0	3	117
			R5	15,796	4	0	2	115	16,952	4	0	2	124	17,068	4	0	2	125
	1000 mA	216W	R2	19,328	3	0	3	89	20,754	3	0	3	96	20,884	3	0	3	97
			R3	19,248	3	0	3	89	20,669	3	0	4	96	20,799	3	0	4	96
			R4	19,271	3	0	3	89	20,693	3	0	4	96	20,823	3	0	4	96
			R5	20,452	4	0	2	95	21,962	4	0	2	102	22,099	4	0	2	102



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient	Ambient	Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the KAD LED platform in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	KAD LED 60C 1000			
	1.0	0.91	0.86	0.76
	KAD LED 40C 1000			
Lumen Maintenance Factor	KAD LED 60C 700			
	1.0	0.93	0.88	0.79
	KAD LED 40C 700			
Lumen Maintenance Factor	KAD LED 60C 400			
	1.0	0.98	0.97	0.94
	KAD LED 40C 400			

Electrical Load

Nominal Watts	100% Dimmed (mA)	100% Dimmed (A)	Current (A)					
			120	208	240	277	347	480
20	530	35	0.30	0.18	0.16	0.15	-	-
	700	45	0.39	0.23	0.20	0.18	0.15	0.12
	1000	73	0.61	0.35	0.31	0.27	0.22	0.17
30	530	53	0.44	0.26	0.23	0.20	-	-
	700	69	0.58	0.34	0.29	0.26	0.21	0.16
	1000	108	0.90	0.52	0.46	0.40	0.32	0.24
40	530	71	0.60	0.35	0.32	0.29	0.21	0.16
	700	94	0.79	0.46	0.41	0.36	0.27	0.20
	1000	141	1.18	0.68	0.59	0.52	0.42	0.30
60	530	103	0.87	0.50	0.44	0.39	0.29	0.22
	700	137	1.15	0.66	0.58	0.51	0.40	0.29
	1000	216	1.81	1.04	0.92	0.81	0.63	0.47

NOTE: All ratings in this table are for a nominal system operated at 25°C ambient temperature. Current and power specifications in this table do not include branch circuit derating specified in the National Electrical Code. Please observe all applicable electrical codes and ratings.

Motion Sensor Default Settings

Option	Dimmed State	High Level (when triggered)	Photocell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min

*for use with Inline Dusk to Dawn or timer.

PER Table

Control	PER (3 wire)	PER5 (5 wire)		PER7 (7 wire)	
		Wire 4/Wire5	Wire 4/Wire5	Wire 4/Wire5	Wire 6/Wire7
Photocell Only (On/Off)	✓	▲	Wired to dimming leads on driver	▲	Wired to dimming leads on driver
ROAM	✓	▲	Wired to dimming leads on driver	▲	Wired to dimming leads on driver
ROAM with Motion (ROAM on/off only)	✓	▲	Wires Capped inside fixture	▲	Wires Capped inside fixture
Future-proof*	✓	▲	Wired to dimming leads on driver	✓	Wired to dimming leads on driver
Future-proof* with Motion	✓	▲	Wires Capped inside fixture	✓	Wires Capped inside fixture

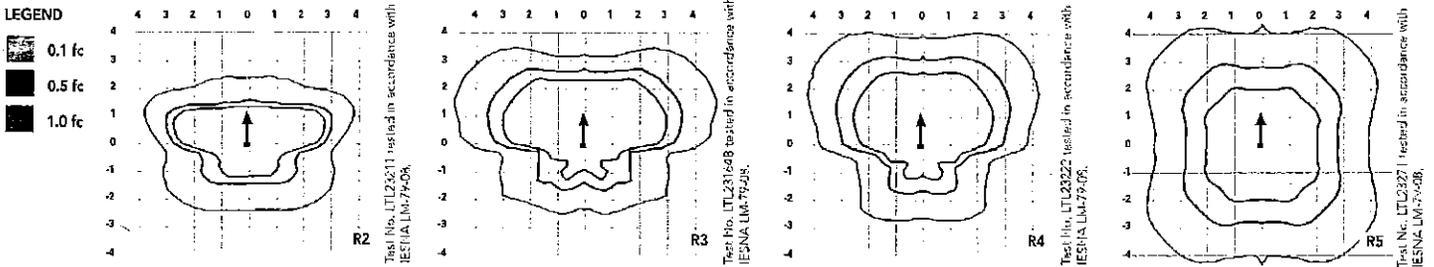


*Future-proof means: Ability to change controls in the future.

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's KAD LED homepage.

Isofootcandle plots for the KAD LED 60C 1000 40K. Distances are in units of mounting height (20').



FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings and long life of the KAD LED area luminaire make it a reliable choice for illuminating streets, walkways, parking lots, and surrounding areas.

CONSTRUCTION

Single-piece die-cast, aluminum housing with contoured edges has a 0.12" nominal wall thickness. Die-cast door frame has an impact-resistant, tempered glass lens that is fully gasketed with one piece tubular silicone.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling.

OPTICS

Precision-molded refractive acrylic lenses are available in four distributions. Light engines are available in standard 4000K, 3000K or 5000K (70 CRI) configurations.

ELECTRICAL

Light engine consists of high-efficacy LEDs mounted to a metal-core circuit board and aluminum heat sink, ensuring optimal thermal management and long life. Class 1 electronic driver has a power factor >90%, THD <20%, and has an expected life of 100,000 hours with <1% failure rate. Easily-serviceable surge protection device meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting block and extruded aluminum arm facilitate quick and easy installation using nearly any existing drilling pattern. Stainless steel bolts fasten the luminaire to the mounting block securing it to poles or walls. The KAD LED can withstand up to a 1.5 G vibration load rating per ANSI C136.31. The KAD LED also utilizes the standard K-Series (Template #5) for pole drilling.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is IP65 rated. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/CPL to confirm which versions are qualified.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_Conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



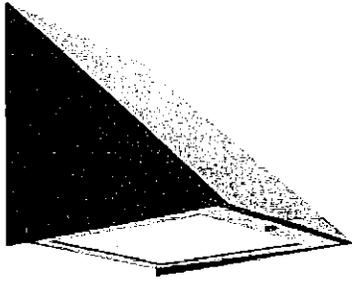
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TRITON M LED

Architectural Outdoor



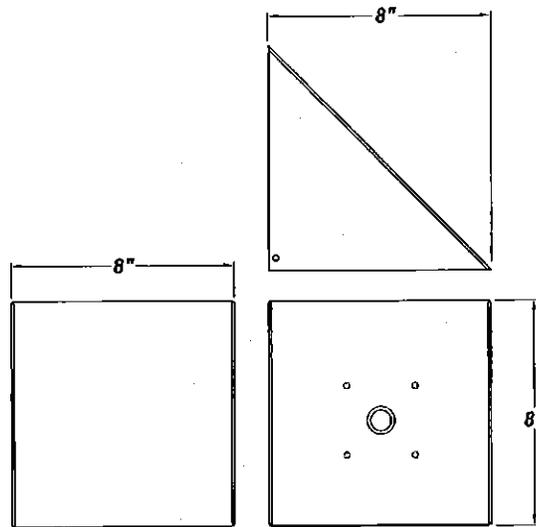
PROJECT: _____
 TYPE: BA _____
 PO#: _____ QTY: _____
 COMMENTS:
 TTM L12.5-LET350 120/277V BZ 30K PCL120

FEATURES

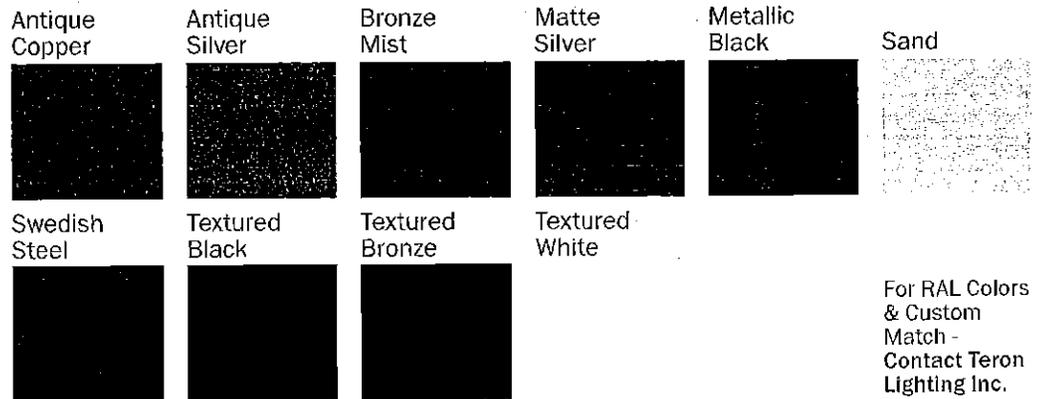
- Aluminum Housing w/ Textured Bronze Polyester Powder Coat Finish
- Semi-Opaque Polycarbonate Diffuser
- Aluminum Mount Pan & Reflector w/ Hi-Reflectance White Powder Coat Finish
- Mounts Directly to Junction Box (Mounting Hardware Included)
- Dark Sky Compliant
- CSA Approved Wet Location For Wall Mounting
- LED Light Fixture
- Mounting Hardware Included

LINE DRAWING

LINE DRAWING NOT TO SCALE



FINISHES



TERONLIGHTING.COM
 33 DONALD DR, FAIRFIELD, OH 45014
 P: 513.858.6004 F: 513.858.6038
 E: SALES@TERONLIGHT.COM



We reserve the right to revise the design components of any product due to parts availability or change in UL standards, without assuming any obligation or liability to modify any products previously manufactured, and without notice.

TRITON M LED

Architectural Outdoor



Fixture Core

PROJECT: _____
 TYPE: BA _____
 PO#: _____ QTY: _____
 COMMENTS:
 TTM L12.5-LET350 120/277V BZ 30K PCL120

PRODUCT CODE	SOURCE/WATTAGE	VOLTAGE	DIMMING DRIVER
TTM - Triton M LED	L12.5-LT350 - 12.5W LED Board @ 350mA ELV Low Voltage 2-Wire Dimming Electronic Driver (Leading or Trailing Edge) L18.0-LT500 - 18.0W LED Board @ 500mA ELV Low Voltage 2-Wire Dimming Electronic Driver (Leading or Trailing Edge)	120-277V (50 / 60Hz)	See Source/Wattage for Dimming Options
ORDER INFO			
TTM	L12.5-LT350	120-277V	
TTM	L12.5-LT350	120-277V	

Aesthetics & Options

TRIM	FINISH	COLOR TEMP	OPTIONS
Not Applicable	AC - Antique Copper AS - Antique Silver BT - Bronze Mist SM - Matte Silver (Standard) MB - Metallic Black SN - Sand SW - Swedish Steel TB - Textured Black BZ - Textured Bronze TW - Textured White	30K - 3000K Color Temp 35K - 3500K Color Temp 40K - 4000K Color Temp 50K - 5000K Color Temp	F - Fused PCL120 - Photocell 120V PCL277 - Photocell 277V TP - Tamper Resistant Screws
ORDER INFO			
Not Applicable	AC	30K	PCL120

PROD	SOURCE	30K SPECS				
TTM	L12.5	<ul style="list-style-type: none"> 30K - 3000K Color Temp 1195 LED Source Lumens 95.6 LED Source Lumens per Watt 				
	L18.0	<ul style="list-style-type: none"> 30K - 3000K Color Temp 1707 LED Source Lumens 94.8 LED Source Lumens per Watt 				

REPLACEMENT PART	PART NO	NOTES
Semi-Opaque Polycarbonate Diffuser	3409660	

Don't see the configuration you are looking for?
 Call us today at (513) 858-6004



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WOT LED

Architectural Wall Sconce

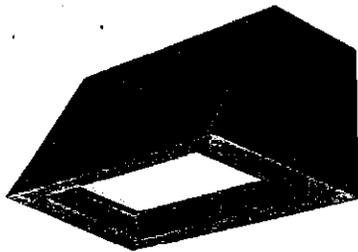


Catalog Number WSTLED P1 30K VF MVOLT PIRH DDBXD

Notes

Type BB

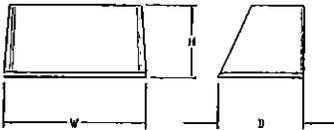
Part 2700 - Lighting -> 2700-00 -> 2700-00-00 -> 2700-00-00-00



Specifications

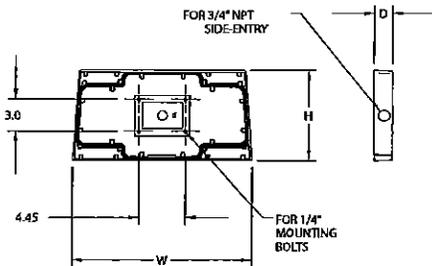
Luminaire

- Height:** 8-1/2"
(21.59 cm)
- Width:** 17"
(43.18 cm)
- Depth:** 10-3/16"
(25.9 cm)
- Weight:** 20 lbs
(9.1 kg)



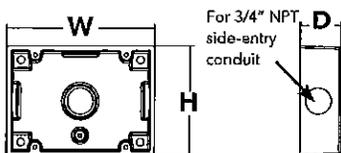
Optional Back Box (PBBW)

- Height:** 8.49"
(21.56 cm)
- Width:** 17.01"
(43.21 cm)
- Depth:** 1.70"
(4.32 cm)



Optional Back Box (BBW)

- Height:** 4"
(10.2 cm)
- Width:** 5-1/2"
(14.0 cm)
- Depth:** 1-1/2"
(3.8 cm)



A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background1

To learn more about A+, visit www.acuitybrands.com/aplus.

See ordering tree for details.

A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: [Link to Roam](#); [Link to DTL DLL](#)

Ordering Information

EXAMPLE: WST LED P1 40K VF MVOLT DBBXTD

Series	Performance Package	Color temperature	Distribution	Voltage	Mounting
WST LED	P1 1,500 Lumen package	27K 2700 K	VF Visual comfort forward throw	MVOLT ¹ 277 ²	Shipped included (blank) Surface mounting bracket Shipped separately BBW Surface-mounted back box ² PBBW Premium surface-mounted back box ⁴
	P2 3,000 Lumen package	30K 3000 K	VW Visual comfort wide	120 ² 347 ²	
	P3 6,000 Lumen package	40K 4000 K		208 ² 480 ²	
		50K 5000 K		240 ²	

PIRH

DBLXD

Options	Finish (optional)
PE Photoelectric cell, button type ⁵	DBBXD Dark bronze
PER NEMA twist-lock receptacle only (controls ordered separate) ⁶	DBLXD Black
PERS Five-wire receptacle only (controls ordered separate) ⁶	DNAXD Natural aluminum
PER7 Seven-wire receptacle only (controls ordered separate) ⁶	DWHXD White
PIR Motion/Ambient Light Sensor, 8-15' mounting height ⁸	DSSXD Sandstone
PIR1FC3V Motion/ambient sensor, 8-15' mounting height, ambient sensor enabled at 1fc ⁸	DBBXTD Textured dark bronze
PIRH 180° motion/ambient light sensor, 15-30' mounting height ⁸	DBLXDXD Textured black
PIRH1FC3V Motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 1fc ⁸	DNATXD Textured natural aluminum
SF Single fuse (120, 277, 347V) ²	DWHGXD Textured white
DF Double fuse (208, 240, 480V) ²	DSSTXD Textured sandstone
DS Dual switching ⁹	
E7WH Emergency battery backup, Non CEC compliant (7W) ¹⁰	
E7WC Emergency battery backup, Non CEC compliant (cold, 7W) ^{10,11}	
E7WHR Remote emergency battery backup, Non CEC compliant (remote 7W) ^{10,12}	
E20WH Emergency battery pack 18W constant power, CEC compliant ¹⁰	
E20WC Emergency battery pack -20°C 18W constant power, CEC compliant ^{10,11}	
E23WHR Remote emergency battery backup, Non CEC compliant (remote 20W) ^{10,11,13}	
LCE Left side conduit entry ¹⁴	
RCE Right side conduit entry ¹⁴	
Shipped separately	
RBPW Retrofit back plate ³	
VG Vandal guard ⁵	
WG Wire guard ⁵	

Accessories

Ordered and shipped separately.

WSTVCPBBW DBBXTD U	Premium Surface-mounted back box
WSBBW DBBXTD U	Surface-mounted back box
RBPW DBBXTD U	Retrofit back plate

NOTES

- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
- Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
- Also available as a separate accessory; see accessories information.
- Top conduit entry standard.
- Need to specify 120, 208, 240 or 277 voltage.
- Photocell ordered and shipped as a separate line item from Acuity Brands Controls. Shorting Cap included.
- Not available with VG or WG. See PER Table.

- Reference Motion Sensor table.
- Not available with Emergency options, PE or PER options.
- Not available with 347/480V.
- Battery pack rated for -20° to 40°C.
- Comes with PBBW.
- Warranty period is 3-years.
- Not available with BBW.
- Must order with fixture; not an accessory.

Emergency Battery Operation

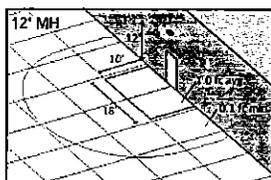
The emergency battery backup is integral to the luminaire — no external housing required! This design provides reliable emergency operation while maintaining the aesthetics of the product.

All emergency backup configurations include an independent secondary driver with an integral relay to immediately detect AC power loss, meeting interpretations of NFPA 70:NEC 2008 - 700.16

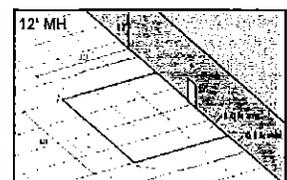
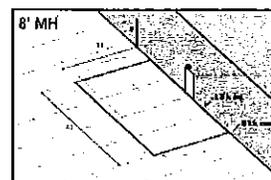
The emergency battery will power the luminaire for a minimum duration of 90 minutes (maximum duration of three hours) from the time supply power is lost, per International Building Code Section 1006 and NFPA 101 Life Safety Code Section 7.9, provided luminaires are mounted at an appropriate height and illuminate an open space with no major obstructions.

The examples below show illuminance of 1 fc average and 0.1 fc minimum of the P1 power package and VF distribution product in emergency mode.

10' x 10' Gridlines
8' and 12' Mounting Height



WST LED P1 27K VF MVOLT E7WH



WST LED P2 40K VF MVOLT E20WH

Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.03
10°C	50°F	1.02
20°C	68°F	1.01
25°C	77°F	1.00
30°C	86°F	0.99
40°C	104°F	0.98

Electrical Load

Performance Package	System Watts	Current (A)					
		120	208	240	277	347	480
P1	11	0.1	0.06	0.05	0.04	---	---
	14	---	---	---	---	0.04	0.03
P1 DS	14	0.12	0.07	0.06	0.06	---	---
	P2	25	0.21	0.13	0.11	0.1	---
30		---	---	---	---	0.09	0.06
P2 DS	25	0.21	0.13	0.11	0.1	---	---
	P3	50	0.42	0.24	0.21	0.19	---
56		---	---	---	---	0.16	0.12
P3 DS	52	0.43	0.26	0.23	0.21	---	---

Projected LED Lumen Maintenance

Values calculated according to IESNA TM-21-11 methodology and valid up to 40°C.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	>0.95	>0.92	>0.87

Motion Sensor Default Settings

Option	Dimmed State	High Level (When Triggered)	Photocell Operation	Ramp-up Time	Dwell Time	Ramp-Down Time
*PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	3 sec	5 min	5 min
PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	3 sec	5 min	5 min

*for use with centralize Dusk to Dawn

PER Table

Control	PER (3 wire)	PER3 (3 wires)		PER7 (7 wires)		
		Wire 4/Wire 5		Wire 4/Wires	Wire 6/Wire 7	
Photocontrol Only (On/Off)	✓	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM	✓	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
ROAM with Motion	⚠	⚠	Wired to dimming leads on driver	⚠	Wired to dimming leads on driver	Wires Capped inside fixture
Futureproof*	⚠	⚠	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture
Futureproof* with Motion	⚠	⚠	Wired to dimming leads on driver	✓	Wired to dimming leads on driver	Wires Capped inside fixture

- Recommended
- Will not work
- Alternate

*Futureproof means: Ability to change controls in the future.

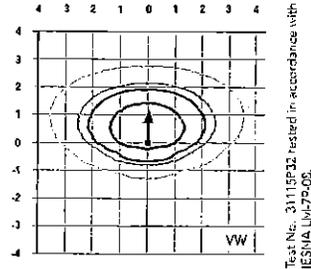
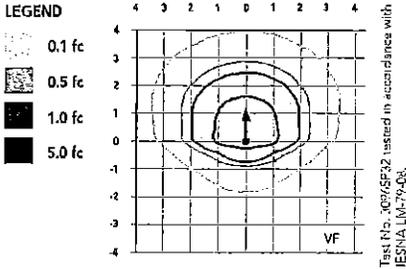
Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts.

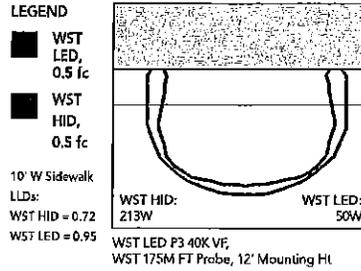
Performance Package	System Watts (N.O.L.F.)	Dist. type	27K (2700K, 70 CRI)					30K (3000K, 70 CRI)					40K (4000K, 70 CRI)					50K (5000K, 70 CRI)				
			Lumens	U	V	U	V	Lumens	U	V	U	V	Lumens	U	V	U	V	Lumens	U	V	U	V
P1	12W	VF	1,494	0	0	0	125	1,529	0	0	0	127	1,639	0	0	0	137	1,639	0	0	0	137
			VW	1,513	0	0	0	126	1,548	0	0	0	129	1,659	0	0	0	138	1,660	0	0	0
P2	25W	VF	3,163	1	0	1	127	3,237	1	0	1	129	3,469	1	0	1	139	3,468	1	0	1	139
			VW	3,201	1	0	0	128	3,276	1	0	0	131	3,512	1	0	0	140	3,512	1	0	0
P3	50W	VF	6,025	1	0	1	121	6,165	1	0	1	123	6,609	1	0	1	132	6,607	1	0	1	132
			VW	6,098	1	0	1	122	6,240	1	0	1	125	6,689	1	0	1	134	6,691	1	0	1



Isofootcandle plots for the WST LED P3 40K VF and VW. Distances are in units of mounting height (10')



Distribution overlay comparison to 175W metal halide.



FEATURES & SPECIFICATIONS

INTENDED USE

The classic architectural shape of the WST LED was designed for applications such as hospitals, schools, malls, restaurants, and commercial buildings. The long life LEDs and driver make this luminaire nearly maintenance-free.

CONSTRUCTION

The single-piece die-cast aluminum housing integrates secondary heat sinks to optimize thermal transfer from the internal light engine heat sinks and promote long life. The driver is mounted in direct contact with the casting for a low operating temperature and long life. The die-cast door frame is fully gasketed with a one-piece solid silicone gasket to keep out moisture and dust, providing an IP65 rating for the luminaire.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Standard Super Durable colors include dark bronze, black, natural aluminum, sandstone and white. Available in textured and non-textured finishes.

OPTICS

Well crafted reflector optics allow the light engine to be recessed within the luminaire, providing visual comfort, superior distribution, uniformity, and spacing in wall-mount applications. The WST LED has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine(s) consist of 98 high-efficacy LEDs mounted to a metal core circuit board and integral aluminum heat sinks to maximize heat dissipation and promote long life (100,000 hrs at 40°C, L87). Class 2 electronic driver has a power factor >90%, THD <20%. Easily-serviceable surge protection device meets a minimum Category B (per ANSI/IEEE C62.41.2).

INSTALLATION

A universal mounting plate with integral mounting support arms allows the fixture to hinge down for easy access while making wiring connections.

LISTINGS

CSA certified to U.S. and Canadian standards. Luminaire is IP65 rated, PIR and back box options are rated for wet location. Rated for -30°C to 40°C ambient.

DesignLights Consortium® (DLC) Premium qualified product. Not all versions of this product may be DLC Premium qualified. Please check the DLC Qualified Products List at www.designlights.org CFL to confirm which versions are qualified.

WARRANTY

5-year limited warranty. Complete warranty terms located at: www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.



KBD8 LED

LED Specification Bollard

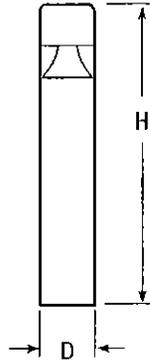
Catalog Number **KBD8 LED 12C 350 30K ASY MVOLT PE ELCW DDBXD**

Notes

Type **CA**

Specifications

8" Round
(20.3 cm)
Height: 42"
(106.7 cm)
Weight (max): 27lbs
(12.25 kg)



Introduction

The KBD8 Bollard is a stylish, fully integrated LED solution for walkways. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 70% in energy savings over comparable 100W metal halide luminaires, the KBD8 Bollard is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: KBD8 LED 16C 700 40K SYM MVOLT DDBXD

KBD8 LED	12C	350	30K	ASY	MVOLT	PE ELCW	DDBXD	
Series	LEDs	Power/Current	Color Temperature	Distribution	Voltage	Control Options	Other Options	Finish
KBD8 LED	Asymmetric 12C 12 LEDs ¹	350 350 mA 450 450 mA ^{2,4} 530 530 mA	30K 3000 K 40K 4000 K 50K 5000 K	ASY Asymmetric ¹ SYM Symmetric ²	MVOLT ⁵ 120 ³ 208 ⁵ 240 ⁵ 277 ⁵ 347 ⁴	Shipped installed PE Photoelectric cell, button type DMG 0-10V dimming driver (no controls) ELCW Emergency battery backup ⁶	Shipped installed SF Single fuse (120, 277, 347V) ^{4,7} DF Double fuse (208, 240V) ^{4,7} H24 24" overall height H30 30" overall height H36 36" overall height FG Ground-fault festoon outlet L/AB Without anchor bolts (3 bolt base) L/AB4 4 bolt retrofit base without anchor bolts ⁸	DWHXD White DNAXD Natural aluminum DDBXD Dark bronze DBLXD Black DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white
	Symmetric 16C 16 LEDs ²	700 700 mA	AMBPC Amber phosphor converted AMBLW Amber limited wavelength ^{3,4}					

Accessories

Ordered and shipped separately.

MRAB U Anchor bolts for KBD8 LED⁴

NOTES

- Only available in the 12C, ASY version.
- Only available in the 16C, SYM version.
- Only available with 450 AMBLW version.
- Not available with ELCW.
- MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
- Not available with 347V. Not available with fusing. Not available with 450 AMBLW.
- Single fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
- MRAB U not available with L/AB4 option.



Performance Data

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%.

Light Engine	Mounting Height (ft)	Beam Spread (ft)	4000K				3000K				Amber 450											
			Lumens	lm/W	CR	Beam Spread (ft)	Lumens	lm/W	CR	Beam Spread (ft)	Lumens	lm/W	CR	Beam Spread (ft)								
Asymmetric 3 Engines (12 LEDs)	350	16	641	40	1	1	1	809	51	1	1	1	870	54	1	1	1					
	530	22	947	43	1	1	1	1,191	54	1	1	1	1,282	58	1	1	1					
	700	31	1,214	40	1	1	1	1,527	51	1	1	1	1,646	55	1	1	1					
Amber 450	16																	324	20	0	1	0
Symmetric 4 Engines (16 LEDs)	350	20	888	44	1	0	0	1,116	56	1	0	0	1,203	60	1	0	0					
	530	28	1,254	45	1	0	0	1,598	57	1	0	1	1,719	61	1	0	1					
	700	39	1,608	41	1	0	1	2,022	52	1	0	1	2,180	56	2	0	1					
Amber 450	20																	374	19	0	0	0

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.98
50,000	0.97
100,000	0.95

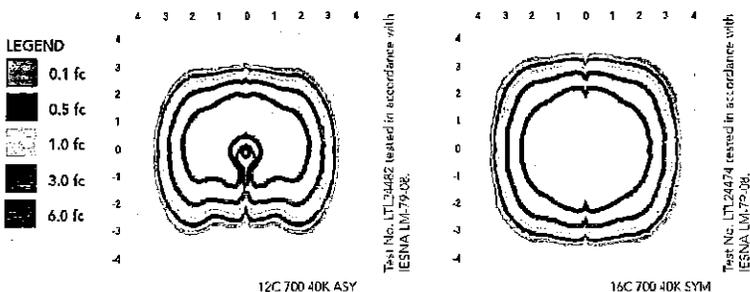
Electrical Load

Temperature	Mounting Height (ft)	Power (W)	120V	208V	240V	277V	347V
12C	350	16W	0.158	0.118	0.114	0.109	0.105
	530	22W	0.217	0.146	0.136	0.128	0.118
	700	31W	0.296	0.185	0.168	0.153	0.139
	Amber 450	16W	0.161	0.120	0.115	0.110	0.106
16C	350	20W	0.197	0.137	0.128	0.121	0.114
	530	28W	0.282	0.178	0.162	0.148	0.135
	700	39W	0.385	0.231	0.207	0.185	0.163
	Amber 450	20W	0.199	0.139	0.130	0.123	0.116

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's KBDB Bollard homepage.

Isofootcandle plots for the KB LED Bollards. Distances are in units of mounting height (3').



FEATURES & SPECIFICATIONS

INTENDED USE

The rugged construction and clean lines of the KBA bollard is ideal for illuminating building entryways, walking paths, and pedestrian plazas, as well as any other location requiring a low mounting height light source with fully cutoff illumination.

CONSTRUCTION

One-piece 8-inch round extruded aluminum shaft with thick side walls for extreme durability, a high-impact clear acrylic lens and welded top cap. Die-cast aluminum mounting ring allows for easy leveling even in sloped locations and a full 360-degree rotation for precise alignment during installation. Three 1/2" x 11" anchor bolts with double nuts and washers and 3 3/4" bolt circle template ensure stability. Overall height is 42" standard.

FINISH

Exterior parts are protected by a zinc-infused super durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering for maximum retention of gloss and luster. A tightly controlled multi-stage process ensures a minimum 3-mil thickness for a finish that can withstand the elements without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Two fully cutoff optical distributions are available: symmetrical and asymmetrical. IP66 sealed LED light engine provides smoothly graduated illumination without any uplight. Light engines are available in standard 4000 K (>70 CRI) or optional 3000 K (>80 CRI) or 5000 K (67 CRI). Limited-wavelength amber LEDs are also available.

ELECTRICAL

Light engines consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (L95/100,000 hours at 700mA at 25°C). Class 2 electronic drivers are designed for an expected life of 100,000 hours with < 1% failure rate. Electrical components are mounted on a removable power tray.

LISTINGS

CSA certified to U.S. and Canadian standards. Light engines are IP66 rated. Rated for -40°C minimum ambient. Cold-weather emergency battery backup rated for -20°C minimum ambient.

WARRANTY

Five-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/terms_and_conditions.

Note: Specifications subject to change without notice.





KBD8 LED

LED Specification Bollard

Catalog Number **KBD8 LED 16C 350 30K SYM MVOLT PE ELCW DDBXD**

Notes

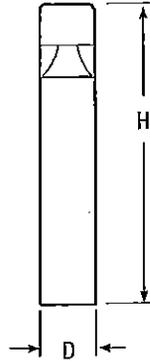
Type **CB**

Specifications

8" Round
(20.3 cm)

Height: 42"
(106.7 cm)

Weight (max): 27lbs
(12.25 kg)



Introduction

The KBD8 Bollard is a stylish, fully integrated LED solution for walkways. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 70% in energy savings over comparable 100W metal halide luminaires, the KBD8 Bollard is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

Ordering Information

EXAMPLE: KBD8 LED 16C 700 40K SYM MVOLT DDBXD

KBD8 LED		16C	350	30K	SYM	MVOLT	PE ELCW	DDBXD			
Series	LEDs	Drive current		Color temperature		Distribution	Voltage	Control options	Other options	Finish (optional)	
KBD8 LED	Asymmetric 12C 12 LEDs ¹	350	350 mA	30K	3000 K	ASY Asymmetric ¹	MVOLT ⁵	Shipped installed PE Photoelectric cell, button type DMG 0-10V dimming driver (no controls) ELCW Emergency battery backup ⁶	Shipped installed		DWHXD White
		450	450 mA ^{3,4}	40K	4000 K		SYM Symmetric ²		120 ⁵	SF Single fuse (120, 277, 347V) ^{7,8}	DNAXD Natural aluminum
		530	530 mA	50K	5000 K	208 ⁵			DF Double fuse (208, 240V) ^{7,8}	DDBXD Dark bronze	
	Symmetric 16C 16 LEDs ²	700	700 mA	AMBPC Amber phosphor converted AMBLW Amber limited wavelength ^{3,4}		240 ⁵	H24 24" overall height H30 30" overall height H36 36" overall height FG Ground-fault festoon outlet L/AB Without anchor bolts (3 bolt base) L/AB4 4 bolt retrofit base without anchor bolts ⁸		DBLXD Black DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white		
						277 ⁵					
						347 ⁴					

Accessories

Ordered and shipped separately.

MRABU Anchor bolts for KBD8 LED⁸

NOTES

- 1 Only available in the 12C, ASY version.
- 2 Only available in the 16C, SYM version.
- 3 Only available with 450 AMBLW version.
- 4 Not available with ELCW.
- 5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocell (PE option).
- 6 Not available with 347V. Not available with fusing. Not available with 450 AMBLW.
- 7 Single fuse (SF) requires 120, 277, or 347 voltage option. Double fuse (DF) requires 208 or 240 voltage option.
- 8 MRABU not available with L/AB4 option.



Performance Data

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%.

Light Configuration	Asymmetric 3 Engines (12 LEDs)		Symmetric 4 Engines (16 LEDs)	
	Watts	Beam Diameter (ft)	Watts	Beam Diameter (ft)
Asymmetric 3 Engines (12 LEDs)	350	16	641	40
	530	22	947	43
	700	31	1,214	40
	Amber 450	16		
Symmetric 4 Engines (16 LEDs)	350	20	888	44
	530	28	1,254	45
	700	39	1,608	41
	Amber 450	20		

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.00	0.98	0.97	0.95

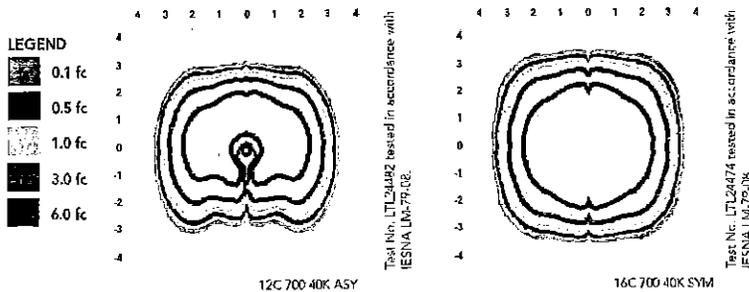
Electrical Load

Light Configuration	Watts	Voltage (V)	Current (A)				
			120V	208V	240V	277V	347V
12C	350	16W	0.158	0.118	0.114	0.109	0.105
	530	22W	0.217	0.146	0.136	0.128	0.118
	700	31W	0.296	0.185	0.168	0.153	0.139
	Amber 450	16W	0.161	0.120	0.115	0.110	0.106
16C	350	20W	0.197	0.137	0.128	0.121	0.114
	530	28W	0.282	0.178	0.162	0.148	0.135
	700	39W	0.385	0.231	0.207	0.185	0.163
	Amber 450	20W	0.199	0.139	0.130	0.123	0.116

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's IESNA BCFair homepage.

Isofootcandle plots for the KB LED Bollards. Distances are in units of mounting height (3').



FEATURES & SPECIFICATIONS

INTENDED USE

The rugged construction and clean lines of the KBA bollard is ideal for illuminating building entryways, walking paths, and pedestrian plazas, as well as any other location requiring a low mounting height light source with fully cutoff illumination.

CONSTRUCTION

One-piece 8-inch round extruded aluminum shaft with thick side walls for extreme durability, a high-impact clear acrylic lens and welded top cap. Die-cast aluminum mounting ring allows for easy leveling even in sloped locations and a full 360-degree rotation for precise alignment during installation. Three 1/2" x 11" anchor bolts with double nuts and washers and 3 3/4" bolt circle template ensure stability. Overall height is 42" standard.

FINISH

Exterior parts are protected by a zinc-infused super durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering for maximum retention of gloss and luster. A tightly controlled multi-stage process ensures a minimum 3-mil thickness for a finish that can withstand the elements without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Two fully cutoff optical distributions are available: symmetrical and asymmetrical. IP66 sealed LED light engine provides smoothly graduated illumination without any uplight. Light engines are available in standard 4000 K (>70 CRI) or optional 3000 K (>80 CRI) or 5000 K (67 CRI). Limited-wavelength amber LEDs are also available.

ELECTRICAL

Light engines consist of high-efficiency LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (L95/100,000 hours at 700mA at 25°C). Class 2 electronic drivers are designed for an expected life of 100,000 hours with < 1% failure rate. Electrical components are mounted on a removable power tray.

LISTINGS

CSA certified to U.S. and Canadian standards. Light engines are IP66 rated. Rated for -40°C minimum ambient. Cold-weather emergency battery backup rated for -20°C minimum ambient.

WARRANTY

Five-year limited warranty. Complete warranty terms located at www.lithonia.com/CustomerResources/Terms_and_Conditions.aspx.

Note: Specifications subject to change without notice.



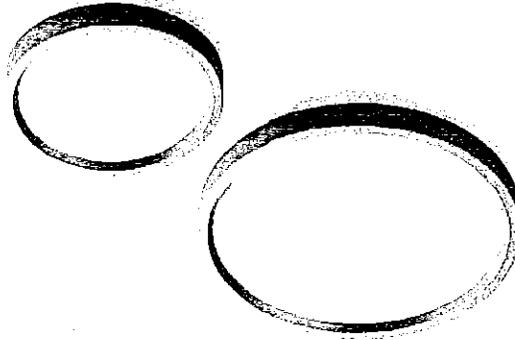
PHILIPS LIGHTOLIER



Downlighting

SlimSurface

5", 7" and 10" round aperture
LED surface mount downlight



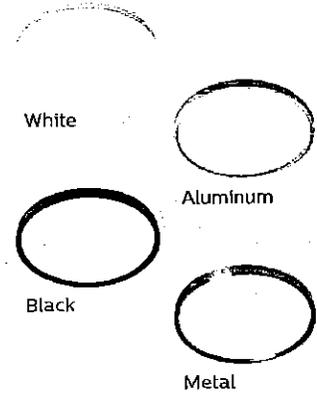
SlimSurface is a 5/8" thick LED surface mounted luminaire with the appearance of a recessed downlight. Easy to install into most standard j-boxes, the SlimSurface round apertures are available as a 5" 650lm, 7" 1000lm and 10" 2200lm fixture.

Project: _____
 Location: _____
 Cat.No: S5R 830K 7
 Type: DA
 Lamps: _____ Qty: _____
 Notes: _____

Ordering guide

example: S5R830K7AL

Family	CRI	CCT	Lumens	Finish	Dimming
S5R	8	30K	7		
S5R SlimSurface 5" Round	8 80 9 90 ¹	27K 2700K 30K 3000K 35K 3500K 40K 4000K	7 650lm	— White AL Aluminum BK Black W White AL Aluminum BK Black	blank ELV / Triac (120V) Z10U 0-10V (120V-277V)
S7R SlimSurface 7" Round	8 80 9 90 ¹	27K 2700K 30K 3000K 35K 3500K 40K 4000K	10 1000lm	— White AL Aluminum BK Black W White AL Aluminum BK Black	blank ELV / Triac (120V) Z10U 0-10V (120V-277V)
S10R SlimSurface 10" Round ²	8 80 9 90 ¹	27K 2700K 30K 3000K 35K 3500K 40K 4000K	22 2200lm	W White AL Aluminum BK Black MT Metallic	blank ELV / Triac (120V) Z10U 0-10V (120V-277V)



1. Configurations using 90 CRI are only available with 2700K & 3000K CCT.
 2. SlimSurface LED 10" round installs into 4-11/16" J-box (not wet location listed).

Features

- Flange:** One piece plastic flange. Injection molded white, applied aluminum or black.
- Lens:** High transmittance lens allowing for smooth, comfortable light pattern.
- Power supply:** Integral class 2 driver. Factory wired electronic LED driver (see Electrical section for specifications)
- LED Strip:** Utilizes Philips LEDs.
- Lifetime:** Expected lifetime 50,000 hours and backed by a 5-year warranty*
- Compliance:** Non-conductive fixture for shower light application (not applicable to metal trim model).

Dimming

Intended for ELV/Triac (120V) or 0-10V dimming (120V-277V) based on the configuration. Min 90°C supply conductors.

Electrical

Electronic power supply: RoHS compliant. Class 2 power unit. Unit tolerates sustained open and short circuit output conditions without damage.

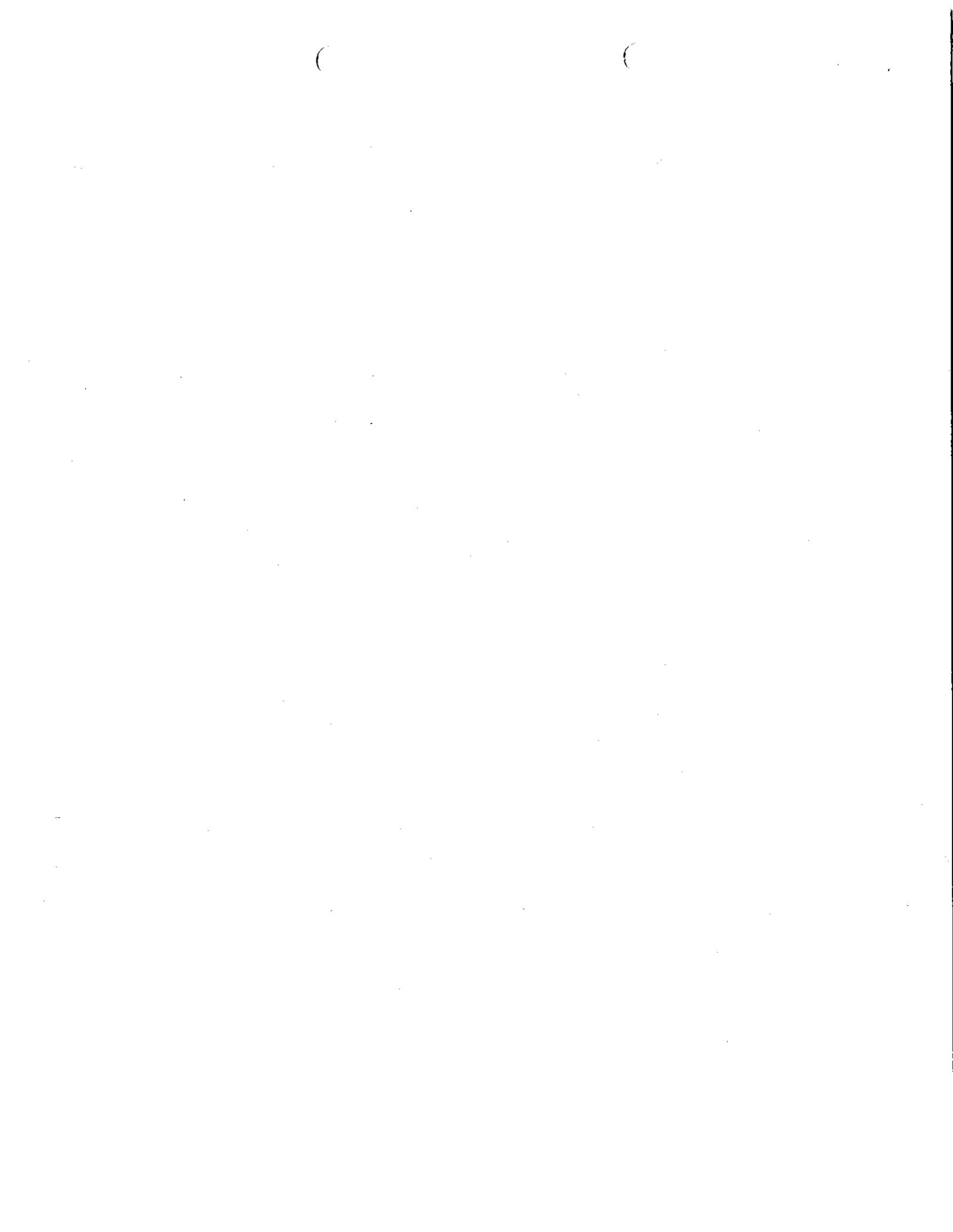
Electrical specifications	Dimming	Input volts	Input frequency	Input current	Input Power	THD Factor	Power Factor	Minimum Operating Temp.
Slim 5" 650lm	Triac	120V	50/60Hz	0.08A	9.5W	<15%	>0.9	-20°C
	0-10V	120V	50/60Hz	0.09A	10.1W	<20%	>0.9	-20°C
		277V	50/60Hz	0.04A	10.2W	<20%	>0.9	-20°C
Slim 7" 1000lm	Triac	120V	50/60Hz	0.13A	14.2W	<15%	>0.9	-20°C
	0-10V	120V	50/60Hz	0.12A	14.4W	<20%	>0.9	-20°C
		277V	50/60Hz	0.06A	14.7W	<20%	>0.9	-20°C
Slim 10" 2200lm	Triac	120V	50/60Hz	0.20A	23.2W	<20%	>0.9	-20°C
	0-10V	120V	50/60Hz	0.20A	23.2W	<10%	>0.95	-20°C
		277V	50/60Hz	0.09A	24.6W	<15%	>0.95	-20°C

Labels

cULus listed, ENERGY STAR® certified. All models are damp location rated for walls or ceilings. The 5" & 7" are suitable for ceiling mount wet locations when installed per instructions.

For more details, please see LED-DIM-DL spec sheet.
 * See Philips.com/warranties for warranty details.





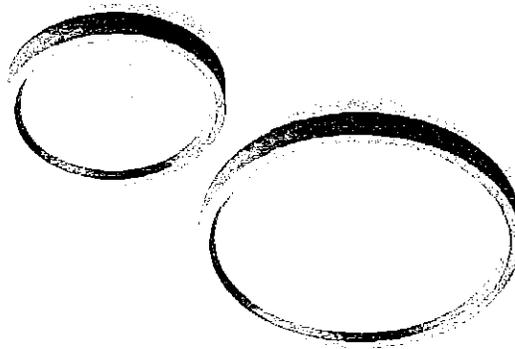
PHILIPS LIGHTOLIER



Downlighting

SlimSurface

5", 7" and 10" round aperture
LED surface mount downlight



SlimSurface is a 5/8" thick LED surface mounted luminaire with the appearance of a recessed downlight. Easy to install into most standard j-boxes, the SlimSurface round apertures are available as a 5" 650 lm, 7" 1000 lm and 10" 2200 lm fixture.

Project: _____

Location: _____

Cat.No: S7R 830K 10

Type: 08

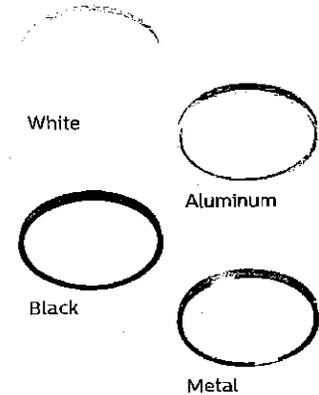
Lamps: _____ Qty: _____

Notes: _____

Ordering guide

example: S5R830K7AL

Family	CRI	CCT	Lumens	Finish	Dimming
S7R	8	30K	10		
S5R SlimSurface 5" Round	8 80 9 90'	27K 2700K 30K 3000K 35K 3500K 40K 4000K	7 650lm	— White AL Aluminum BK Black W White AL Aluminum BK Black	blank ELV / Triac (120V) Z10U 0-10V (120V-277V)
S7R SlimSurface 7" Round	8 80 9 90'	27K 2700K 30K 3000K 35K 3500K 40K 4000K	10 1000lm	— White AL Aluminum BK Black W White AL Aluminum BK Black	blank ELV / Triac (120V) Z10U 0-10V (120V-277V)
S10R SlimSurface 10" Round ²	8 80 9 90'	27K 2700K 30K 3000K 35K 3500K 40K 4000K	22 2200lm	W White AL Aluminum BK Black MT Metallic	blank ELV / Triac (120V) Z10U 0-10V (120V-277V)



1. Configurations using 90 CRI are only available with 2700K & 3000K CCT.
2. SlimSurface LED 10" round installs into 4-11/16" J-box (not wet location listed).

Features

- Flange:** One piece plastic flange. Injection molded white, applied aluminum or black.
- Lens:** High transmittance lens allowing for smooth, comfortable light pattern.
- Power supply:** Integral class 2 driver. Factory wired electronic LED driver (see Electrical section for specifications)
- LED Strip:** Utilizes Philips LEDs.
- Lifetime:** Expected lifetime 50,000 hours and backed by a 5-year warranty*
- Compliance:** Non-conductive fixture for shower light application (not applicable to metal trim model).

Dimming

Intended for ELV/Triac (120V) or 0-10V dimming (120V-277V) based on the configuration. Min 90°C supply conductors.

Electrical

Electronic power supply: RoHS compliant. Class 2 power unit. Unit tolerates sustained open and short circuit output conditions without damage.

Electrical specifications	Dimming	Input volts	Input frequency	Input current	Input Power	THD Factor	Power Factor	Minimum Operating Temp.
Slim 5" 650lm	Triac	120V	50/60Hz	0.08A	9.5W	<15%	>0.9	-20°C
	0-10V	120V	50/60Hz	0.09A	10.1W	<20%	>0.9	-20°C
		277V	50/60Hz	0.04A	10.2W	<20%	>0.9	-20°C
Slim 7" 1000lm	Triac	120V	50/60Hz	0.13A	14.2W	<15%	>0.9	-20°C
	0-10V	120V	50/60Hz	0.12A	14.4W	<20%	>0.9	-20°C
		277V	50/60Hz	0.06A	14.7W	<20%	>0.9	-20°C
Slim 10" 2200lm	Triac	120V	50/60Hz	0.20A	23.2W	<20%	>0.9	-20°C
	0-10V	120V	50/60Hz	0.20A	23.2W	<10%	>0.95	-20°C
		277V	50/60Hz	0.09A	24.6W	<15%	>0.95	-20°C

Labels

cULus listed. ENERGY STAR® certified. All models are damp location rated for walls or ceilings. The 5" & 7" are suitable for ceiling mount wet locations when installed per instructions.

For more details, please see LED-DIM-DL spec sheet.
* See Philips.com/warranties for warranty details.





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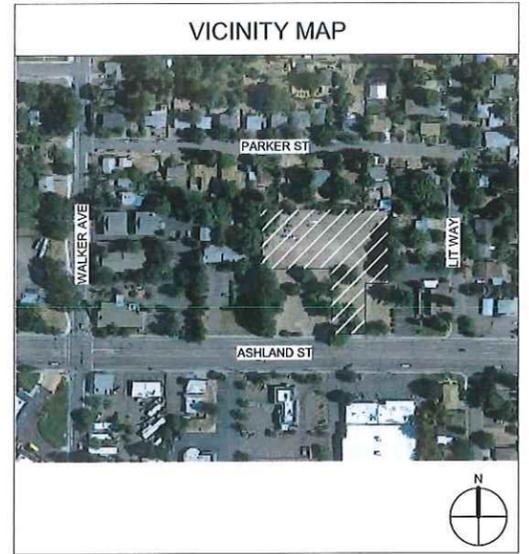
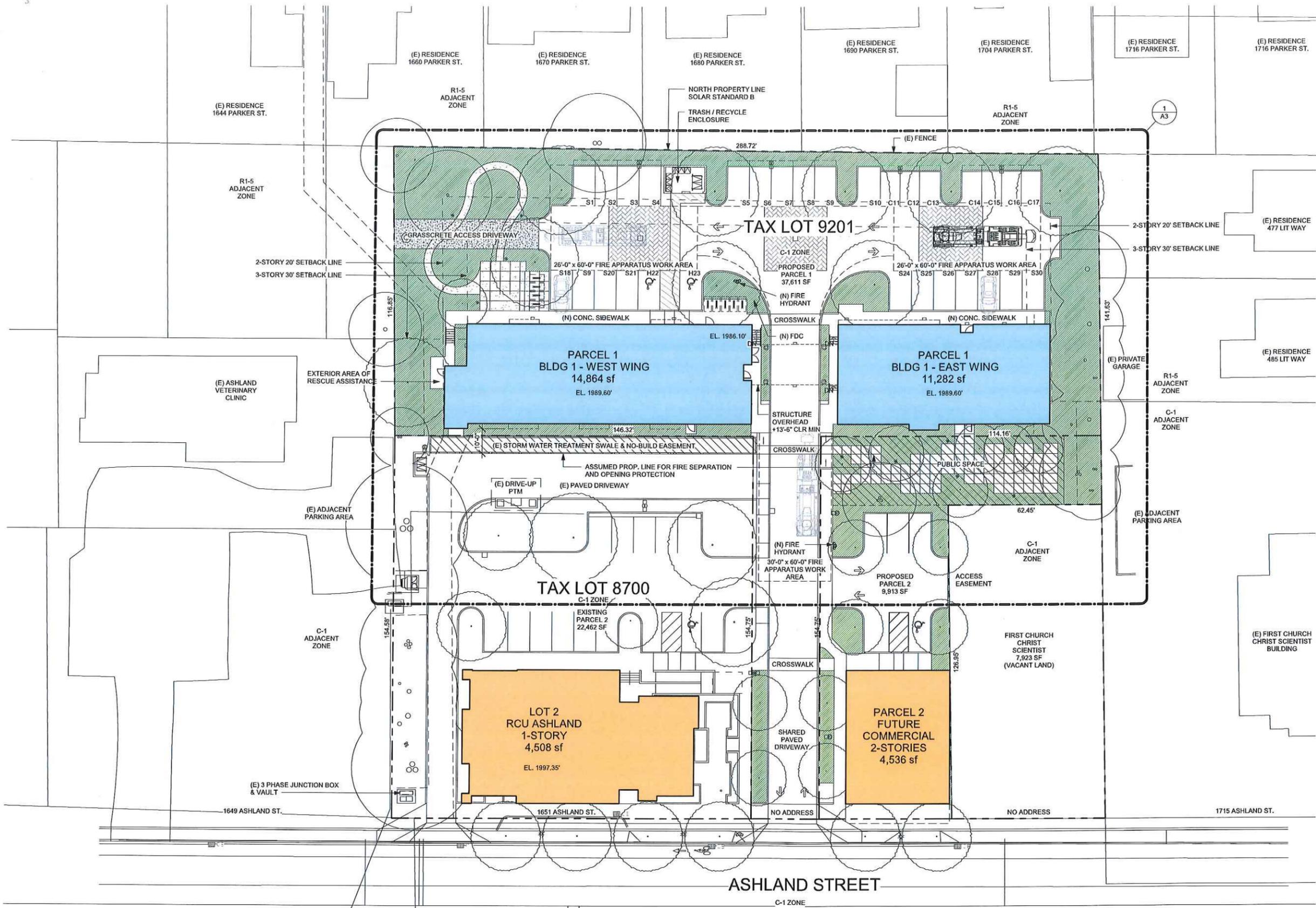
AUG 24 2018

City of Ashland

kistler+
small
+white

COLUMBIA CARE - Rogue Ridge

ASHLAND ST. ASHLAND, OR 97520
SITE REVIEW SUBMITTAL
08.27.2018



PLANNING INFORMATION

PROJECT NAME: COLUMBIA CARE - ROGUE RIDGE
 OWNER NAME: COLUMBIA CARE SERVICES, INC
 SITE ADDRESS: COLUMBIA ST ASHLAND, OR 97520
 MAP & TAX LOT NUMBER: MAP 39-1E-10 DC / TAX LOT 9201
 PROPERTY ZONE: C-1
 ADJACENT ZONES: C-1, R-1

TAX LOT 9201: (PARTITION INTO TWO PARCELS)	AREA	ACRES
PARCEL 1	37,611 SF	0.86 ac
PARCEL 2	9,913 SF	0.23 ac
TOTAL	47,524 SF	1.09 Acres
TAX LOT 8700 (RCU LOT)	22,462 SF	0.52 ac
TOTAL COMBINED (SHADOW PLAN)	69,986 SF	1.61 Acres

AREA OF TOTAL COMBINED SITE IN PERMITTED USE

TOTAL COMBINED (SHADOW PLAN)	69,986 SF
SITE AREA IN PERMITTED USE	35,761 SF
% SITE AREA IN PERMITTED USE	51.5 %

ALLOWABLE DWELLING UNITS

ALLOWED	PROPOSED	% of ALLOWED
C-1: 30 D.U./ACRE	48.3 D.U.	62.1%

DWELLING UNIT COUNT

TYPE	AVE. AREA	COUNT
STUDIO	490 SF	25 UNITS
2-BEDROOM	652 SF	3 UNITS
3-BEDROOM	1300 SF	2 UNITS
TOTAL		30 UNITS

GROSS SQUARE FOOTAGE

LEVEL	AREA (SF)
LEVEL 1	8,296 SF
LEVEL 2	9,135 SF
LEVEL 3	8,715 SF
TOTAL	26,146 SF

LOT COVERAGE (TL 9201)

REQUIRED (SF%)	PROPOSED (SF%)	
PERVIOUS SURFACE	7,129 SF / 15% MIN	12,600 SF / 26.5%

BUILDING FOOTPRINT

BUILDING FOOTPRINT	-	8,296 SF / 21.9%
HARDSCAPE	-	26,628 SF / 54.7%
TOTAL IMPERVIOUS SURFACE	40,395 SF / 85% MAX	34,924 SF / 73.5%

PLAZA SPACE (10%)

LANDSCAPE AREA WITHIN	REQUIRED (SF / 10% MIN)	PROPOSED (SF / 10.0%)
	2,615 SF / 10% MIN	2,615 SF / 10.0%
	1,308 SF / 50% MAX	1,243 SF / 47.5%

PARKING REQUIREMENTS

REQUIREMENTS	REQUIRED	PROPOSED
(25) STUDIO UNITS	25.00 SP	20.75 SP
(3) 2-BEDROOM UNITS	5.25 SP	5.25 SP
(2) 3-BEDROOM UNITS	4.00 SP	4.00 SP
TOTAL	35.25 SP	30.00 SP

BICYCLE PARKING

REQUIREMENTS	REQUIRED	PROPOSED
(25) STUDIO UNITS	25.00 SP	25.00 SP
(3) 2-BEDROOM UNITS	4.50 SP	5.00 SP
(2) 3-BEDROOM UNITS	4.00 SP	4.00 SP
TOTAL	33.50 SP	34.00 SP

BUILDING INFORMATION

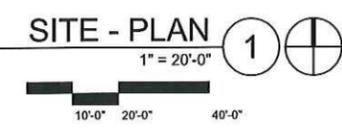
CONSTRUCTION TYPE: TYPE V-B, FULLY SPRINKLERED
 OCCUPANCY TYPE: R-2
 FIRE AREAS: 2 FIRE AREAS - 2-HOUR FIRE WALL
 BUILDING HEIGHT: 3-STORIES - 38'-2" +/-
 STORY INCREASE: 1-STORY, FULLY SPRINKLERED

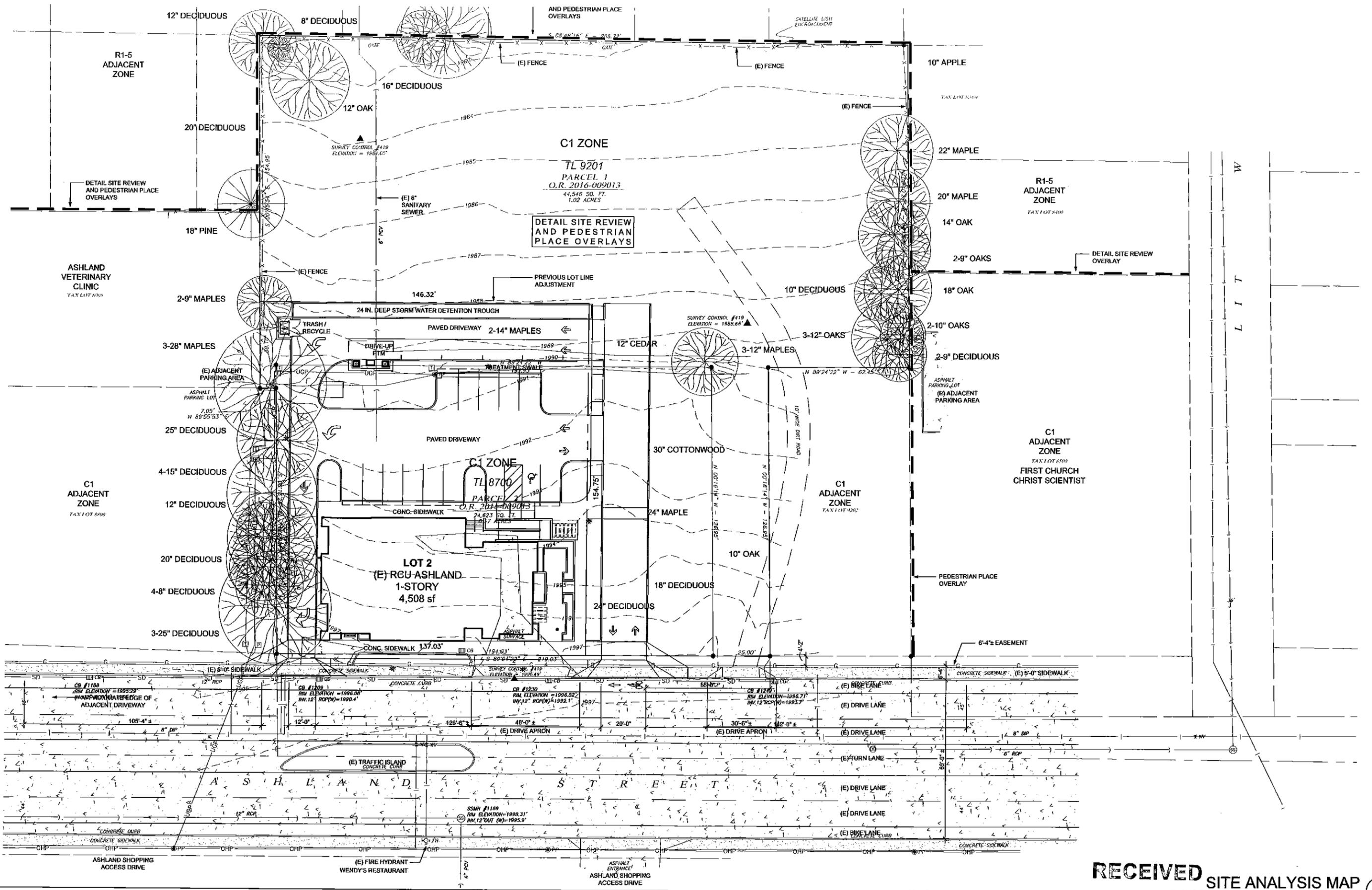
FIRE AREA

	WEST WING	EAST WING	TOTAL
LEVEL 1	5,118 SF	4,266 SF	9,384 SF
LEVEL 2	5,010 SF	4,257 SF	9,267 SF
LEVEL 3	6,008 SF	4,519 SF	10,527 SF
TOTAL	16,136 SF	13,042 SF	29,178 SF

GROSS SQUARE FOOTAGE

	WEST WING	EAST WING	TOTAL
LEVEL 1	4,844 SF	3,452 SF	8,296 SF
LEVEL 2	5,010 SF	4,125 SF	9,135 SF
LEVEL 3	5,010 SF	3,705 SF	8,715 SF
TOTAL	14,864 SF	11,282 SF	26,146 SF





RECEIVED SITE ANALYSIS MAP 1
 AUG 24 2018
 City of Ashland
 1" = 20'-0"
 10'-0" 20'-0" 40'-0"

COLUMBIA CARE - Rogue Ridge
 ASHLAND ST. ASHLAND, OR 97520
 SITE REVIEW SUBMITTAL
 08.27.2018

**PRELIMINARY MAP
MINOR LAND PARTITION**

LYING SITUATE WITHIN
SOUTHEAST QUARTER OF SECTION 10
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON

FOR
ColumbiaCare Services, Inc.
3587 Heathrow Way
Medford, Oregon 97504

LEGEND

-  SUBJECT PROPERTY LINE
-  PARTITION DIVISION LINE
-  BOUNDARY LINE
-  CENTERLINE
-  EASEMENT LINE
-  FENCELINE
-  CONIFER TREE (AS DESCRIBED)
-  DECIDUOUS TREE (AS DESCRIBED)

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 14, 1998
SHAWN KAMPMANN
2883 LS

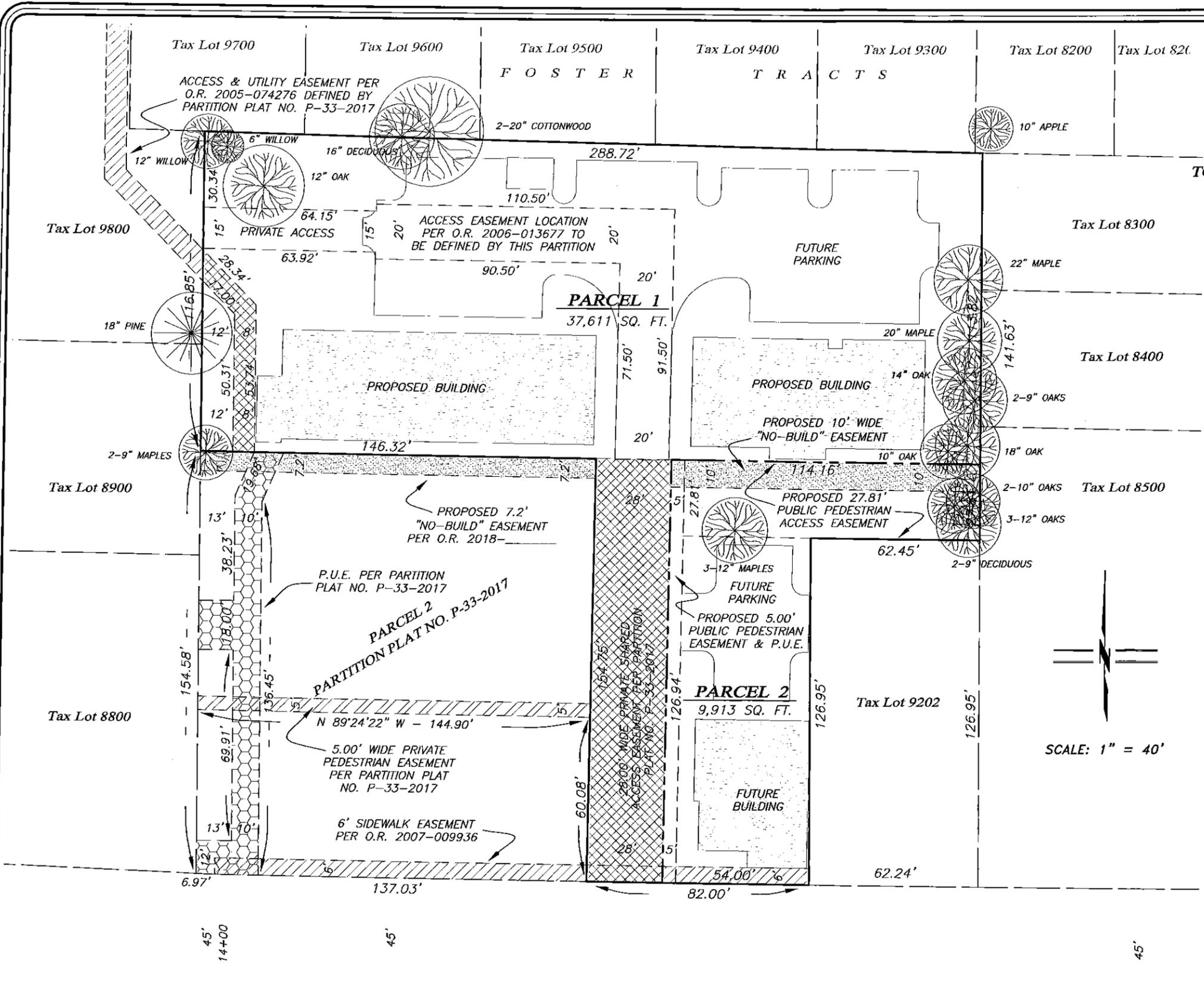
RENEWAL DATE: 6/30/2019

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

DATE: AUGUST 18, 2018
PROJECT NO. 1220-18

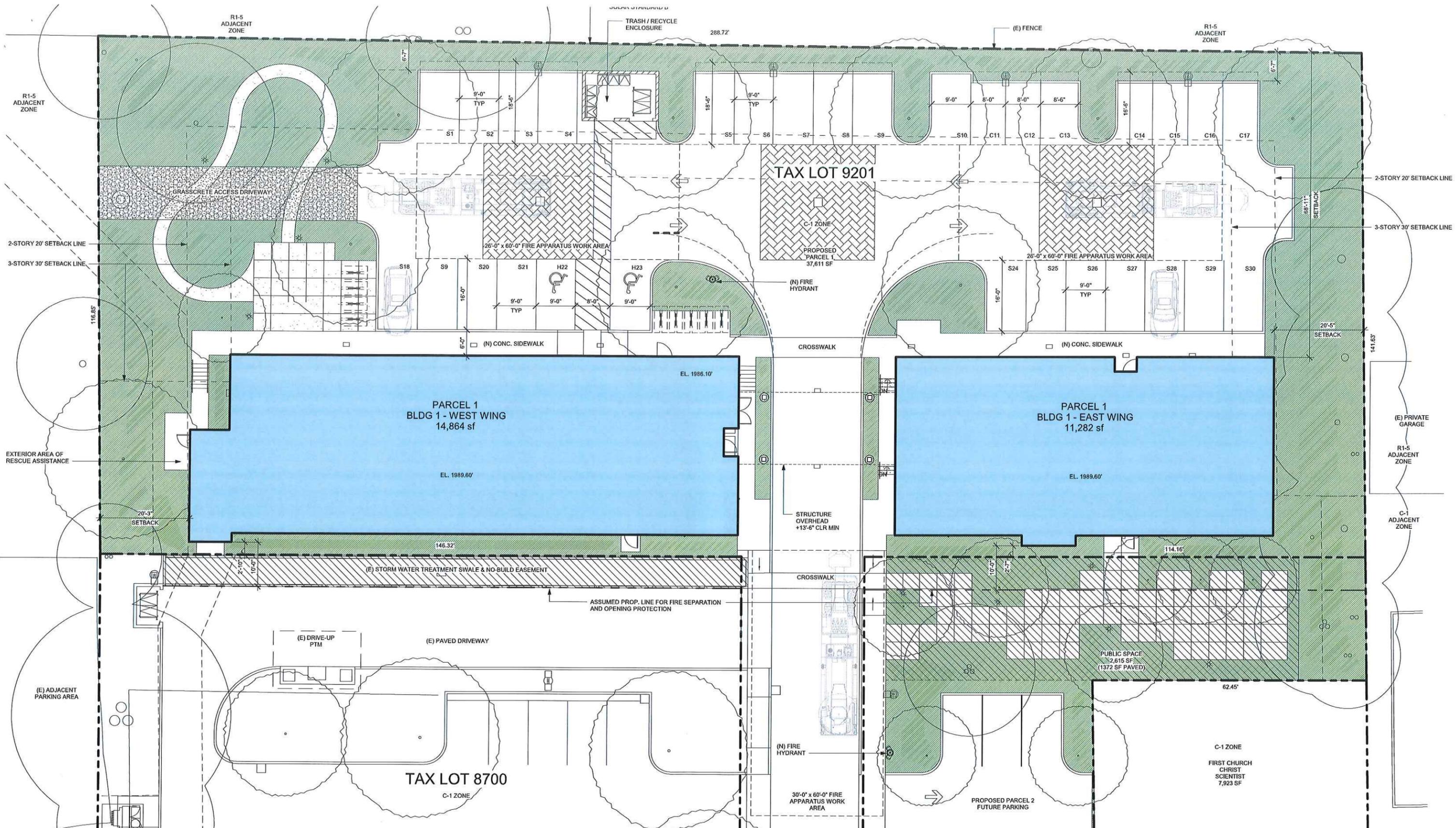


SCALE: 1" = 40'

GREENSPRINGS HIGHWAY NO. 66

Assessor's Map No. 39 1E 10 DC, Tax Lots 9201

POLARIS LAND SURVEYING



RECEIVED SITE - ENLARGED PLAN 1

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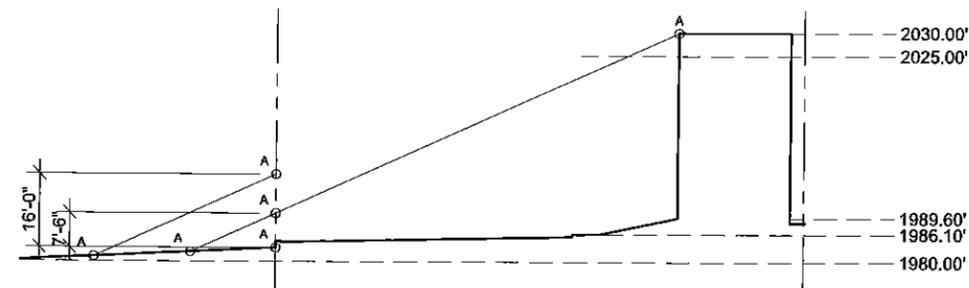
City of Ashland

1" = 10'-0"

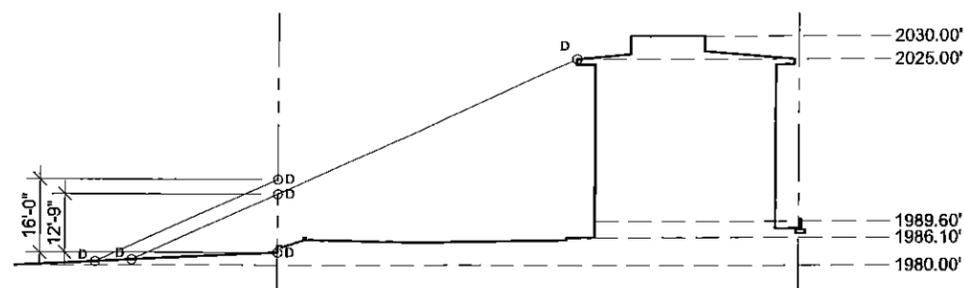
ENLARGED SITE PLAN

A3

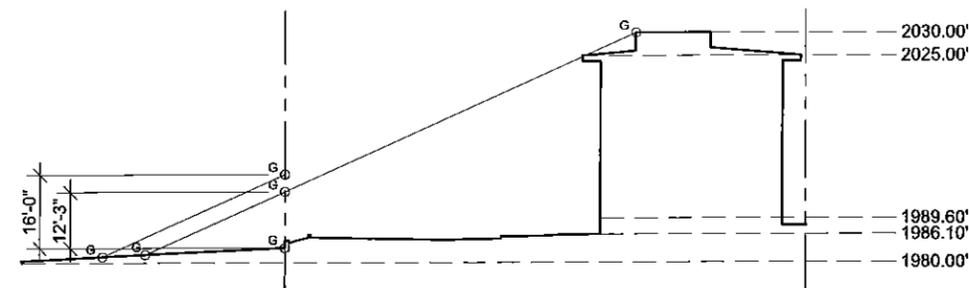
kistler + small + white
COLUMBIA CARE - Rogue Ridge
 ASHLAND ST. ASHLAND, OR 97520
 SITE REVIEW SUBMITTAL
 08.27.2018



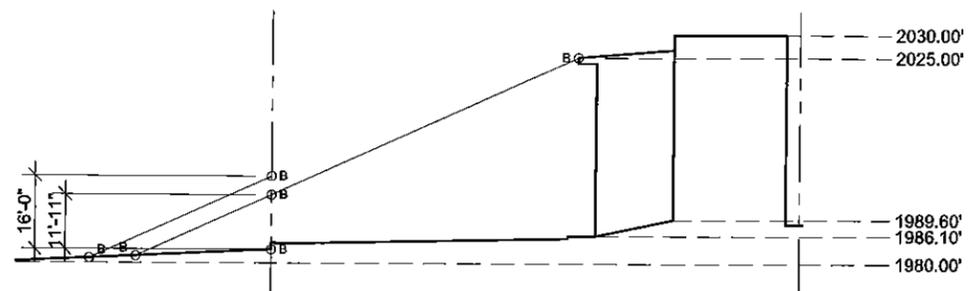
SOLAR SECTION A
1"=20' (A)



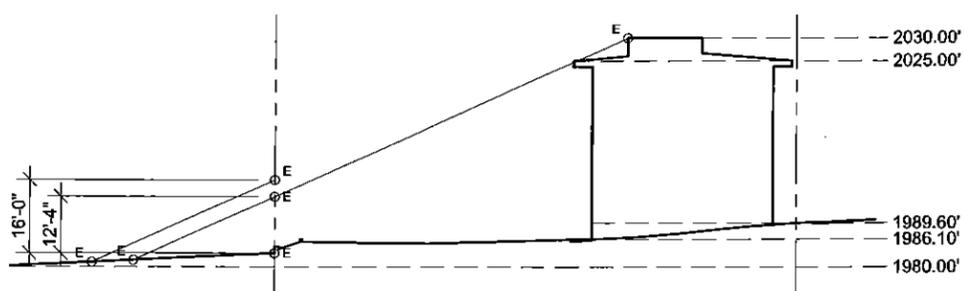
SOLAR SECTION D
1"=20' (D)



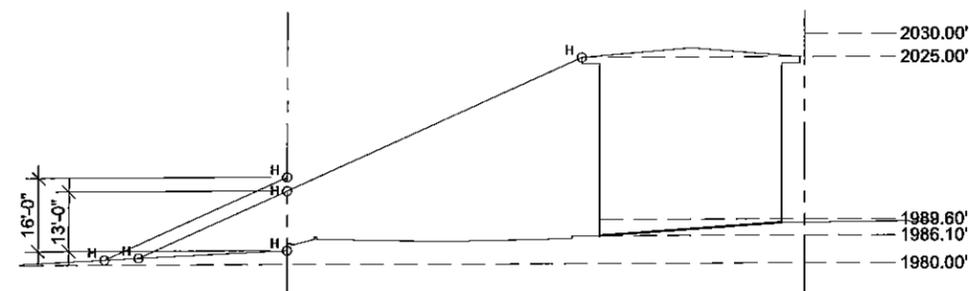
SOLAR SECTION G
1"=20' (G)



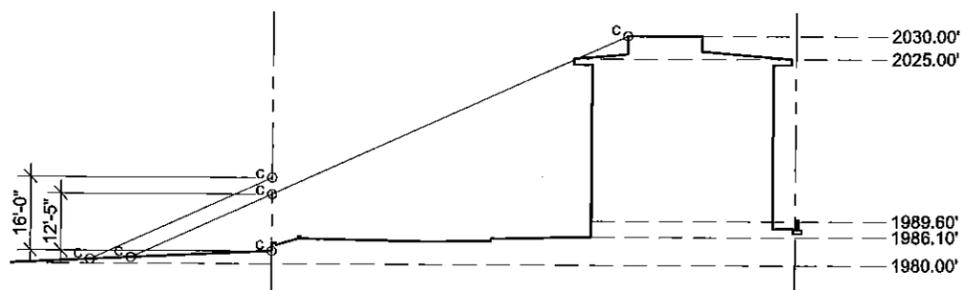
SOLAR SECTION B
1"=20' (B)



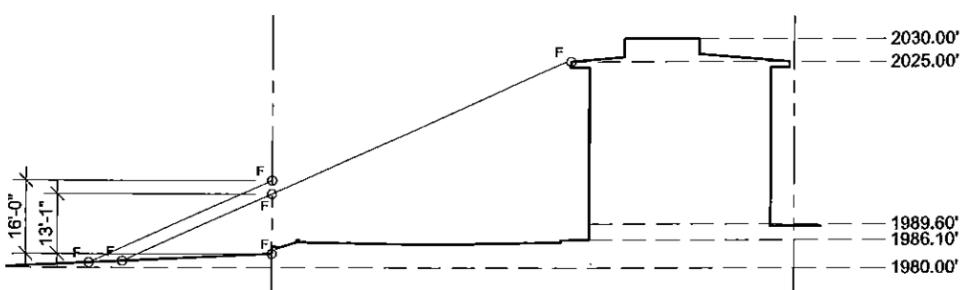
SOLAR SECTION E
1"=20' (E)



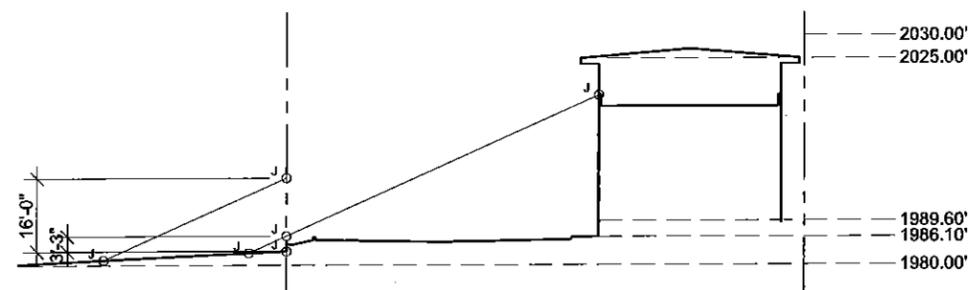
SOLAR SECTION H
1"=20' (H)



SOLAR SECTION C
1"=20' (C)



SOLAR SECTION F
1"=20' (F)



SOLAR SECTION J
1"=20' (J)



POINT @ N. PROPERTY LINE	A	B	C	D	E	F	G	H	J	
SOLAR CONTOUR	2025.00 ft									
N. PROP. LINE POINT ELEVATION	1983.00 ft	1983.00 ft	1982.80 ft	1982.73 ft	1983.00 ft	1983.00 ft	1983.25 ft	1983.03 ft	1983.00 ft	
H - HEIGHT ABOVE POINT	42.00 ft	42.00 ft	42.20 ft	42.27 ft	42.00 ft	42.00 ft	41.75 ft	41.97 ft	42.00 ft	
H-16 ft	26.00 ft	26.00 ft	26.20 ft	26.27 ft	26.00 ft	26.00 ft	25.75 ft	25.97 ft	26.00 ft	
SSB - SOLAR SETBACK (H-16/.445)	58.43 ft	58.43 ft	58.88 ft	59.03 ft	58.43 ft	58.43 ft	57.87 ft	58.36 ft	58.43 ft	
16 ft SHADOW LINE PROJECTION										
ACTUAL SHADOW LINE PROJECTION										
POINT @ N. PROPERTY LINE	A	B	C	D	E	F	G	H	J	
SOLAR CONTOUR	2030.00 ft									
N. PROP. LINE POINT ELEVATION	1983.00 ft	1983.00 ft	1982.80 ft	1982.73 ft	1983.00 ft	1983.00 ft	1983.25 ft	1983.03 ft	1983.00 ft	
H - HEIGHT ABOVE POINT	47.00 ft	47.00 ft	47.20 ft	47.27 ft	47.00 ft	47.00 ft	46.75 ft	46.97 ft	47.00 ft	
H-16 ft	31.00 ft	31.00 ft	31.20 ft	31.27 ft	31.00 ft	31.00 ft	30.75 ft	30.97 ft	31.00 ft	
SSB - SOLAR SETBACK	69.66 ft	69.66 ft	70.11 ft	70.27 ft	69.66 ft	69.66 ft	69.10 ft	69.60 ft	69.66 ft	



PLAN - LEVEL 1
1" = 10'-0"



AREA LEGEND

- ACCESSORY
- CIRCULATION
- DWELLING UNIT

UNIT COUNTS - LEVEL 1

2 BED	658 SF
2 BED: 1	
3 BED	1172 SF
3 BED: 1	
STUDIO	478 SF
STUDIO	461 SF
STUDIO	469 SF
STUDIO	469 SF
STUDIO	461 SF
STUDIO	467 SF
STUDIO	467 SF
STUDIO: 7	
Grand total:	9

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PLAN - LEVEL 2 ①

1" = 10'-0"

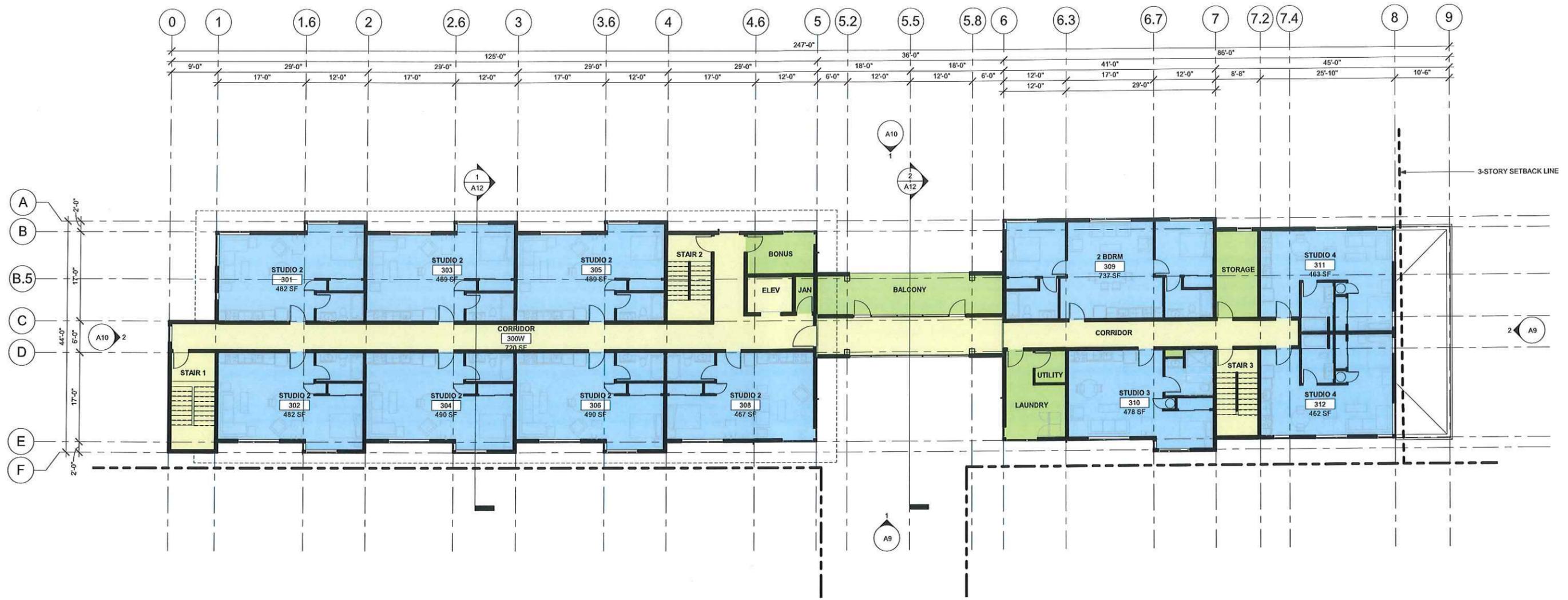
AREA LEGEND

- ACCESSORY
- CIRCULATION
- DWELLING UNIT

UNIT COUNTS - LEVEL 2

2 BED:	737 SF
2 BED: 1	
3 BED:	1260 SF
3 BED: 1	
STUDIO	482 SF
STUDIO	489 SF
STUDIO	490 SF
STUDIO	490 SF
STUDIO	482 SF
STUDIO	478 SF
STUDIO	489 SF
STUDIO	467 SF
STUDIO: 8	
Grand total:	10

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PLAN - LEVEL 3 1

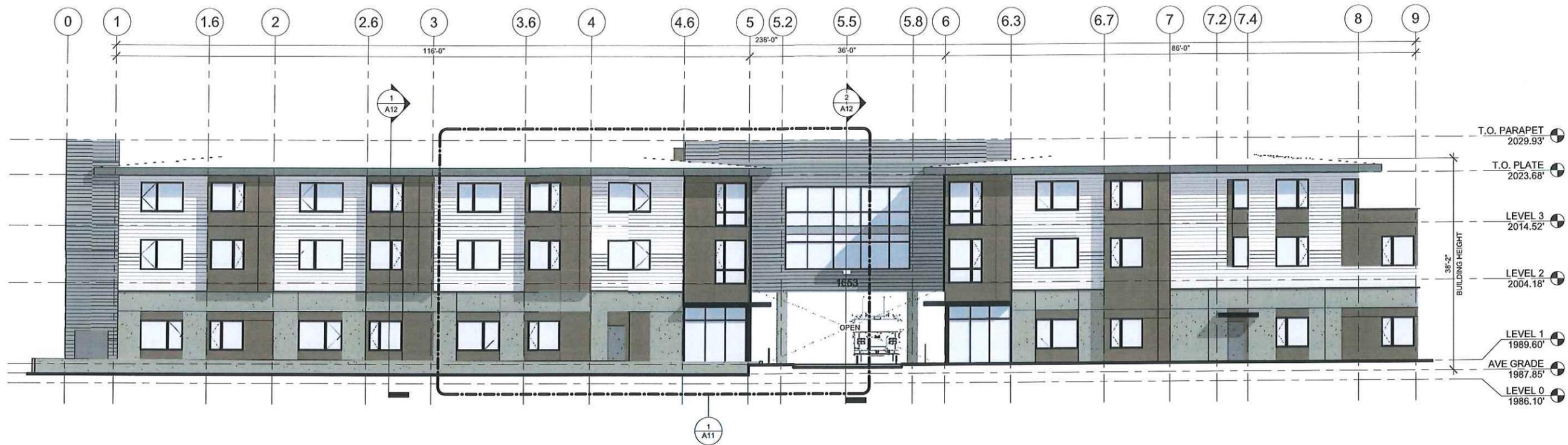
1" = 10'-0"

- AREA LEGEND**
- ACCESSORY
 - CIRCULATION
 - DWELLING UNIT

UNIT COUNTS - LEVEL 3

2 BED	737 SF
2 BED: 1	
STUDIO	482 SF
STUDIO	490 SF
STUDIO	463 SF
STUDIO	462 SF
STUDIO	478 SF
STUDIO	489 SF
STUDIO	489 SF
STUDIO	490 SF
STUDIO	467 SF
STUDIO	482 SF
STUDIO: 10	
Grand total:	11

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EXT ELEV - SOUTH 1
1" = 10'-0"

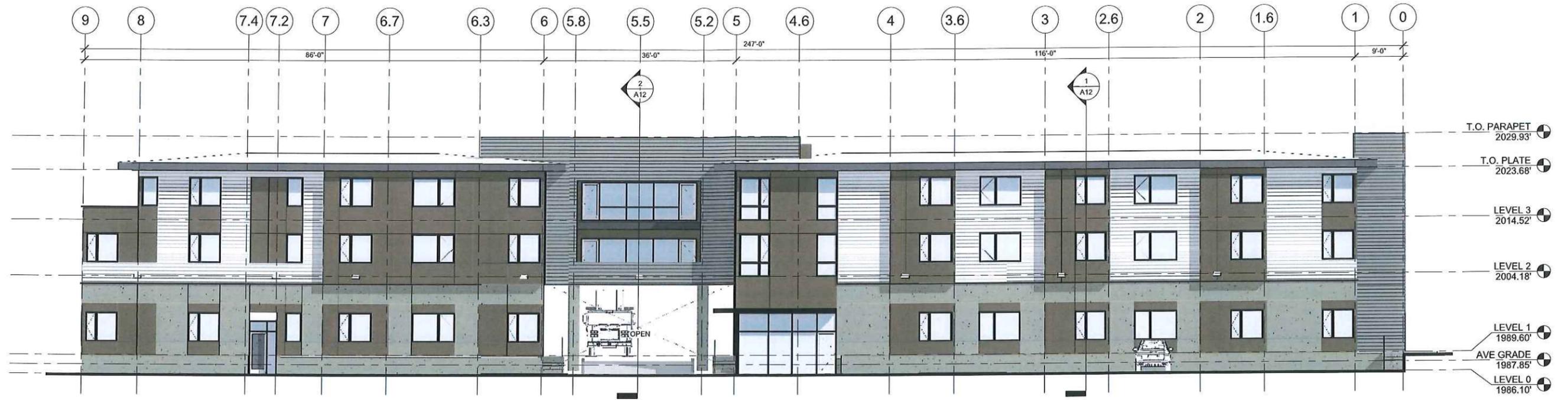


EXT ELEV - EAST 2
1" = 10'-0"



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ASHLAND ST. ASHLAND, OR 97520
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EXT ELEV - NORTH 1

1" = 10'-0"



EXT ELEV - WEST 2

1" = 10'-0"



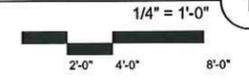
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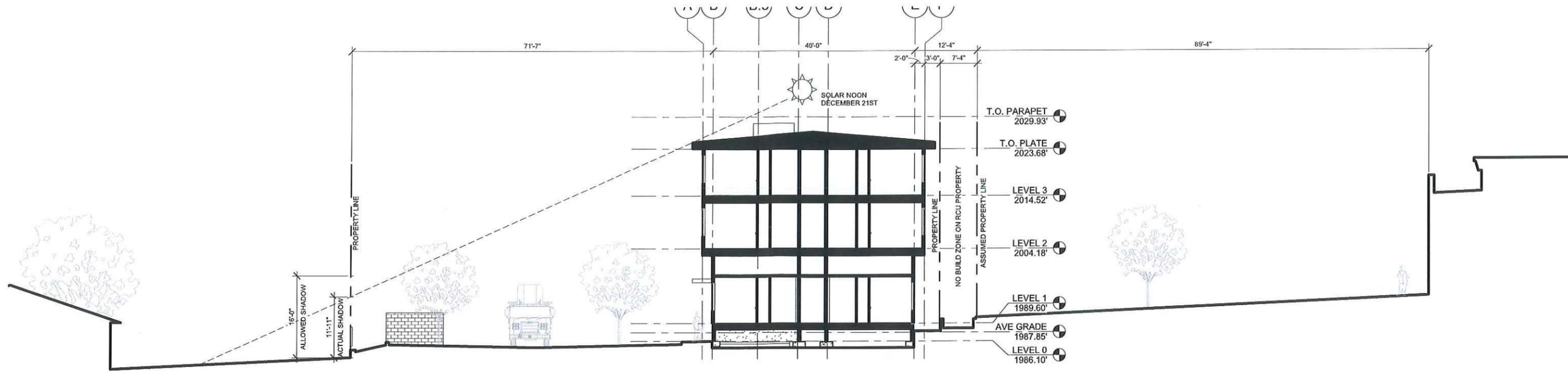
City of Ashland



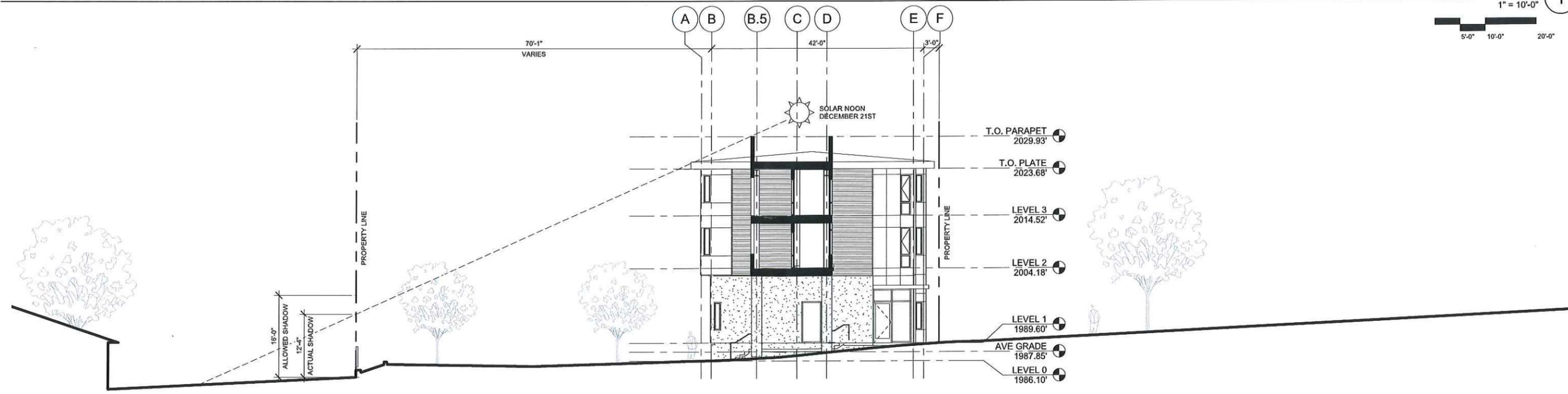
ENLARGED ELEVATION 1



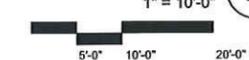
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SITE SECTION - AT RCU 1



SITE SECTION - AT BRIDGE 2



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PERSPECTIVE - AERIAL NW 3



PERSPECTIVE - BRIDGE FROM REAR 2



PERSPECTIVE - AERIAL NE 1



PERSPECTIVE - AERIAL SW 6

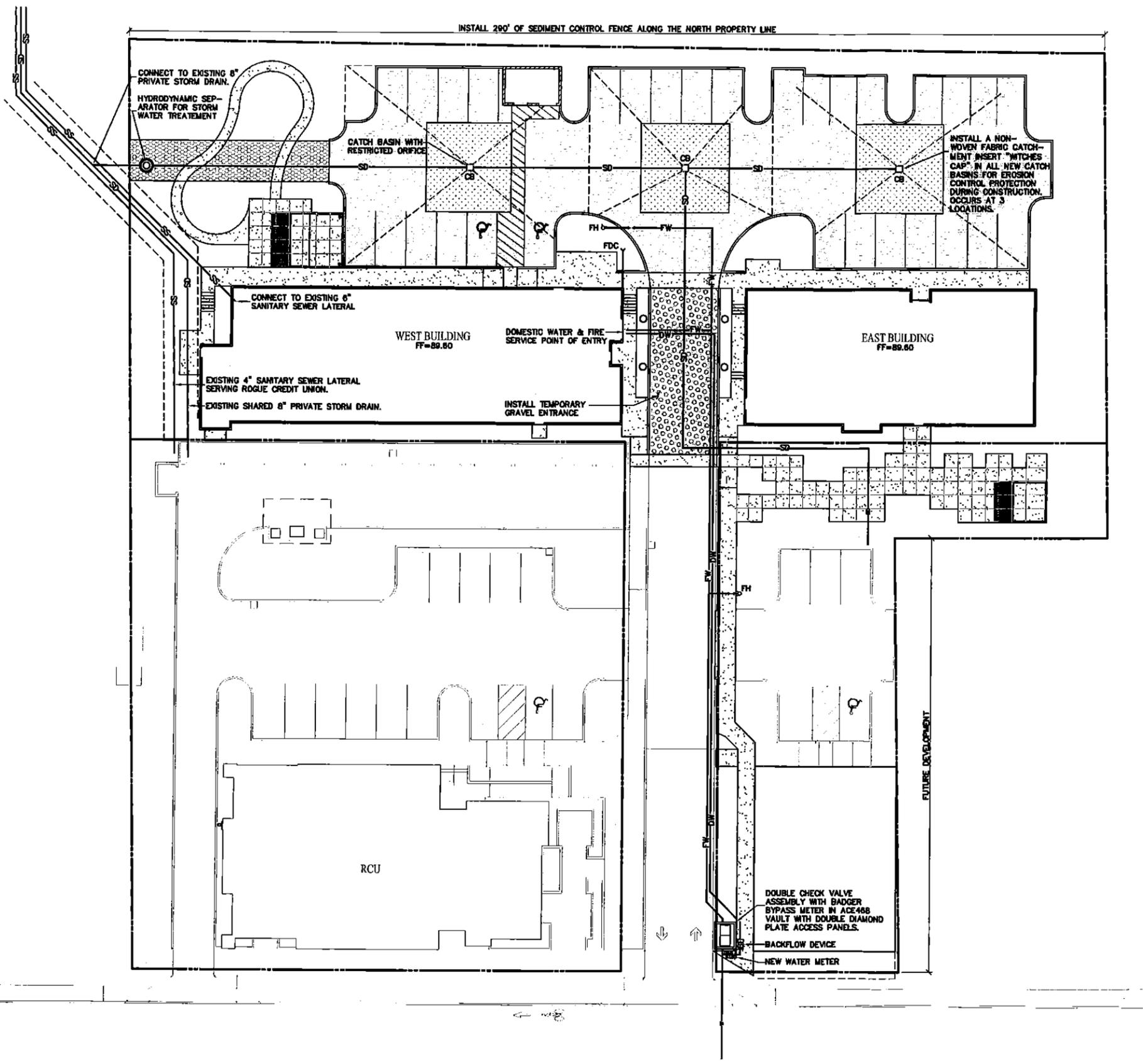


PERSPECTIVE - ENTRY CLOSEUP 5



PERSPECTIVE - AERIAL SE 4

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LEGEND

---	PROPERTY LINE
▨	NEW AC PAVING
▩	NEW CONCRETE FLATWORK
▧	NEW POROUS PAVERS
▦	NEW GRASSCRETE DRIVE
—	NEW CURBS (DARK LINE)
- - -	EXISTING CURBS (LIGHT LINE)
○ ○ ○ ○	GRAVEL ENTRANCE
- - -	GRADE BREAKS
— 87 —	FINISH CONTOURS (1')
- - - 87 - - -	EXISTING CONTOURS (1')
▲	SPOT ELEVATION
1.5%	FINISH SLOPE

ABBREVIATIONS

AC	TOP OF ASPHALT
BF	BACKFLOW
CB	CATCH BASIN
DW	DOMESTIC WATER
FDC	FIRE DEPARTMENT CONNECTION
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FW	FIRE WATER
GR	GRATE ELEVATION
INV	INVERT
PL	PROPERTY LINE
SD	STORM DRAIN
SS	SANITARY SEWER
TC	TOP OF CURB
W	WATER

STORM WATER MANAGEMENT

0.55 acres of impervious surface from the proposed development and 0.10 acres from the future development will be detained in shallow surface ponds at the lower parking lot over the 3 porous paver pads then piped to the hydrodynamic separator in the Northwest corner for treatment in conformance with the requirements of the Rogue Valley Storm Water Design Manual. Treated water will then discharge into the shared, private 8" storm drain that outlets to Parker Avenue.

- EROSION CONTROL MEASURES**
1. INSTALL A TEMPORARY 20' x 50' GRAVEL ENTRANCE AT THE END OF THE ACCESS DRIVE AS SHOWN THAT ALL VEHICLES TRAVELING ON EXPOSED SOIL MUST USE.
 2. INSTALL NON-WOVEN FABRIC CATCHMENT INSERT "WITCHES CAP" IN ALL NEW CATCH BASINS.
 3. INSTALL A TEMPORARY SEDIMENT CONTROL FENCE ALONG THE NORTH PROPERTY LINE AS SHOWN.

1 CONCEPTUAL UTILITY & EROSION CONTROL PLAN
SCALE: 1/16"=1'-0"



REVISIONS

DEW engineering
A CIVIL & STRUCTURAL ENGINEERING FIRM
PHONE 441.572.1330
MEDFORD, OREGON 97504
DEW-ENGINEERING.COM



CONCEPTUAL UTILITY & EROSION CONTROL PLAN
(for Site Plan Review)
COLUMBIA CARE - ROGUE RIDGE
1655 ASHLAND STREET
ASHLAND, OREGON

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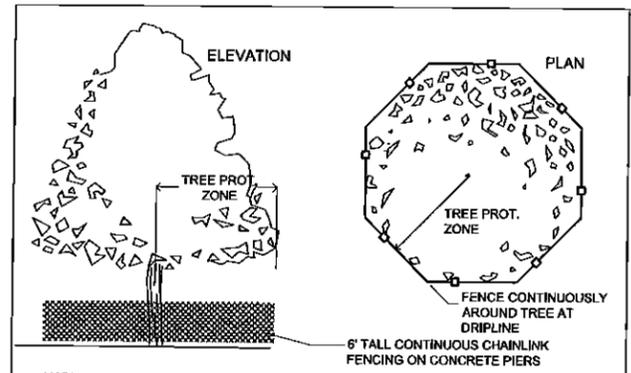
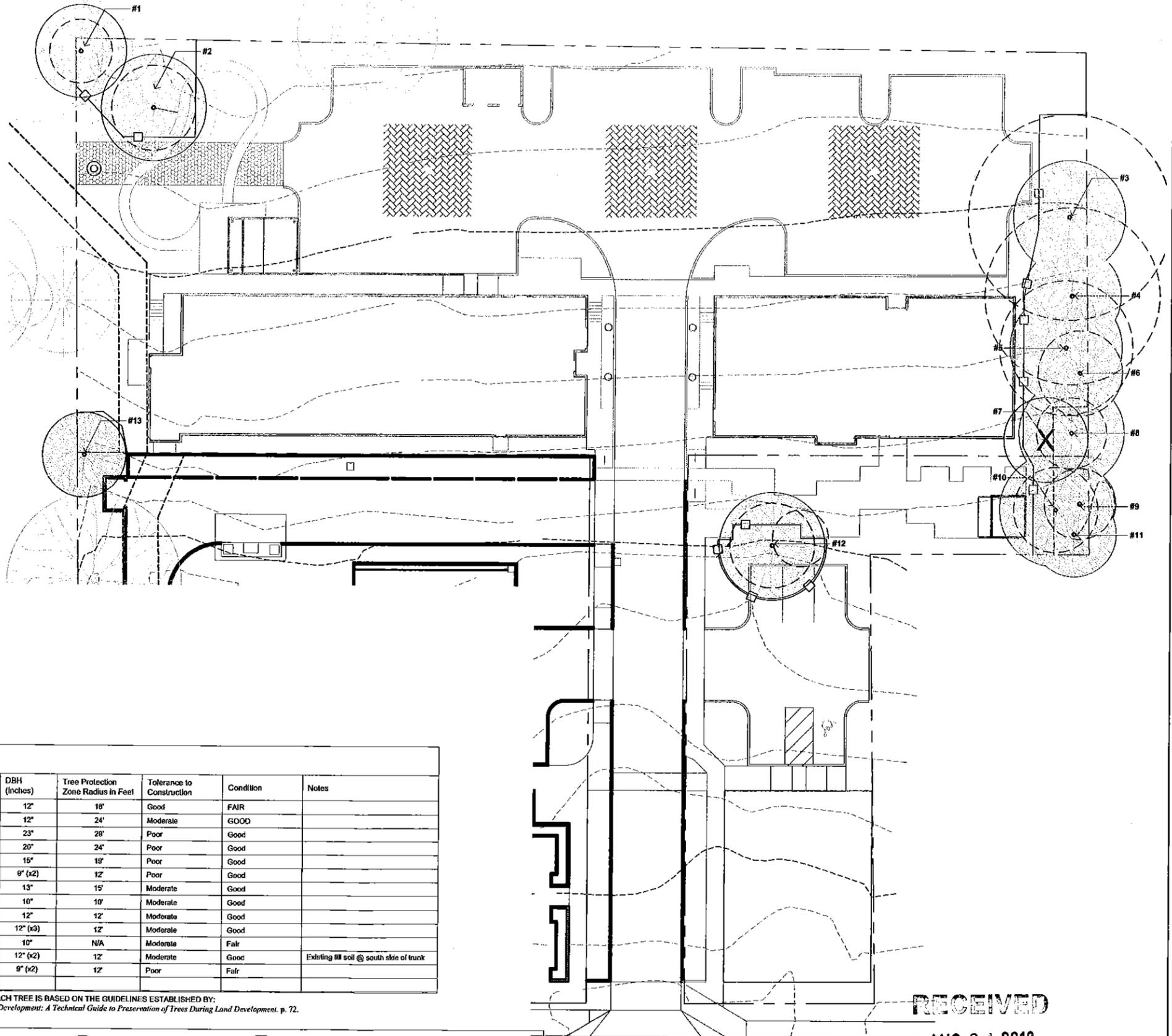
MRD	MRD
8.24.18	
18-013	

C1

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TREE PROTECTION AND REMOVAL NOTES

- PRIOR TO DELIVERING EXCAVATION EQUIPMENT OR COMMENCING ANY CONSTRUCTION ACTIVITIES ON THE SITE, THE GENERAL CONTRACTOR SHALL CONTACT THE LANDSCAPE ARCHITECT FOR A PRE-CONSTRUCTION MEETING WITH THE LANDSCAPE ARCHITECT AND EXCAVATION SUPERVISOR PRIOR TO COMMENCING ANY WORK ON THE SITE. THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED BY THE CONTRACTOR 48 HRS. IN ADVANCE FOR ALL SITE VISITS REQUESTED. CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FROM THE OWNER'S REPRESENTATIVE THAT CONSTRUCTION MAY BEGIN AFTER ALL OF THE DESCRIBED FENCING IS IN PLACE. FENCING SHALL REMAIN IN PLACE UNTIL THE PROJECT IS COMPLETED.
- FENCES MUST BE ERRECTED TO PROTECT TREES TO BE PRESERVED AS SHOWN IN DIAGRAM. FENCING SHALL BE 6' TALL TEMPORARY CHAIN LINK PANELS INSTALLED WITH METAL CONNECTIONS TO ALL PANELS. THESE FENCES SHALL BE INSTALLED SO THAT IT DOES NOT ALLOW PASSAGE OF PEDESTRIANS AND/OR VEHICLES THROUGH IT. FENCES DEFINE A SPECIFIC PROTECTION ZONE FOR EACH TREE OR GROUP OF TREES. FENCES ARE TO REMAIN UNTIL ALL SITE WORK HAS BEEN COMPLETED. FENCES MAY NOT BE RELOCATED OR REMOVED WITHOUT THE PERMISSION OF THE LANDSCAPE ARCHITECT.
- CONSTRUCTION TRAILERS, TRAFFIC AND STORAGE AREAS MUST REMAIN OUTSIDE FENCED TREE PROTECTION ZONES AT ALL TIMES.
- ALL PROPOSED UNDERGROUND UTILITIES AND DRAIN OR IRRIGATION LINES SHALL BE ROUTED OUTSIDE THE TREE PROTECTION ZONE. IF LINES MUST TRANSVERSE THE PROTECTION AREA, THEY SHALL BE TUNNELED OR BORED UNDER THE TREE ROOTS. NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IF ANY PROJECT PLANS CONFLICT WITH THIS REQUIREMENT.
- NO MATERIALS, EQUIPMENT, SPOIL, OR WASTE OR WASHOUT WATER MAY BE DEPOSITED, STORED, OR PARKED WITHIN THE TREE PROTECTION ZONE (FENCED AREA).
- NOTIFY THE LANDSCAPE ARCHITECT IF TREE PRUNING IS REQUIRED CONSTRUCTION CLEARANCE.
- ANY HERBICIDES PLACED UNDER PAVING MATERIALS MUST BE SAFE FOR USE AROUND TREES AND LABELED FOR THAT USE.
- IF INJURY SHOULD OCCUR TO ANY TREE DURING CONSTRUCTION, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY. ALL DAMAGE CAUSED BY CONSTRUCTION TO EXISTING TREES SHALL BE COMPENSATED FOR BY THE OFFENDING PARTY, BEFORE THE PROJECT WILL BE CONSIDERED COMPLETE.
- WATERING SCHEDULE: WATERING PROTECTED TREES SHALL FOLLOW THESE STANDARDS, HOWEVER PERIODS OF EXTREME HEAT, WIND, RAINFALL OR DROUGHT MAY REQUIRE MORE OR LESS WATER THAN RECOMMENDED IN THESE NOTES.
 - MOST SPECIES: 1 TIME PER MONTH DURING IRRIGATION SEASON (USUALLY MARCH THROUGH SEPTEMBER)
 - QUERCUS/OAK: DEEP WATER IN MAY AND SEPTEMBER, DO NOT WATER DURING OTHER MONTHS. FOR OAKS ALREADY IN THE VICINITY OF IRRIGATED CONDITIONS, AUTOMATIC SPRINKLERS OR REGULAR WATERING SHALL NOT BE ALLOWED TO SPRAY ON OR WITHIN 3 FEET OF THE TRUNK. THE WATER SHALL NOT BE ALLOWED TO POOL OR DRAIN TOWARDS THE TRUNK.
 - WATERING METHOD: HAND WATERING SYSTEMS, RECOMMENDED FOR TREES THAT ARE PART OF A DEVELOPMENT PROJECT THAT MUST BE WATERED TO INSURE TREE SURVIVAL DURING THE COURSE OF CONSTRUCTION UNTIL AUTOMATIC IRRIGATION IS INSTALLED.
- EROSION CONTROL DEVICES SUCH AS SILT FENCING, DEBRIS BASINS, AND WATER DIVERSION STRUCTURES SHALL BE INSTALLED ON THE UPHILL SIDE OF THE TREE PROTECTION ZONE TO PREVENT SILTATION AND/OR EROSION WITHIN THE TREE PROTECTION ZONE.
- BEFORE GRADING, PAD PREPARATION, OR EXCAVATION FOR THE FOUNDATIONS, FOOTINGS, WALLS, OR TRENCHING, ANY TREES WITHIN THE SPECIFIC CONSTRUCTION ZONE SHALL BE ROOT PRUNED 1 FOOT OUTSIDE THE TREE PROTECTION ZONE BY CUTTING ALL ROOTS CLEANLY AT A 90 DEGREE ANGLE TO A DEPTH OF 24 INCHES. ROOTS SHALL BE CUT BY MANUALLY DIGGING A TRENCH AND CUTTING EXPOSED ROOTS WITH A SAW, VIBRATING KNIFE, ROCK SAW, NARROW TRENCHER WITH SHARP BLADES, OR OTHER APPROVED ROOT-PRUNING EQUIPMENT.
- ANY ROOTS DAMAGED DURING GRADING OR CONSTRUCTION SHALL BE EXPOSED TO SOUND TISSUE AND CUT CLEANLY AT A 90 DEGREE ANGLE TO THE ROOT WITH A SAW. PLACE DAMP SOIL AROUND ALL CUT ROOTS TO A DEPTH EQUALING THE EXISTING FINISH GRADE WITHIN 4 HOURS OF CUTS BEING MADE.
- IF TEMPORARY HAUL OR ACCESS ROADS MUST PASS OVER THE ROOT AREA OF TREES TO BE RETAINED, A ROAD BED OF 6 INCHES OF MULCH OR GRAVEL SHALL BE CREATED TO PROTECT THE SOIL. THE ROAD BED MATERIAL SHALL BE REPLENISHED AS NECESSARY TO MAINTAIN A 6 INCH DEPTH.
- SPOIL FROM TRENCHES, BASEMENTS, OR OTHER EXCAVATIONS SHALL NOT BE PLACED WITHIN THE TREE PROTECTION ZONE. EITHER TEMPORARILY OR PERMANENTLY.
- NO BURN PILES OR DEBRIS PILES SHALL BE PLACED WITHIN THE TREE PROTECTION ZONE. NO ASHES, DEBRIS, OR GARBAGE MAY BE DUMPED OR BURIED WITHIN THE TREE PROTECTION ZONE.
- MAINTAIN FIRE-SAFE AREAS AROUND FENCED AREA. ALSO, NO HEAT SOURCES, FLAMES, IGNITION SOURCES, OR SMOKING IS ALLOWED NEAR MULCH OR TREES.
- DO NOT RAISE THE SOIL LEVEL WITHIN THE DRIP LINES TO ACHIEVE POSITIVE DRAINAGE, EXCEPT TO MATCH GRADES WITH SIDEWALKS AND CURBS, AND IN THOSE AREAS, FEATHER THE ADDED TOPSOIL BACK TO EXISTING GRADE AT APPROXIMATELY 3:1 SLOPE.
- REMOVE THE ROOT WAD FOR EACH TREE THAT IS INDICATED ON THE PLAN AS BEING REMOVED.
- EXCEPTIONS TO THE TREE PROTECTION SPECIFICATIONS MAY ONLY BE GRANTED IN EXTRAORDINARY CIRCUMSTANCES WITH WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO ANY WORK COMMENCING.
- AS A PROTECTIVE MEASURE TO COMPENSATE FOR CONSTRUCTION IMPACTS, TWO TO SIX WEEKS PRIOR TO CONSTRUCTION, ALL RETAINED TREES SHOWN ON THIS PLAN SHALL RECEIVE AN APPLICATION OF MYCOAPPLY ALL PURPOSE SOLUBLE PER MANUFACTURER'S INSTRUCTIONS. THIS MYCORRHIZAE PRODUCT IS A SPECIALLY FORMULATED NATURAL ROOT BIOSOLUBLE WHICH ENHANCES THE ABSORPTIVE SURFACE AREA OF THE TREES' ROOT SYSTEMS. THIS PROMOTES AND IMPROVES NUTRIENT AND WATER UPTAKE CAPABILITIES OF THE REMAINING ROOT STRUCTURE. DISTRIBUTE MYCOAPPLY EVENLY WITHIN THE ACTIVE ROOT ZONE OF RETAINED TREES. APPLY 30 GALS. OF SOLUTION PER TREE 6" DBH AND GREATER, A MINIMUM OF 4" BELOW SOIL SURFACE IN QUANTITIES OF 1/2 GALLON AT EACH POINT OF APPLICATION. LOCATE THE ACTIVE ROOT ZONES WITH LANDSCAPE ARCHITECT PRESENT. MYCOAPPLY IS AVAILABLE FROM MYCORRHIZAL APPLICATION, INC., PHONE (541) 476-3985.

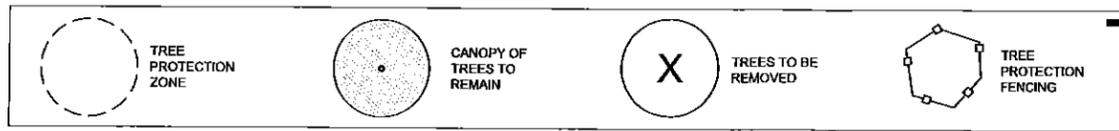


- NOTE:**
- TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO START OF CONSTRUCTION AND SHALL REMAIN IN PLACE THROUGH COMPLETION OF PROJECT.
 - ALL EXCAVATION WITHIN DRIFLINE OF TREES SHALL BE DONE BY HAND. IF ROOTS OVER 2" IN DIAMETER ARE ENCOUNTERED, CONTRACTOR SHALL CONSULT WITH LANDSCAPE ARCHITECT OR ARBORIST BEFORE PROCEEDING.
 - TREE ROOTS ENCOUNTERED DURING CONSTRUCTION, SHALL BE CUT CLEANLY AT A 90 DEGREE ANGLE AND PACKED WITH DAMP SOIL IMMEDIATELY.
 - DURING CONSTRUCTION ALL TREES TO REMAIN SHALL BE IRRIGATED ON A WEEKLY BASIS OR AS NECESSARY WITH LEAKY PIPE EN CIRCLING THE TREE FROM TRUNK OUT TO DRIP LINE.

1 TREE PROTECTION

#	Species	DBH (Inches)	Tree Protection Zone Radius in Feet	Tolerance to Construction	Condition	Notes
1	Ulmus pumila	12"	18'	Good	FAIR	
2	Quercus kelloggii	12"	24'	Moderate	GOOD	
3	Acer macrophyllum	23"	28'	Poor	Good	
4	Acer macrophyllum	20"	24'	Poor	Good	
5	Acer macrophyllum	15"	19'	Poor	Good	
6	Acer macrophyllum	9" (x2)	12'	Poor	Good	
7	Prunus dulcis	13"	15'	Moderate	Good	
8	Quercus kelloggii	10"	10'	Moderate	Good	
9	Quercus kelloggii	12"	12'	Moderate	Good	
10	Quercus kelloggii	12" (x3)	12'	Moderate	Good	
11	Prunus dulcis	10"	N/A	Moderate	Fair	
12	Quercus kelloggii	12" (x2)	12'	Moderate	Good	Existing #11 soil @ south side of trunk
13	Acer macrophyllum	9" (x2)	12'	Poor	Fair	

THE TREE PROTECTION ZONE FOR EACH TREE IS BASED ON THE GUIDELINES ESTABLISHED BY: Matheny, N. & Clark, J. 1998. *Trees and Development: A Technical Guide to Preservation of Trees During Land Development*. p. 72.



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Landscape Architecture

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541.468.3184

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STATE OF OREGON
REVIEW ONLY
LANDSCAPE ARCHITECT
11/12/99

Drawn By:
KJJC/L

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1655 ASHLAND STREET
ASHLAND, OREGON

JOB NO.
REVISION DATE

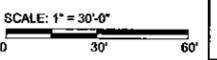
PRELIMINARY TREE PROTECTION PLAN

ISSUE DATE:
August 24, 2018

L1

ASHLAND STREET

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1655 ASHLAND STREET
ASHLAND, OREGON

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PRELIMINARY LANDSCAPE PLAN

ISSUE DATE:
August 24, 2018

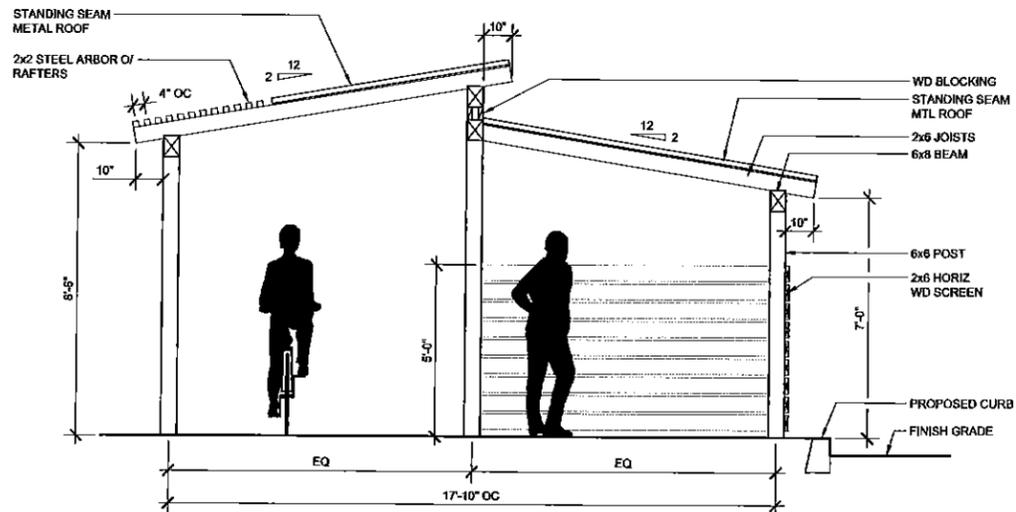
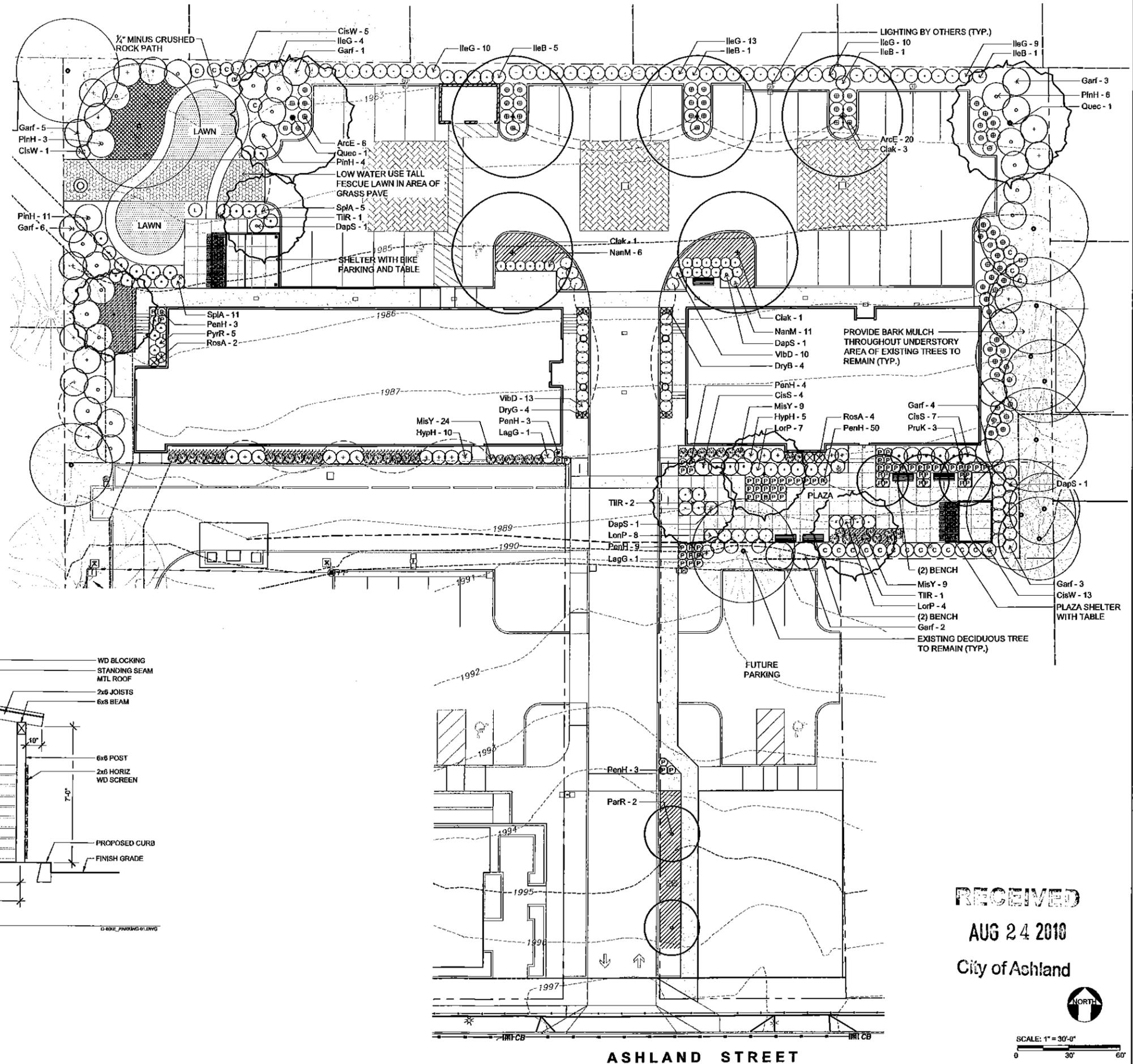
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PRELIMINARY PLANT LEGEND			
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
TREES			
Clak	Cladastris kentuckea	Kentucky Yellowwood	2" CAL.
ParR	Parrotia persica 'Inge's Ruby Vase'	Ruby Vase Parrotia	2" CAL.
PruK	Prunus serotina 'Kwanzan'	Kwanzan Cherry	1-1/2" CAL.
Quec	Quercus cocinea	Scarlet Oak	2" CAL.
TIIR	Tilia americana 'Redmond'	Redmond Linden	2" CAL.
SHRUBS			
ClsS	Cistus pulverulentus 'Sunset'	Sunset Rockrose	3 GAL.
ClsW	Cistus texus 'Snow White'	Snow White Rockrose	5 GAL.
DepS	Daphne renaissantica 'Summer Ice'	Summer Ice Daphne	5 GAL.
DryB	Dryopteris erythrosora 'Brilliance'	Brilliance Autumn Fern	1 GAL.
Garf	Garrya fremontii	Fremont Silk-tassel	3 GAL.
HypH	Hypericum x 'Hidcote'	Hidcote St. John's Wort	5 GAL.
IleB	Ilex x meserveae 'Blue Boy'	Blue Boy Holly	3 GAL.
IleG	Ilex x meserveae 'Blue Girl'	Blue Girl Holly	3 GAL.
LagG	Lagerstroemia x 'Garnet'	Cherry Dazzle Crape Myrtle	5 GAL.
LonP	Lonicera pileola	Privet Honeysuckle	5 GAL.
MisY	Miscanthus sinensis 'Yakushima'	Dwarf Maiden Grass	1 GAL.
NanM	Nandina domestica 'Monfar'	Sienna Sunrise Nandina	5 GAL.
PenH	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 GAL.
PinH	Pinus sylvestris 'Hillside Creeper'	Hillside Creeper Pine	3 GAL.
PyrM	Pyracantha x 'Monell'	Red Elf Firethorn	5 GAL.
RosA	Rosmarinus officinalis 'Ary'	Ary Rosemary	1 GAL.
SplA	Spiraea japonica 'Alpina'	Daphne Spirea	5 GAL.
VibD	Viburnum davidii	David Viburnum	5 GAL.
GROUND COVER			
	Coloneaster dammeri 'Coral Beauty'	Coral Beauty Lowfast	1 GAL.
	Rubus calyculoides	Creeping Bramble	1 GAL.
	Trachelospermum jasminoides	Star Jasmine	1 GAL.

NOTE: MATURE COMPOST SHALL BE ADDED TO THE TOPSOIL OF LANDSCAPING AREAS AT A RATE OF THREE CUBIC YARDS OF COMPOST PER 1,000 SQUARE FEET OF LANDSCAPING AREA TO BE PLANTED.

PRELIMINARY LANDSCAPE NOTES

- ALL PROPOSED LANDSCAPE PLANTING AREAS SHALL RECEIVE CLEAN, SANDY LOAM TOPSOIL TO A MINIMUM DEPTH OF 12" OR AS NOTED ON THE PLAN. ADDITIONALLY, ALL PLANTING AREAS WILL BE PREPARED PER THE PROCEDURES AS OUTLINED IN THE ASHLAND MUNICIPAL CODE, CHAPTER 18.4.4.1.1.
- ALL PLANTING AREAS SHALL RECEIVE 3" OF UNSETTLED ORGANIC MULCH.
- THE PROPOSED LAWN AREA SHALL CONSIST OF A LOW WATER USE AND SHADE TOLERANT TALL FESCUE SOG.
- ALL PLANTING AREAS SHALL BE SERVED BY A DESIGNATED 1/2" (MIN.) DOMESTIC WATER METER AND A CITY OF ASHLAND APPROVED BACKFLOW PREVENTION DEVICE.
- THE IRRIGATION SYSTEM WILL PROVIDE A FULLY AUTOMATIC IRRIGATION CONTROLLER.
- THE IRRIGATION SYSTEM WILL PROVIDE IRRIGATION TO 100% OF THE PLANTING AREA AND WILL FOLLOW THE GUIDELINES AS NOTED IN THE ASHLAND MUNICIPAL CODE, CHAPTER 18.4.4.1.2.



1 SECTION: BIKE PARKING SHELTER

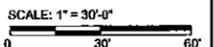
Scale: 3/8" = 1'-0"

G:BIKE_PARKING-01.DWG

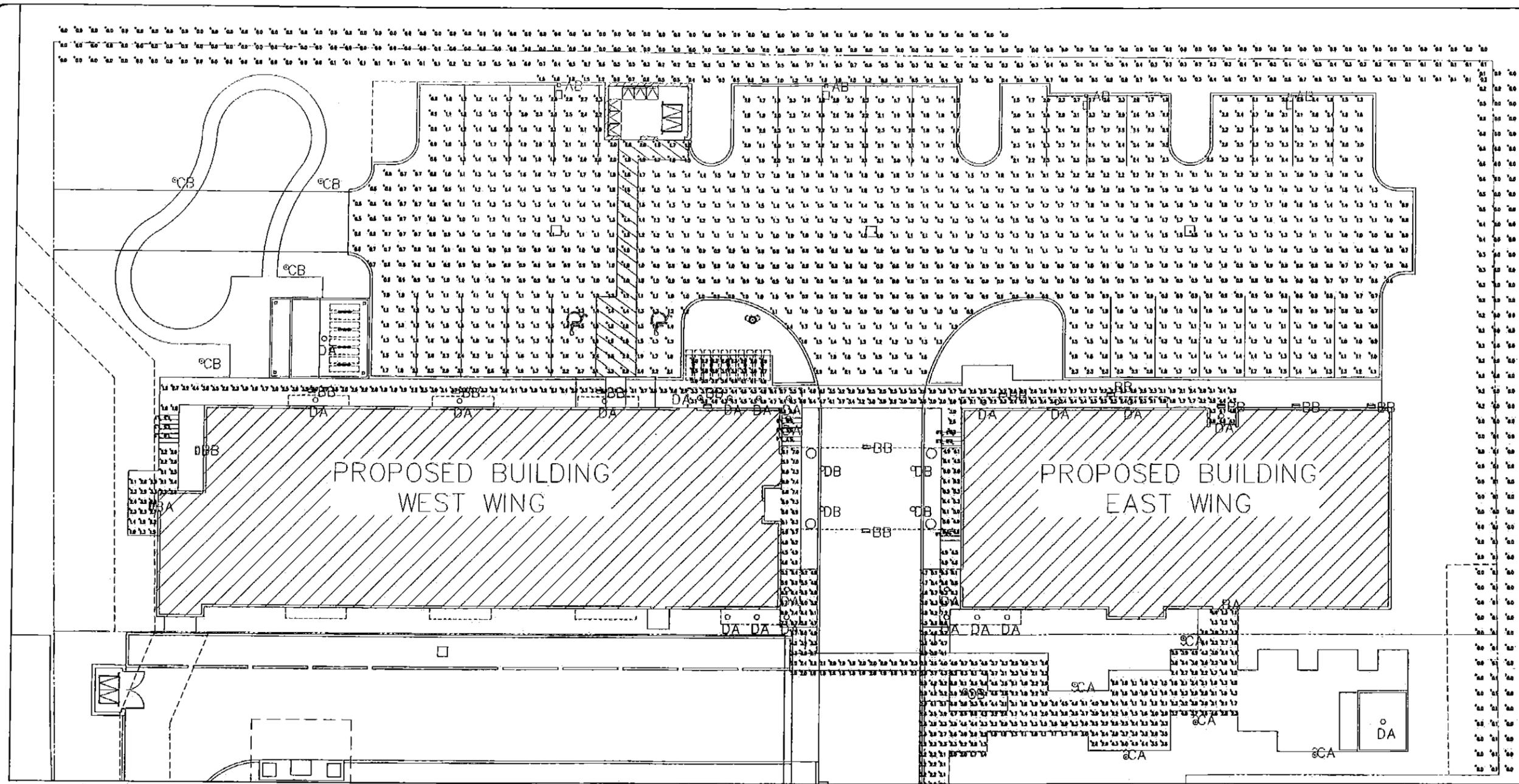
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ASHLAND STREET



1 ELECTRICAL SITE LIGHTING - NORTH
 PHOTOMETRIC ANALYSIS
 SCALE: 1" = 10'



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 SITE REVIEW SUBMITTAL DRAFT
 1651 ASHLAND ST.
 ASHLAND OREGON

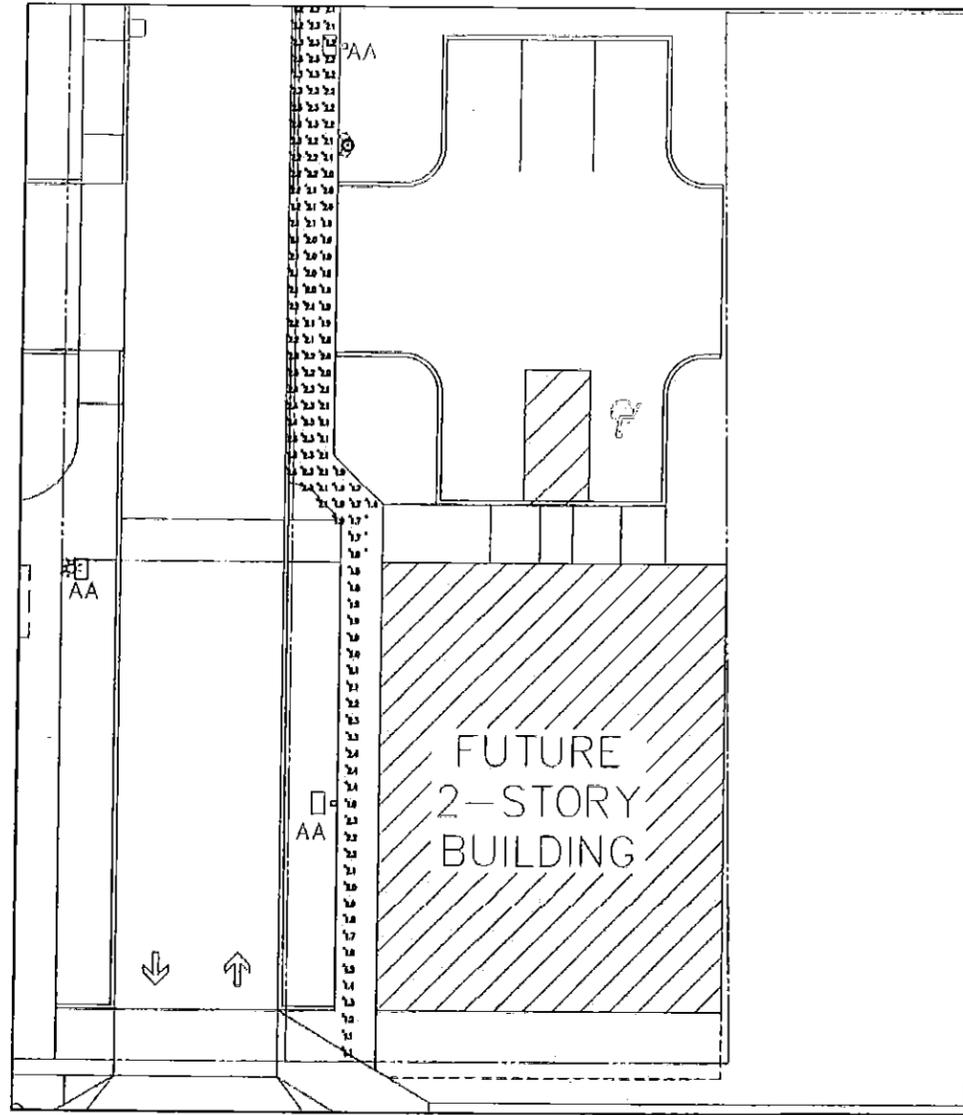
ELECTRICAL SITE LIGHTING
 PHOTOMETRIC ANALYSIS

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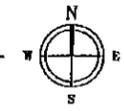
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① ELECTRICAL SITE LIGHTING - SOUTH
PHOTOMETRIC ANALYSIS
SCALE: 1" = 10'



Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Parking Lot	+	1.4 fc	3.3 fc	0.5 fc	6.6:1	2.8:1
Path of Egress - Central Stairs #1	+	5.3 fc	5.7 fc	4.9 fc	1.2:1	1.1:1
Path of Egress - Central Stairs #2	+	2.7 fc	3.2 fc	2.3 fc	1.4:1	1.2:1
Path of Egress - Central Stairs #3	+	4.5 fc	4.9 fc	4.2 fc	1.2:1	1.1:1
Path of Egress - Central Walkway (East)	+	5.4 fc	6.5 fc	4.1 fc	1.6:1	1.3:1
Path of Egress - North	+	3.1 fc	6.8 fc	1.6 fc	4.3:1	1.9:1
Path of Egress - South	+	3.1 fc	8.0 fc	1.0 fc	8.0:1	3.1:1
Path of Egress - West	+	2.3 fc	3.3 fc	1.0 fc	3.3:1	2.3:1
Path of Egress - West Stairs	+	1.4 fc	1.8 fc	1.1 fc	1.6:1	1.3:1
Property Line - East	+	0.1 fc	0.6 fc	0.0 fc	N/A	N/A
Property Line - North	+	0.2 fc	1.8 fc	0.0 fc	N/A	N/A



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ELECTRICAL SITE LIGHTING PHOTOMETRIC ANALYSIS	
MAJ. JOB NO. 18109	REV./ISSUES
FILE NAME	
ISSUE DATE 08-24-2018	
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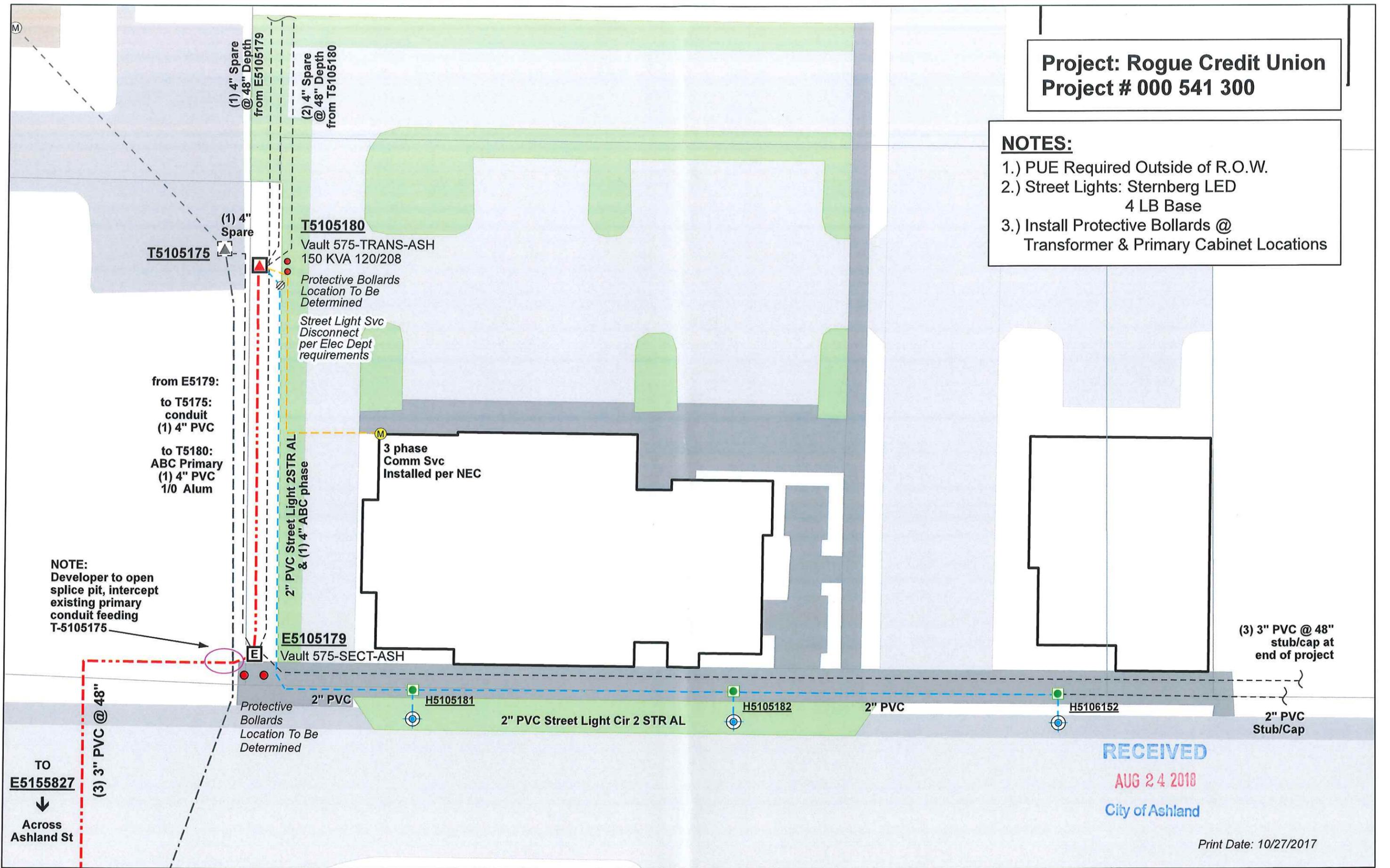
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**Project: Rogue Credit Union
Project # 000 541 300**

- NOTES:**
- 1.) PUE Required Outside of R.O.W.
 - 2.) Street Lights: Sternberg LED
4 LB Base
 - 3.) Install Protective Bollards @
Transformer & Primary Cabinet Locations



T5105180
Vault 575-TRANS-ASH
150 KVA 120/208

from E5179:
to T5175:
conduit
(1) 4" PVC
to T5180:
ABC Primary
(1) 4" PVC
1/0 Alum

2" PVC Street Light 2STR AL
& (1) 4" ABC phase

3 phase
Comm Svc
Installed per NEC

E5105179
Vault 575-SECT-ASH

2" PVC Street Light Cir 2 STR AL

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Print Date: 10/27/2017

NOTE:
Developer to open
splice pit, intercept
existing primary
conduit feeding
T-5105175

TO
E5155827
↓
Across
Ashland St

(3) 3" PVC @ 48"

(3) 3" PVC @ 48"
stub/cap at
end of project

(1) 4" Spare
@ 48" Depth
from E5105179

(2) 4" Spare
@ 48" Depth
from T5105180

(1) 4" Spare

Protective Bollards
Location To Be
Determined

Street Light Svc
Disconnect
per Elec Dept
requirements

Protective
Bollards
Location To Be
Determined

2" PVC

H5105181

H5105182

2" PVC

H5106152

2" PVC
Stub/Cap

**ColumbiaCare Rogue Ridge
PLANNING SUMMARY**

	LOT 1 - Parcels 1 & 2 (Shadow Plan)			LOT 2-RCU		LOTS 1 - 2 TOTALS
	BLDG 1 (Proposed) 47,524 sf 37,611 sf -9,913 sf	BLDG 2 (deleted)	BLDG 3 (Future) 0 sf 9,913 sf 9,913 sf	TOTALS	BLDG 1 (Existing) 22,462 sf 22,462 sf 0 sf	
PARCEL AREAS						
EXISTING	28 ft		54 ft	82 ft	137 ft	219 ft
PROPOSED	0 ft	-	42 ft	42 ft	96 ft	138 ft
CHANGE				51.2%	70.1%	63.0%
PROJECT STREET FRONTAGE				TOTALS		
PROPERTY LINE FRONTAGE	8,296 sf	-	2,268 sf	10,564 sf	4,508 sf	15,072 sf
BUILDING FAÇADE FRONTAGE	9,135 sf	-	2,268 sf	11,403 sf	0 sf	11,403 sf
% FAÇADE / STREET	8,715 sf	-	-	8,715 sf	0 sf	8,715 sf
PROPOSED BUILDING AREAS	26,146 sf	-	4,536 sf	30,682 sf	4,508 sf	35,190 sf
FIRST FLOOR						
SECOND FLOOR	0 sf	-	2,268 sf	2,268 sf	4,508 sf	6,776 sf
THIRD FLOOR	8,296 sf	-		8,296 sf		8,296 sf
TOTAL FLOOR AREA						
GROUND FLOOR USES						
PERMITTED (P)						
SPECIAL PERMITTED (SP)						
FLOOR AREA RATIO (F.A.R.)						
PROPOSED BUILDING AREAS	26,146 sf	-	4,536 sf	30,682 sf	4,508 sf	35,190 sf
PUBLIC SPACE TOWARD F.A.R.	2,615 sf	-	0 sf	2,615 sf	828 sf	3,443 sf
TOTAL AREA INCLUDED FOR F.A.R.	28,761 sf	-	4,536 sf	33,297 sf	5,336 sf	38,633 sf
% F.A.R. PROPOSED				70.1%	23.8%	55.2%
MINIMUM REQUIRED (.50)				23,762 sf	11,231 sf	34,993 sf
SURPLUS / (DEFICIT)				9,535 sf	(5895) sf	3,640 sf
PUBLIC SPACE / PLAZA						
AREA PROPOSED IN HARDSCAPE	1,372 sf	-	0 sf	1,372 sf	548 sf	1,920 sf
AREA PROPOSED IN LANDSCAPE	1,243 sf	-	0 sf	1,243 sf	280 sf	1,523 sf
TOT. PUBLIC SPACE PROPOSED	2,615 sf	-	0 sf	2,615 sf	828 sf	3,443 sf
AREA REQUIRED (10% BLDG. AREA)	2,615 sf	-	454 sf	2,615 sf	451 sf	3,065 sf
SURPLUS / (DEFICIT)	0 sf	-	(454) sf	0 sf	377 sf	377 sf
PARKING						
REQUIRED FIRST FLOOR	BLDG 1	BLDG 2	BLDG 3	TOTALS	BLDG 1	
REQUIRED SECOND FLOOR	10.75 sp		4.54 sp	15.29 sp	12.88 sp	28.2
REQUIRED THIRD FLOOR	11.75 sp		4.54 sp	16.29 sp	-	16.3
TOTAL REQUIRED PARKING	11.75 sp		-	11.75 sp	-	11.8
TOT. PARKING PROVIDED / PROPOSED	34 sp	9 sp	5 sp	43 sp	13 sp	56
SURPLUS / (DEFICIT)	30 sp	5 sp	(4.1)	35 sp	14 sp	49.0
	(4.3)	-	(4.1)	(8.3)	1.1	(7)
BICYCLE PARKING						
MULTI-FAMILY RESIDENTIAL REQUIRED						
NON-RESIDENTIAL REQUIRED	33.5 sp	-	-	34 sp	3 sp	34 sp
TOTAL REQUIRED	0.0 sp	-	2.0 sp	2 sp	3 sp	5 sp
TOT. PROVIDED - SHELTERED	34 sp	-	2.0 sp	36 sp	3 sp	38 sp
TOT. PROVIDED - NON-SHELTERED	34 sp	2 sp	0 sp	36 sp	6 sp	42 sp
	10 sp	0 sp		10 sp	0 sp	10 sp
DWELLING DENSITY (Residential)						
LOT ACREAGE	30 DU/ac		.23 ac	1.09 ac	0.52 ac	1.61 ac
DWELLING UNITS PERMITTED	.86 ac		7 DU	33 DU	15 DU	48 DU
DU'S PROPOSED	26	-	0 DU	24 DU	0 DU	24 DU
LANDSCAPE COVERAGE						
PROPOSED (PERVIOUS)						
REQUIRED MINIMUM						
SURPLUS / (DEFICIT)						
% LANDSCAPE OF LOT AREA	12,600 sf			7,129 sf	3,911 sf	16,511 sf
	7,129 sf			5,471 sf	3,369 sf	10,498 sf
	26.5%			17.4%	23.6%	23.6%
BUILDING / HARDSCAPE COVERAGE						
TOTAL IMPERVIOUS	34,924 sf			73.5%	18,551 sf	53,475 sf
% IMPERVIOUS OF LOT AREA						76.4%

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