

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please fill out a Speaker Request Form and place it in the Speaker Request Box by staff. You will then be allowed to speak. Please note that the public testimony may be limited by the Chair and normally is not allowed after the Public Hearing is closed.

**ASHLAND PLANNING COMMISSION
REGULAR MEETING
February 11, 2020
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. January 14, 2020 Regular Meeting
- V. **PUBLIC FORUM**
- VI. **UNFINISHED BUSINESS**
 - A. Approval of Findings for PA-APPEAL-2019-00010, 145 North Main Street.
 - B. Approval of Findings for PA-T2-2019-00012, 945 Tolman Creek Road.
- VII. **TYPE II PUBLIC HEARINGS**
 - A. **PLANNING ACTION: #PA-T2-2020-00016**
SUBJECT PROPERTY: Kestrel Area 3
OWNER/APPLICANT: KDA Homes, LLC
DESCRIPTION: A request for Outline Plan subdivision approval and Site Design Review approval for the Kestrel Park Cottages, a 16-lot/15-unit subdivision of Area 3, one of the areas reserved for future development in the recently approved Kestrel Park Subdivision. COMPREHENSIVE PLAN DESIGNATION/ZONING: North Mountain Single Family (NM-R-1.7.5) and North Mountain Multi-Family (NM-MF); ZONING: NM-R-1-7.5; and NM-MF; ASSESSOR'S MAP & TAX LOTS: 39 1E 04AC 900, 39 1E 04AD 8600, and 39 1E 04DB 2000.
- VIII. **LEGISLATIVE PUBLIC HEARINGS**
 - A. **PLANNING ACTION: PA-L-2019-00007**
SUBJECT PROPERTY: Ashland Downtown Design Standards Overlay and C-1-D Zone
OWNER/APPLICANT: City of Ashland
DESCRIPTION: A request for Planning Commission review and recommendation relating to an ordinance amending the site design and use standards for large scale projects to address plaza space requirements within the C-1-D zone and Downtown Design Standards overlay. COMPREHENSIVE PLAN DESIGNATION: Downtown, Commercial; ZONING: C-1 and C-1-D, Downtown Design Standards Overlay.
- IX. **ADJOURNMENT**

**CITY OF
ASHLAND**



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

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
REGULAR MEETING
MINUTES - *Draft*
January 14, 2020

I. 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:

Troy Brown, Jr.
Michael Dawkins
Alan Harper
Haywood Norton
Roger Pearce
Lynn Thompson

Staff Present:

Maria Harris, Planning Manager
Derek Severson, Senior Planner
Dana Smith, Executive Assistant

Absent Members:

Council Liaison:

Stefani Seffinger, absent

II. ANNOUNCEMENTS

Planning Manager Maria Harris announced the annual planning commission training by the American Planning Association would be April 29, 2020. Senior Planner Derek Severson announced the annexation of PA-T3-2019-00001, 1511 Highway 99 was continued to Tuesday, February 11, 2020 at 7:00 p.m. The proposed site visit to the 476 North Laurel Street cottage housing development in lieu of a Study Session January 28, 2020, was postponed.

III. AD-HOC COMMITTEE UPDATES

Commissioner Dawkins noted the Revitalize Downtown Ashland Committee had met recently.

IV. CONSENT AGENDA

A. Approval of Minutes

1. December 10, 2019 Regular Meeting

Commissioner Brown/Thompson m/s to approve the minutes of December 10, 2019. Voice Vote: all AYES. Motion passed.

V. PUBLIC FORUM

Huelz Gutcheon/Ashland/Would email the Commission a list of the best EV charging sites. He spoke on the amps required for charging an electric vehicle. He went on to speak about rooftop solar panel systems.

VI. UNFINISHED BUSINESS

A. Approval of Findings for PA-T2-2019-00015, 459 Russell Street.

The Commission had no ex parte contacts on the matter. One edit moved the last sentence regarding easements in **Section 3. DECISION 8(i) to Section 10 i).**

Commissioner Harper/Brown m/s to approve the Findings for PA-T2-2019-00015, 459 Russell Street as amended. Voice Vote: all AYES. Motion passed.

VII. **TYPE I PUBLIC HEARINGS**

A. **PLANNING ACTION: PA-APPEAL-2019-00010 appealing PA-T1-2019-00080**

SUBJECT PROPERTY: 145 North Main Street

OWNER/APPLICANT: BC Partners IV, LLC/Donn Comte

APPELLANT: Donn Comte

DESCRIPTION: The Planning Commission will consider an appeal by the applicant of the Staff Advisor's approval of a request for Site Design Review approval for proposed exterior changes including new doors, windows and siding to a contributing property within a Historic District for the property located at 145 North Main Street. The subject property is located in the Skidmore Academy Historic District, and is designated the "Ashland Tire Shop" building – more recently "Hank's Foreign Automotive" - a historic contributing resource within the district. No changes are proposed to the site development, layout, orientation or use. COMPREHENSIVE PLAN

DESIGNATION: Low-Density, Multi-Family Residential; ZONING: R-2; ASSESSOR'S MAP #: 391E09BB; TAX LOT: 3503.

Chair Pearce read the rules of the Public Hearing for both hearings.

Ex Parte Contact

Commissioner Thompson, Norton, Brown, Harper and Pearce declared no ex parte contact and no site visits. Commissioner Dawkins had no ex parte contact but knew the site well.

Staff Report

Senior Planner Derek Severson submitted two exhibits into the record (see attached). He provided a presentation (see attached):

- Vicinity Map
- Gas station in 1936
- 1979 CUP Site Landscaping Plan
- Historic District Inventory Listing
- Photos of the site
- Original Request
- Historic Commission Recommendations
- Historic Commission Recommendations
- Historic Commission background and credentials
- Staff Decision
- Appeal Issues #1, 2 and 3
- American Plywood Association (APA)

The Appeal issues included:

1. **The Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding is a combination of vertical metal siding and vertical T1-11 siding.**

Staff referred to the Rehabilitation Standard regarding siding in **AMC 18.4.2.050.C.2.d**. The applicant provided additional materials after the Historic Commission's review. It did not include an extension of the 120-day clock for further review by the Historic Commission. The building was re-sided in 1980. Staff concluded the T1-11 was not the original siding used in 1936. The applicant should utilize 1 x 8 tongue and groove siding or stucco as an alternative with a modification that staff provide another compatible horizontal siding treatment.

2. **The Historic Commission also improperly applied residential standards to a building which is commercial.**

The Historic Commission's recommendations and the Staff Advisor's decision were based on **AMC 18.4.2.050.C** and **AMC 18.4.2.050.C.2**. The property was in the Skidmore Academy Historic District and noted in the National Register of Historic Places. It was residentially zoned with a conditional use permit for commercial use.

3. Lastly, the gable detail does not denote what is the actual historical siding for the building being vertical T1-11 and the vertical metal siding.

The Historic Commission recommended the gable ends of the original part of the building include 1 x 8 tongue and groove siding. The T1-11 siding was not the original siding. It was used in the 1979-1980 remodel. Historic District Development standards prohibited vertical siding unless it was the original siding used.

Staff recommended the appeal be denied and the original staff approval be upheld with conditions.

Questions of Staff - None

Appellant's Presentation

Amy Gunter/Rogue Planning & Development Services/Submitted an exhibit into the record (see attached). She provided a presentation (see attached):

- Photos of 145 North Main Street
- Zoning Information
- Applicant's Current Objectives for Subject Property
- Building Areas Needing Repair
- Site Plan Submittals
- Permits Issued by City for repairs per Engineering Report
- Confirmation that repairs have been completed per Engineer's Report
- Applicant's Material Submitted to the City and Historic Commission
- Compatible New Siding illustration
- Statement explaining the specific issues being raised on appeal
- Historic District Development Standards
- Rehabilitation Standards Existing Buildings and Additions
- Ashland Historic Preservation Plan
- Photos of the subject property
- Phone call from Hank Singmaster confirming original siding was metal.
- Historic Evidence of Original Vertical Metal Siding
- Historic Evidence of Original T1-11 Siding
- Recommendations of this Historic Commission Signed by Department of Community Development Director
- Recommendations of Historic Commission
- Applicant Wishes to Conform to Guidelines by Using a Compatible Vertical Siding
- Approved Renovation at 96 N. Main "Brothers" Approved Vertical Siding.
- Applicant's Preferred Replacement Siding Finish
- Applicant Statement
- Example of Period Garage Doors

Ms. Gunter thought the conditions of approval requested imitation materials by requiring horizontal siding or suggesting stucco. She addressed the following Historic Commission recommendations in the Findings from December 19, 2019:

- a. The applicant shall restore or duplicate the entablature (horizontal architectural details under the eave line of the roof), including the enclosed soffit, along the entire North Main Street façade of the building and along the original office structure (i.e. brick entry feature) on the Bush Street façade. (Rehabilitation Standard AMC 18.4.2.050.C.2.b. & c. See Photos 1 and 2 above).**

The applicant agreed to the entablature details at the original office brick entry feature. They disagreed with the North Main Street façade having an enclosed soffit. It was added in 1980 to support the gutter system. They also disagreed to the siding recommendations.

- b. Smooth 1 x 8 tongue and groove siding, or another compatible horizontal siding to be reviewed by the Review Board and approved by the Staff Advisor, shall be used in place of the existing T1-11 siding on all sides of the building. The gable ends of the building include tongue and groove siding which the Historic Commission determined to be indicative of the original external building materials. In lieu of horizontal siding, stucco would also be an acceptable alternative, as it was a common exterior building material for commercial buildings and gas stations during the period of significance. (Rehabilitation Standard AMC**

18.4.2.050.C.2.d.)

The applicant disagreed with the recommendations for siding and wanted to use T1-11 or Board and Batten in a vertical orientation.

- c. That the exterior building colors shall be similar to the existing exterior colors including white and gray, along with the brick on the original office structure, as proposed by the applicant (Rehabilitation Standard AMC 18.4.2.050.C.2.e.)**

The applicant agreed to use black, white, grey and red brick colors used on the original office structure.

- d. The windows on the original office structure (i.e., the brick entry feature) shall be true divided lights (i.e. with the glass divided into small panes) on the North Main Street and Bush Street facades to match the original windows. (Rehabilitation Standard AMC 18.4.2.050.C.2.g. See Bush Street side of the building in Photo 2, above).**

The applicant agreed to match the windows on the original office.

- e. The applicant shall submit architectural drawings as specified in AMC 18.5.2.040.4.d (e.g. section drawings and drawings of architectural details) with the building permit submittals. The Historic Commission strongly recommended that the Historic Review Board be allowed to review and comment on these architectural drawings prior to submittal of a building permit application.**

The applicant disagreed. The application was not a proposed development and they had already submitted architectural drawings.

- f. Historically compatible garage doors shall be utilized, and a sample profile shall be provided with the building permit application.**

The applicant disagreed. It was not applicable. The Historic Commission was applying residential standards to a commercial property. A permit should not be required to replace damaged garage doors on a commercial building.

Questions of the Appellant

Commissioner Thompson addressed statements from the applicant that indicated the vertical metal siding was original on the exterior. Ms. Gunter explained the October 16, 2019 Findings spoke to metal siding. The back of the building was metal. The majority was covered with corrugated metal in a vertical seam pattern. The Historic Commission was not aware the back of the building was metal siding and had not seen the photos.

Commissioner Dawkins asked why using vertical or horizontal siding was an issue. Ms. Gunter responded it was a precedence issue. The Historic Commission required something that just a block away in the Historic District, was approved. It was principal and there were financial implications.

Ms. Gunter clarified Mr. Singmaster inherited the subject property from his father who was the original owner.

Public Testimony - None

Rebuttal by Appellant - None

Deliberations & Decision

Commissioner Brown thought the metal siding appeared to be vertical although it was difficult to confirm in the photos. Commissioner Thompson agreed and added the Historic Commission had not been informed the back part of the building was metal.

The Commission discussed using T1-11 vertical plywood and the gable. Ms. Harris clarified the gable end of the corner element was the original structure. Commission comment noted the applicant had the burden to show the original siding was vertical and they could not. A statement from the 1979 project had approved using vertical siding and possibly indicated vertical siding was not on the original building.

Commissioner Harper/Norton m/s to deny the appeal and uphold the decision of the Historic Commission. DISCUSSION: Commissioner Harper thought the burden was on the applicant to show that the original siding from 1936 was vertical. Commissioner Brown agreed. Commissioner Thompson explained the original building from 1936 was the front office and what was behind it. The bay was added in 1979. She thought there was some evidence in the back area of metal siding that was vertical. It might meet the standard. Chair Pearce and Commissioner Norton agreed. Commissioner Thompson inquired about the garage doors. Mr. Severson clarified the standards did not speak directly to details on garage doors and were not included in the recommendation. Ms. Harris added there was not a specific design standard just that they had to be compatible. Chair Pearce noted the applicant's objection to submitting drawings and thought submitting drawings was a reasonable request. **Roll Call Vote: Commissioner Thompson, Dawkins, Pearce, Norton and Brown, NO; Commissioner Harper, YES. Motion failed 5-1.**

Commissioner Thompson/Dawkins m/s to grant the appeal of PA-T1-2019-00080 only in so far as the Condition that requires installation of horizontal siding with what the applicant proposed. DISCUSSION: Commissioner Thompson confirmed the motion would allow the applicant to do vertical siding. Ms. Harris clarified the applicant was replacing T1-11 and corrugated metal siding with board and batten siding with 2-inch battens and 12-inch on center. Chair Pearce confirmed they were denying all other aspects of the appeal. Commissioner Thompson confirmed the applicant would still have to submit drawings and follow Planning staff's advice on compatible conditions. **Roll Call Vote: Commissioner Brown, Thompson, Norton, Dawkins and Pearce, YES; Commissioner Harper, NO. Motion passed 5-1.**

VIII. TYPE II PUBLIC HEARINGS

A. PLANNING ACTION: PA-T2-2019-00012

SUBJECT PROPERTY: 945 Tolman Creek Road

OWNER/APPLICANT: Sean Darrell / Rogue Planning & Development

DESCRIPTION: The application is request for a three-unit/four-lot Outline and Final Plan subdivision approval and Site Design Review permit to allow the construction of a three-unit Cottage Housing Development for the property at 945 Tolman Creek Road. The existing structure is proposed to be divided into two units, and a third 400 square foot cottage unit is to be constructed at the rear of the property.

COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; ZONING: R-1-5;

ASSESSOR'S MAP #: 391E14CA; TAX LOT: 800.

Ex Parte Contact

Commissioner Thompson, Pearce, Harper and Brown had no ex parte contact. Commissioner Norton and Dawkins declared no ex parte contact and one site visit.

Staff Report

Senior Planner Derek Severson submitted an exhibit into the record (see attached). He provided a presentation (see attached):

- Cottage Housing Proposal
- Vicinity Map
- Proposed Site Plan
- Landscape/Wildfire Plan
- Easement/Tree
- Existing Residence
- Units 1 & 2
- New Unit #3

- Tolman Creek Road Frontage
- Tree Commission Recommendation

Staff recommended approval with the conditions in the draft Findings.

Questions of Staff

Mr. Severson confirmed Unit #2 would have a kitchen. The units would be sold individually as part of the subdivision. The lot size complied with the code. There would also be fire separation between units when they divided the existing dwelling.

Applicant's Presentation

Amy Gunter/Rogue Planning & Development Services/Provided a presentation (see attached):

- Aerial Map
- Cottage Site Plan
- Photos of Unit #1 and #2
- Utilities
- Site plan of Unit #3
- Landscaping/Wildfire Plan
- Utilities/Infrastructure/Stormwater/Water

The proposal retained the natural features of the site. Fifty percent of the units would abut open spaces with substantial private open space. Sean Darrow, the property owner, explained how they exceeded green construction standards. The property was pesticide and chemical free. Ms. Gunter added they would prune trees prior to the certificate of occupancy to avoid having to shave the backside of the pine tree in the backyard.

Questions of the Applicant - None

Public Testimony - None

Rebuttal by Applicant - None

Deliberations & Decision

Commissioner Dawkins/Brown m/s to approve the PA-T2-2019-00012. DISCUSSION: Commissioner Dawkins thought it was a straight forward project. Parking had been a preliminary concern but this section of Tolman Creek Road did not have parking issues. Chair Pearce explained the LID offset his concerns regarding the street standards. **Roll Call Vote: Commissioner Brown, Thompson, Norton, Harper, Dawkins and Pearce, YES. Motion passed.**

IX. ADJOURNMENT

Meeting adjourned 8:35 p.m.

*Submitted by,
Dana Smith, Executive Assistant*

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section Number: 7 Page: 4

Skidmore Academy Historic District, Ashland, OR

In the post-World War I era a number of Historic Period Style dwellings were constructed within the Skidmore Academy District. Examples, all constructed between 1927 and 1935c, include the Stock-Easterling House (Site 291.0, 1932) on Nob Hill Street and the Olen A. McCoy House, (Site 27.0, 1937) on Van Ness, both exhibiting characteristics of the Period Spanish Colonial Revival Style. The Bert and Myrtle Freeman House (421.0, c1935) on Nutley Street, expresses characteristics of the Norman Farmhouse Style. The George Green House (Site 206.0, 1936) on North Main Street, exemplifies the Modern Period: Moderne Style.

COMMERCIAL AND PUBLIC USES

As noted earlier, the great majority of structures within the Skidmore Academy District are residential in character. Both the former Baptist Church at High and Church Streets, and the Presbyterian Church on North Main Street are no longer standing. Notable public use buildings remaining on North Main Street include the Craftsman style First Methodist Church (453.0, extensively remodeled in 1908) and the Moderne George A. Briscoe School (196.0, 1949). Commercial or "Highway" styles were once more prevalent along North Main Street, with gas stations in several locations, as well as markets, restaurants and similar uses. Two such resources remain from the historic period; the Manor Motel (82.0, c1949) and the Ashland Tire Shop, (456.0, c1936).

ARCHITECTURAL DESCRIPTIONS

Information on the individual resources within the Skidmore Academy District follows. Please refer to the district map for location. Resources are organized by an assigned ID Number that serve as the framework for the nomination's organization. *Identification numbers have been assigned sequentially in ascending order based upon the Jackson County Assessor's plat map and tax lot number.* Commonly owned resources on a single tax lot with individual development histories are cited under a general number heading as xx.1, xx.2 etc. and are counted as individual resources under Section 5. Secondary volumes on the same tax lot, such as accessory dwellings, are cited under the main identification number, as in xx.0 [B] and are not counted as individual resources under Section 5.

City of Ashland Planning Exhibit

Exhibit # S-001
 PA # APPEAL-2019-00010/TI-2019-00080
 Date 1-14-20
 Staff ho

Latest Tweet July 3, 2019

Look what's in!

Home About Us Blog FAQ Furniture Care

Shop Online Contact Us

City of Ashland Planning Exhibit

Exhibit # S-002

PA # APPEAL-2019-00010/T-2019-00080

Date 1-14-20

Staff [Signature]

History of Plywood

Posted on **October 31, 2001** by **pixelsmith**

Perhaps because I have them so rarely, I love a good idea. And if that idea is cost-effective, saves natur resources and has a Pacific Northwest twist, well honey, we got us a trifecta. Hunker down, kids, we're talking...plywood.

Laminating thin pieces of wood together have been found in pharaoh's tombs, in China a thousand years ago and in French and English furniture of the 17th and 18th centuries. But in a move prescient of our current laws on intellectual property, John Mayo of New York was issued the first patent for plywood in 1865. Even though there's no evidence he ever made anything out of plywood, he renewed the patent in 1868.

And so things sat until 1905, when Portland, Oregon, hosted the World's Fair as part of the 100th anniversary of the Lewis and Clark Expedition. With a dearth of interesting things to see, local businesses were asked to prepare exhibits and Gustav Carlson from the Portland Manufacturing Company used paint brushes to spread the glue and made up several door panels out of plywood. That door panel should create considerable interest among fair goers implies a stunningly boring World's Fair. But their practicality was their main selling point and by 1907 the company had installed an automatic glue spreader and was making 420 panels a day.

It took the selling skills of Gus Bartells of Elliot Bay Plywood in Seattle to move to the next step, talking car manufacturers into using plywood for their running boards. All the more remarkable because the glue wasn't waterproof, which is why car manufacturers switched to metal running boards. By 1929, however, there were 17 plywood mills in the Pacific Northwest and production was 358 million square feet.

Dr. James Nevin, a chemist at Harbor Plywood Corporation in Aberdeen, developed the first fully

waterproof adhesive which opened up new markets for plywood. Unfortunately, there were no standards the industry and product quality and grading techniques varied widely from shop to shop.

Trying to protect their industry from standards emerging under the National Recovery Act, industry leaders met in Portland on May 17, 1933, to adopt the first trade practices for plywood production. Contentiousness was overcome within a month and the Douglas Fir Plywood Association held its first meeting in Tacoma on June 13, 1933. In 1938, laws were amended to permit registration of industry wide trademarks and the FHA accepted the standards for both interior and exterior plywood, converting a specialty product into a commodity. ✓

More than a million homes were constructed "Dri-Bilt with Plywood", showing that the public accepted both the product and a misspelled slogan. War was good business for plywood and the 30 war-time mills produced between 1.2 and 1.8 billion square feet annually. These made plywood barracks, plywood PT boats, plywood gliders for the Air Force, plywood crates for machinery parts and plywood huts for the Seabees in the South Pacific.

By 1954, 101 mills were producing 4 billion square feet of the stuff and production skyrocketed to 7.8 billion square feet in 5 years. By 1975, production was 16 billion square feet, more than double what had been forecast 20 years before.

As you know, plywood's strength comes from the alternating grain of the layers of veneer. It is also remarkable because it allows the use of softer and more plentiful woods like fir and pine to be used in products that formerly called for hardwoods. Its efficiency was enhanced in the late 1970's with the introduction of oriented strand board or OSB. Instead of solid sheets of veneer, OSB uses small wood strands glued together in cross-laminated layers.

And there you have it, just like a 1950's elementary school filmstrip, "Plywood Through the Ages", and every bit as interesting, I'll bet. Next time we'll really run this into the ground by talking about the use of plywood in furniture design.

This entry was posted in [Articles](#), [furniture](#), [innovation](#), [wood](#) and tagged [plywood](#) by [pixelsmith](#). Bookmark the [permalink \[https://olyfurnitureworks.com/history-of-plywood/\]](https://olyfurnitureworks.com/history-of-plywood/).

ONE THOUGHT ON "HISTORY OF PLYWOOD"

[Birchi](#)

on [April 9, 2018 at 5:10 am](#) said:

Thanks for such a useful post for my and my business. We are a

carved wooden furniture provide and rarely use plywood yet
plywood now a very use item for furniture and furniture business.

apawood.org
managers on Harbor Plywood Corporation

Michel Pasquier, a young chemical engineer graduate from the University of Washington, after six months in Harbor's mill, had been assigned to laboratory work to try to develop a waterproof adhesive for plywood. In studying various formulas and patents, he learned that a Dr. James Nevin held a patent on a water-soluble phenolic resin. At Mike's suggestion, Art Welch, production Vice President, who at several plants had tried out all kinds of animal and casein glues in search of a waterproof type, got in touch with Nevin and hired him. Nevin, evidently at that time doing glue research for Pacific Lumber Co., brought with him Bill Martin, a University of Southern California graduate chemist. Although Nevin's patent didn't work well with fir plywood, a modification developed by Nevin's research group at Harbor did, and before long a new kind of fir plywood was born. A high temperature of about 35° F was required to set the cresylic resins employed in this new plywood, and this created a severe warping problem. Pasquier realized that humidifying was necessary and was able to get Archie Knauss, wood technologist and dry kiln expert at the U. S. Forest Products Laboratory, to help develop a practical solution. Knauss did this, and a number of years later, after World War II, returned to Harbor to assist with a similar problem in new products being developed there. Exterior plywood heralded a new era for plywood as it slowly gained nationwide acceptance for all kinds of severe exposure uses – exterior siding, refrigerator car lining, boat planking, farm structures, and many others. As Bob Cour* states in *The Plywood Age*, "At Harbor, Wuest and Welch could turn out any kind of plywood needed. Daniels and Buckner (Charlie) could sell any kind they could make. It was a fabulous history-making combination. . . ." Production of Super Harbord began in January, 1935. Soon after, M&M Woodworking Co. bought hot press equipment for producing Exterior plywood, using a film glue with a German press, but without much success. In January, 1937, Pasquier was induced to organize and manage its Exterior plywood department and M&M became an important producer. With the outbreak of World War II, other mills followed the trend to Exterior plywood which soon became a standard plywood product wherever severe exposure conditions were expected. Industry test standards were adopted under the 1942 U.S. Commercial Standard, and panels meeting these requirements were classified as "Exterior."

1935

1937 successful prod.

Ext. plywood not a standard product until 1940s

*Google: James Nevin Harbor Plywood
invented waterproof glue that made exterior plywood possible
Not a successful product until 1937
No registration of ind. trademarks until 1938*

Sign Up

Email or Phone

Password

Log In

Forgot account?

APA – The Engineered Wood Association
May 14, 2019 ·

TBT- In 1934, Dr. James Nevin, a chemist at Harbor Plywood Corporation in Aberdeen, Washington, developed phenol-resorcinol a fully waterproof adhesive that would made plywood suitable for exterior exposure.



16

1 Comment 3 Shares

Share

Related Pages

-  **Simpson Strong-Tie**
Building Materials
 -  **Weyerhaeuser**
Business Center
 -  **American Wood Council**
Nonprofit Organization
 -  **International Code Council**
Nonprofit Organization
 -  **Forest Products Society**
Nonprofit Organization
 -  **JLC: The Journal of Light Constr... Magazine**
 -  **National Association of Home B...**
Consulting Agency
 -  **Forest Business Network**
Product/Service
 -  **ANEC, A.C. Por una modernizaci...**
Agricultural Cooperative
 -  **IMEF Business Summit 2019**
Event
 -  **LP Building Solutions for Profes...**
Organization
 -  **Timber Processing & Energy Expo**
Education
- Pages Liked by This Page
-  **WoodWorks**

See more of APA – The Engineered Wood Association on Facebook

Log In

or

Create New Account

Recent Post by Page



APA – The Engineered Wood Association

January 7 at 8:45 AM

TBT- An employee uses a giant lathe to strip the bark off a peeler log, c. 1947, TPL D28345-5

13

1 Share

Share



APA – The Engineered Wood Association

December 31, 2019 at 8:45 AM

TBT- Plywood inventory bins at Washington Hardware in Tacoma, 1951. TPL Collection D61579-2

8

Share



APA – The Engineered Wood Association

December 26, 2019 at 8:29 AM

End the year with the APA Update. Our December edition is now available! <https://www.apawood.org/apa-update-dec-...>

5

1 Share

Share

English (US) · Español · Português (Brasil) · Français (France) · Deutsch

Privacy · Terms · Advertising · Ad Choices · Cookies · More
Facebook © 2020

See more of APA – The Engineered Wood Association on Facebook

Log In

or

Create New Account

T1-11 Siding

by HomeAdvisor



T1-11 siding is a wood or wood-based siding product that reached its height of popularity in the 60's, 70's and early 80's, when a more natural, wood-grained look was all the rage. Its widespread use has dwindled as other siding materials, including steel, aluminum, composite and vinyl siding have taken over the market. It is still produced, however, and if you're looking for a more natural product, T1-11 just might be just what you've been searching for.

Plywood vs. OSB

T1-11 siding comes in two major grades, plywood and OSB (or oriented strand board). The plywood product is a little more expensive but is far superior to the OSB variety because of its greater durability and expanded finishing options. Plywood T1-11, also known simply as plywood siding, can be stained if you're looking for a natural wood look, or it can be primed and painted as well. On top of that, plywood siding can also be purchased in sanded or rough hewn varieties, although choosing between these two surfaces is purely an aesthetic choice.

Performance

Neither is better than the other when it comes to functionality. OSB products, on the other hand, are made of wood flakes, strands and water-treated with a binding resin and then sealed together using pressure and heat. While this product is relatively strong, inexpensive and widely used in home construction—OSB siding production has dominated the T1-11 market since its introduction in the late 1970s—it just doesn't hold up as well as its plywood counterpart. This is primarily due to the fact that, because of the manufacturing process, OSB is subject to water damage over time, causing expansion, rot and general wear and tear.

Personalization

The other downside of OSB T1-11 is you can't stain this siding. It must be primed and painted, taking away one of the primary reasons homeowners choose to go with this particular siding material. This isn't to say that you should automatically shun the OSB variety, as it is certainly a proven and cost-effective siding solution. Compared to its plywood cousin though, it's safe to say you get what you pay for.

General Maintenance and Upkeep

As with any wood siding, the trick to keeping your T1-11 siding in good condition, is diligent and regular maintenance. If you choose to stain your siding, this means re-applying a coat of protective stain every three to five years to protect it from the elements. If you choose to paint instead, you won't have to attend to the siding nearly as often, probably every 10-15 years. If you do choose the painting option, it's a good idea to paint the edges and joints prior to installation, as this can help to extend the life of your siding and prevent water damage. Repairing siding averages around \$670 to \$1,050 depending on how much of it needs improvement.

Best to Hire a Professional

Because proper installation is critical for ensuring that your T1-11 siding will last as long as possible, have an expert siding contractor perform the installation for you. Again, because T1-11 is susceptible to water damage over time, the best protection you can provide is to make sure it's put on your house properly in the first place. Thus you can rest easy knowing your T1-11 siding will protect your home for many years to come.

[Compare quotes from local pros](#)

[Compare Quotes](#)

Related Resources:

1. Comparing Siding Materials
2. Synthetic versus Traditional Stucco Siding
3. Masonite Siding: A Strong Alternative
4. Liquid Siding – Worth a Look?
5. 6 Environmentally Friendly Siding Materials
6. Wood Siding
7. Siding with Stone
8. Are Brick and Stone Still the Ultimate In Exteriors?
9. Stucco Stone
10. Metal Siding

6 Comments

Debi, May 19:

Removing poorly installed T1-11 siding on a garage and replacing with new T1-11 siding correctly.

forest, June 13:

do you need to caulk where T1-11 meets your deck

Chris Hegel, December 26:

I was told priming t1-11 siding with oil will void the warranty, and will cause it to mildew, what is the best primer and paint.

Conrad Benjamin Cazalas, June 29:

Greetings,

I added 1500sq ft . Contractor choose T1-11. The contractor installed the siding and it was painted.The addition was 1987 and this pine siding was popular. After 5years the bottom was rotting and soft spots in other areas. My garage was clad in the same siding. I used 12in on center with 1x3in battens on the grooves to match the existing structure. The garage also rotted out. I removed the battens on damaged T1-11 and there was no primer or paint on the grooves and the lapping edges. The contractor installed the siding and then painted it.

I decided to replace the rotted siding myself. I primed the front surface and used deck sealer on the reverse. I primed and painted the mating edges, top and bottom. I painted these surfaces several times.

Her is what is happing:

Because the contractor does not pay attention to detail and did not paint these mating edges and rot takes place.

The rain runs down the siding and wicks up the unpainted bottom. The rain also seeps into the mating edges . One needs to caulk the matting edges. This siding is 4x8 verticle installed.The mating edges are 48in apart. If you need to use Z flashing between joints prime and paint all cuts. Leave 1/4 in gap between the Z flashing and the siding. A good practise is to coat the top, bottom and all cuts with caulk. Squeeze some on your finger and rub it on these joints. I can go on and on. I would like to share my construction pics and experiences on this subject with your readers.

Carla Barnes, November 29:

I am a homeowner and am ending a small new construction project. My contractor installed T 111. It is fuzzy totally fuzzy. The painter said he could correct it by spraying and bankrolling. It is still fizzy. I have concerns that neither my contractor or painter may have caulked the grooves correctly and if I run my hand over the siding prior to painting I got a handful of sprinters.

Annie, May 16:

AS a professional painter for 50 years I have found that T 1-11 needs a better than standard satin or semi gloss latex paint. Flat paint and stain does not do any good for the wood. It needs to be completely sealed to perform for years. Putting extra coats and back rolling will make the wood last for a decade. Paint or prime all cut edges when installing, caulk seams before painting, but don't over do it on caulk. When returning to paint jobs a few years after application I found that it was the caulk that failed long before the paint job.

Are You Familiar With This Topic? Share Your Experience.

Name*

E-mail (will not be published)*

Website

Submit

NEED TO FIND A PRO FOR YOUR TI-TI SIDING?

We'll help you find top-rated, pre-screened pros in your area.

enter your zip
FIND PROS

Related Articles

-  Synthetic versus Traditional Stucco Siding
-  Masonite Siding: A Strong Alternative
-  Liquid Siding – Worth a Look?
-  6 Environmentally Friendly Siding Materials
-  Wood Siding



Free Mobile Apps
HomeAdvisor App

Get Exclusive
Tips & Advice

Top Projects By City | [More Cities](#)

Atlanta, GA
Baltimore, MD
Boston, MA
Chicago, IL
Dallas, TX

Denver, CO
Detroit, MI
Fort Worth, TX
Houston, TX
Los Angeles, CA

Minneapolis, MN
Nassau, NY
New York, NY
Philadelphia, PA
Phoenix, AZ

Pittsburgh, PA
Riverside, CA
Seattle, WA
Tampa, FL
Washington, DC

By using HomeAdvisor, you agree to our [Terms & Conditions](#)

Homeowner Services

ProFinder
Pro Reviews
Emergency Repairs
Write a Review
Find Canadian Pros

Homeowner Resources

My Account
True Cost Guide
Resource Center
Refer a Pro
Pros Near Me
HomeSource Blog

For Service Professionals

Log In
Join Our Network
Grow Your Business
ProGuide Blog
Contractor Leads
National Accounts

About HomeAdvisor

Contact Us/Customer Care
How It Works
Help and FAQs
Screening Process
About the Company
ServiceMagic is now HomeAdvisor
Careers
Affiliates

HomeAdvisor International:

Canada: HomeStars France: 123Devis & Travaux Germany: MyHammer Italy: Instapro Netherlands: Werkspot UK: MyBuilder

© Copyright 1999-2020 HomeAdvisor, Inc. All Rights Reserved
[Terms & Conditions](#) | [Privacy Policy](#)

NEED HELP?
Call 1-877-536-0364

[Compare quotes from local pros](#) [Compare Quotes](#)



145 N. Main St. Appeal

CITY OF ASHLAND

Planning Commission Appeal Hearing
January 14, 2020



145 N. Main St. Appeal

CITY OF ASHLAND



145 N. Main St. Appeal Vicinity Map

CITY OF ASHLAND



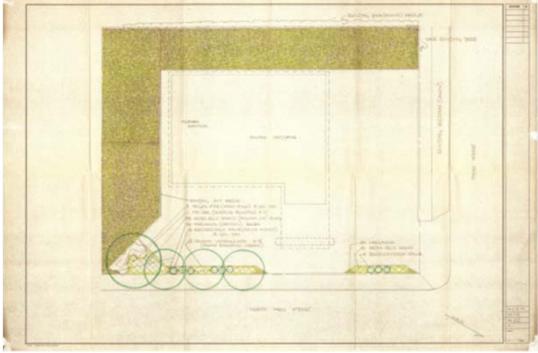
145 N. Main St. Appeal January 3, 2020 photo

CITY OF ASHLAND



145 N. Main St. Appeal 1979 CUP Site Landscaping Plan

CITY OF
ASHLAND



145 N. Main St. Appeal Historic District Inventory Photo

CITY OF
ASHLAND



145 N. Main St. Appeal Historic District Inventory Listing

CITY OF
ASHLAND

465.0

ASHLAND TIRE SHOP

145 MAIN ST N

20th Century Period Revival: Colonial Revival [Commercial]

1936c

391E09BB 3503

Historic Contributing

Dated at 1936 by the Jackson County Assessor, this structure was most likely built as a gas station during the mid-1930s period and shares design similarity with the General Petroleum Station that was erected at the corner of Gresham and Main street during the period. The lot was part of the Coolidge-Ogg property purchased by Fred Talyer in the late 1920s and remained in his ownership for a number of years. This structure was probably leased to various automobile-related uses, the earliest identified being the Ashland Tire Shop which was located here in 1948. In 1964 the site was occupied by Hartwell's garage and remains an auto repair facility today.

Typical of the Colonial Revival cottage influence that was considered an appropriate infill-style for gas stations and auto repair facilities in the pre-WWII period, the Ashland Tire Shop building represents a rare remaining example of the form in the area and, as such, accurately reflects both the growing influence of the automobile during the historic period and the attempts to integrate those uses into previously residential settings as Main Street developed into first the Pacific Highway and then U. S.

Highway 99. While modernized, most notably in the use of metal roll-up doors, the Ashland Tire Shop retains high integrity for a resource of its type and accurately reflects the limited commercial uses developed within the Skidmore-Academy District during the period of significance.

145 N. Main St. Appeal Streetview photo

CITY OF
ASHLAND



145 N. Main St. Appeal
1996 Assessor's photo

CITY OF ASHLAND



145 N. Main St. Appeal
Bush Street Elevation - July 31, 2018 Photo

CITY OF ASHLAND



145 N. Main St. Appeal
North Main service bays

CITY OF ASHLAND



145 N. Main St. Appeal
Bush Street frontage

CITY OF ASHLAND



145 N. Main St. Appeal

July 23, 2019 Assessor's photo

CITY OF ASHLAND



145 N. Main St. Appeal

Original Request

CITY OF ASHLAND

Original Request

Site Design Review approval for exterior changes including new doors, windows and siding for a contributing property within a Historic District.

145 N. Main St. Appeal

January 3, 2020 photo

CITY OF ASHLAND



145 N. Main St. Appeal

Historic Commission Recommendations

CITY OF ASHLAND

ASHLAND HISTORIC COMMISSION

Planning Application Review
November 5, 2019

PLANNING ACTION: PA-19-0088
SUBJECT PROPERTY: 145 N. Main St.
APPLICANT/OWNER: BC Architects LLC/Car Guide, Roger Planning and Development as Agent
DESCRIPTION: A request for Site Design Review approval for proposed exterior changes including new doors, windows and siding to a contributing property within a Historic District for the property located at 145 North Main Street. The subject property is located in the Ashland Historic District, and is designated the "National Fire Shop" building - more exactly "North Fire Shop Addition" - a historic contributing resource within the district. The changes are proposed to the site development, general, alterations or use.
COMPREHENSIVE PLAN DESIGNATION: Low Density Multiple Family; **ZONING:** R-2; **ASSESSOR'S MAP:** 29 (E 200); **TAX LOT:** 2003

Recommendation:
 The Historic Commission recommends approving the application as proposed with the following recommendations:
Establishment Standards for Existing Buildings and Additions (ARC 18.4.2.050 C-2)
 a) Original architectural features shall be retained as much as possible, when those features can be demonstrated.
 b) Replacement features on exterior walls of historic buildings shall match the original finish. Exterior finishes on new additions to historic buildings shall be compatible with that of the original building.
 c) The Historic Commission recommends retention or duplication of the established horizontal architectural details under the eave line for the roof, including the brackets, along with the 18" to 24" depth of the building and along the original fire shop addition (i.e., brick entry feature on the East St. facade. See Photos 1 and 2).
 d) Original steel window sills shall be retained on new additions or on historic buildings except in those instances where it was used as the original siding.
 e) The Historic Commission recommends that the structure 1 1/2" tongue and groove siding in place of the existing 1 1/4" siding on all walls of the building. The gable ends of the building include cedar and pine siding, which the Commission wishes to replicate in the new addition building exterior. Use cedar or pine siding on all exterior walls. Use 1 1/4" tongue and groove siding, which is common exterior building material for commercial buildings and gas stations in the 1920's.
 f) Replacement windows in historic buildings shall match the original windows. Windows in new additions shall be compatible in proportion, shape and size, but not replicate original windows in the historic building.
 g) The Historic Commission recommends the window on the original fire shop (i.e., brick entry feature on the Westlight St.) will be given priority on any plans for the West St. addition. It is noted to match original windows. See Photo 3 and 4 (siding) P.1-2.
 h) Exterior wall colors on new additions shall match those of the historic building.
 The applicant representative indicated the exterior building colors will be under the existing exterior colors including white and grey, which will be used on the original fire shop.

- Other:
- Please submit architectural drawings as specified in ARC 18.4.2.050 A (e.g., section drawings and drawings of architectural details with building permit submittal). Furthermore, the Historic Commission requests the opportunity for the Historic Board to review the architectural drawings prior to submitting the building permit.
 - The Historic Commission recommends historically compatible garage doors and requests a sample profile at the time of the building permit submittal.



CITY OF
ASHLAND

145 N. Main St. Appeal Historic Commission

AMC 2.24.010 Historic Commission (Established Membership)
 ... To qualify the Historic Commission as a Certified Local Government (CLG) Commission, some of the members should meet the professional qualifications under State Historic Preservation Office requirements.

AMC 2.24.040.D (Historic Commission) Powers & Duties
 To review and make recommendations concerning the improvement of designated historic properties in connection with the issuance of building permits, zone changes, conditional use permits, variances, sign permits, and site reviews;

AMC 18.4.2.050.A.2.b. Historic District Development
 If a development requires a Type I, II, or III review procedure (e.g., Site Design Review, Conditional Use Permit) and involves new construction, or restoration and rehabilitation, or any use greater than a single-family use, the authority exists in the law for the Staff Advisor and the Planning Commission to require modifications in the design to match these standards. In this case the Historic Commission advises both the applicant and the Staff Advisor or other City decision maker.

CITY OF
ASHLAND

145 N. Main St. Appeal Staff Decision

Given that the building size, footprint, associated site improvements and use were not proposed to be altered, for staff the primary considerations here were in addressing the Historic District Development standards in AMC 18.4.2.050 in any exterior modifications and, once land use approval was in place, having the applicant obtain required building permits for the full scope of the work proposed.

Planning staff approved the application administratively on December 18, 2019 subject to a number of conditions which focused on resolving outstanding building permit issues and ensuring that the exterior treatment of the building would be consistent with the applicable Historic District Development Standards.

CITY OF
ASHLAND

145 N. Main St. Appeal State Historic Preservation Office (SHPO) Requirements

Certified Local Government Certification Requirements

The basic certification requirements for local governments are as follows:

- Establish a historic preservation commission and appoint interested and qualified residents to serve. To the extent they are available, at least some of the commission members should meet "professional" qualifications in the disciplines of history, architecture, architectural history, archaeology, or related fields.

Currently, the Historic Commission includes two building designer/contractors and a master carpenter/contractor all with experience in historic projects, an architect, a photographer/local historian, and a landscape architect as well as a journalist, a mediator and a realtor.

CITY OF
ASHLAND

145 N. Main St. Appeal Appeal Issues

Subsequent to the approval, the applicant (Donn Comte) timely filed an appeal of the decision citing the following issues:

- The Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding is a combination of vertical metal siding and vertical T1-11 siding.**
- The Historic Commission also improperly applied residential standards to a building which is commercial.**
- Lastly, the gable detail does not denote what is the actual historical siding for the building being vertical T1-11 and the vertical metal siding.**

145 N. Main St. Appeal

CITY OF
ASHLAND

Appeal Issue #1

The Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding is a combination of vertical metal siding and vertical T1-11 siding.

- Rehabilitation Standard addressing siding in AMC 18.4.2.050.C.2.d reads, "Diagonal and vertical siding shall be avoided on new additions or on historic buildings except in those instances where it was used as the original siding."
- Applicant provided additional materials subsequent to the Historic Commission's review which asserted that the only evidence of original siding on the building was corrugated metal and T1-11, and indicating their desire to utilize either T1-11 siding or a vertical board and batten treatment. Additional materials did not include extension of the 120-day clock to allow additional time for further Historic Commission Review.
- Applicant further indicated that the entire building had been re-sided in 1980, which is consistent with the 1979 Planning Commission discussion of the service bay addition's treatment.

145 N. Main St. Appeal

CITY OF
ASHLAND

Appeal Issue #1

The Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding is a combination of vertical metal siding and vertical T1-11 siding.

- In reaching a decision, it was staff's assessment that T1-11 would not have been the original siding material in the mid-1930's with the original construction as T1-11 was not used until the 40's and did not gain popularity until the 60's, and while it was likely used in the 1979-1980 re-siding mentioned, it has now been removed.
- The currently applicable Historic District Development standards are explicit that vertical siding is not to be used except where it was *the* original siding.
- The Historic Commission, which is charged by code with advising the Staff Advisor and Planning Commission with regard to the application of the Historic District development standards, had indicated that the gable ends of the original portion of the building include 1 x 8 tongue and groove siding which the Commissioners believed was the best indication of original exterior materials.
- On that basis, the original staff decision incorporated the recommendations of the Historic Commission as a condition of approval – that the applicant utilize 1x8 tongue and groove siding or, as an alternate, stucco - with the modification that staff also provided for another compatible horizontal siding treatment.

145 N. Main St. Appeal

CITY OF
ASHLAND

From the American Plywood Association (APA) "The Engineered Wood Association"

- Plywood T1-11, also known simply as plywood siding, is a wood or wood-based siding product that reached the height of its popularity in the 1960's, 1970's and early 1980's. (HomeAdvisor.com)
- In 1934, Dr. James Nevin, a chemist at Harbor Plywood Corporation, developed phenol-resorcinol – a fully waterproof adhesive that would make plywood suitable for exterior exposure. ([From APA Facebook page](#))
- **The property here was originally developed circa 1936.**
- In 1937, M&M Woodworking was able to successfully produce exterior plywood. There was no registration of industry-wide trademarks until 1938. ([APAWood.org & Furniture Works "History of Plywood"](#))
- In 1942, a U.S. Commercial Standard for plywood was adopted and panels meeting these requirements were classified as "Exterior" (i.e. Exterior plywood was not a standard product until the 1940's). ([APAWood.org](#))

145 N. Main St. Appeal

CITY OF
ASHLAND

Appeal Issue #2

The Historic Commission also improperly applied residential standards to a building which is commercial.

- The Commission's recommendations and the Staff Advisor's decision were largely based in **AMC 18.4.2.050.C "Rehabilitation Standards for Existing Buildings and Additions"** with each recommendation tied to a specific standard therein.
- **AMC 18.4.2.050.C.2** notes, "... These standards apply primarily to residential historic districts, residential buildings in the Downtown Historic District, and National Register-listed historic buildings not located within the Historic District Overlay. The purpose of the following standards is to prevent incompatible treatment of buildings in the Historic District Overlay and to ensure that new additions and materials maintain the historic and architectural character of the district."
- The subject property is located in the Skidmore Academy Historic District which is noted in the National Register of Historic Places documentation as, "*Primarily residential in character.*"
- The subject property is residentially zoned, and the existing non-conforming use is a commercial automotive use operating under a 1979 Conditional Use Permit within a primarily residential district where "*Architectural compatibility with the impact area*" is a primary consideration.
- For staff, the standards applied - while applicable primarily to residential historic districts - are not exclusively *residential* and were appropriately used here given the location (**within a residential historic district**) and the context (**seeking architectural compatibility therein**).

145 N. Main St. Appeal

CITY OF ASHLAND

Appeal Issue #3

Lastly, the gable detail does not denote what is the actual historical siding for the building being vertical T1-11 and the vertical metal siding.

- As detailed above, the Historic Commission - which is charged by code with advising the Staff Advisor and Planning Commission with regard to the application of the Historic District development standards - had indicated based on available photos of the building prior to the removal of existing exterior materials and features, that the treatment of the gable ends of the original portion of the building include 1 x 8 tongue and groove siding which gives the best indication of the original external materials.
- In accepting this determination, the Staff Advisor also noted that the applicant had further indicated that the entire building was re-sided with an expansion in 1980, which is consistent with the minutes of the 1979 Planning Commission meeting discussing the exterior treatment of a service bay addition.
- In reaching the original decision, it was staff's assessment that T1-11 would not have been an original siding material in the 1930's with the original construction as T1-11 did not gain popularity until the 1960's, and while it seems to have been used in the 1979-1980 re-siding mentioned, it has now been removed and the currently applicable Historic District Development standards are explicit that vertical siding is not to be used *except* where it was the original historic siding.

145 N. Main St. Appeal

CITY OF ASHLAND

Planning Commission Appeal Hearing January 14, 2020



145 N. Main St. Appeal

CITY OF ASHLAND

Staff Recommendations

Planning staff recommend that the appeal be denied and that the original staff approval be upheld with the conditions detailed in your packets.

145 N. Main St. Appeal

CITY OF ASHLAND

August 14, 2018 Photo



145 N. Main St. Appeal
October 29, 2019 photo

CITY OF ASHLAND



145 N. Main St. Appeal

CITY OF ASHLAND



145 N. Main St. Appeal
Bush Street Elevation – Oct. 29, 2019 photo

CITY OF ASHLAND



145 North Main Street

Appeal of Conditions of Approval from PA-T1-2019-00080
recommended by Historic Commission
and Ashland Department of Community Development Department

City of Ashland Planning Exhibit

Exhibit # P-001
PA APPEAL-2019-00010/T1-2019-00080
Date 1-14-20
Staff ng



145 North Main Street



145 North Main Street

Early 2019 Aerial View



145 North Main Street

Zoning R-2, Commercial Structure, Original building built in 1936

APPLICANT'S CURRENT OBJECTIVES FOR SUBJECT PROPERTY

Repair Structural Deficiencies and
Rehabilitate the Historic Contributing Structure

BUILDING AREAS NEEDING REPAIR

1. Front Column Has Damage to Inside Lower Area. Loose bricks should be removed from existing column, and voids filled with reinforced concrete patch.
2. This roof portion is visibly sagging, due to lack of ridge beam, and needs repaired. Potential repairs include
 - a) Replace Existing Section with New Scissor Trusses
 - b) Lift Existing Rafters with temporary wall and bottle jacks, and install new ridge beam, sized to support rafters at the ridge.
3. Existing Exterior walls do not meet the normal standard of framing. Walls are pieced together with scraps of wood. These should be re-framed with new studs, and re-sided with OSB / Plywood Exterior Sheeting.
4. Roof Profiles in this area do not properly drain. Provide cricket, or extend the center roof section toward to exterior to prevent roof from trapping water in the interior.
5. Footing Drain has been dug up. Re-construct perimeter footing drain and drain to approved discharge location.
6. Hip Beam and Roof Beam are Over-Spanned for 25 psf snow load. No visible sagging was noted here, and existing framing appears to be in good condition, however, it is under-sized for code-prescribed design loading conditions.

SNYDER ENGINEERING

Integrated Design Services
Oregon & California

541 • 664 • 7045

55 S. 5th St. Suite M
PO Box 3351
Central Point, OR 97502



145 NORTH MAIN STREET

May 2, 2019

BC Partners IV LLC
175 Piedmont Drive
Ashland, OR 97520

**JOB
COPY**

Property address 145 North Main Street
Ashland OR 97520

Map 391E09BB
Tax lot 3503
Account 1-006608-3
Parcel .21 acres

Valuation of project ≤ \$5,000.00
Existing square footage 1,994 s.f.
Existing impervious 4,312 s.f.
Solar calculations not applicable

Owner BC Partners IV LLC
Owner address 175 Piedmont
Ashland, OR 97520

Owner phone 541-864-9891
Owner email old101@charter.net

Contractor owner

Engineer Synder Engineering
55 South 5th Ste. D
Central Point, OR 97502

CITY OF ASHLAND
BUILDING SAFETY DIVISION
REVIEWED FOR CODE COMPLIANCE *RL*
BD-R- BY RYAN LOUGHEED
PERMIT # 2019-00254 DATE 5-2-19
The approval of these plans shall not permit the violation of any City
or State laws. The City may require corrections if the plans are in
error. The approved plans shall be made available when inspections
are requested. Any deviation from the approved plans shall be
submitted for approval before construction.

Permits Issued by City for repairs per Engineering Report

ENGINEERING REPORT REPAIRS & ROOF REPAIRS



**CITY OF
ASHLAND**
DEPARTMENT OF COMMUNITY DEVELOPMENT
BUILDING DIVISION
PERMIT CARD

	INSPECTION	DATE	INSPECTOR
Permit # <u>BD-R-2019-00151</u>			
Issued <u>5/2/19</u>			
For (Type Work) <u>145 N. Main - Repair</u>			
Address <u>145 N. Main</u>			
Owner <u>BC Partners</u>			
Contractor <u>Owner</u>			
FINAL (Before Occupancy)			

* This job card and approved plans must be posted on the premises and each inspection must be signed by an inspector before any other work proceeds. Owner should retain job card in their permanent records.

* Inspections called in by 3:00 p.m. will be scheduled for the following work day. Call: (541) 552-2080

* Responsibility for permit expiration/time lapses, etc. that may occur rest solely with the owner/contractor.

PLEASE POST INSPECTION CARD



**CITY OF
ASHLAND**
DEPARTMENT OF COMMUNITY DEVELOPMENT
BUILDING DIVISION
PERMIT CARD

	INSPECTION	DATE	INSPECTOR
Permit # <u>BD-NR-2019-00053</u>			
Issued <u>5/2/19</u>			
For (Type Work) <u>Comm. Re-roof</u>			
Address <u>145 N. Main</u>			
Owner <u>BC Partners</u>			
Contractor <u>Childress Roofing</u>			
FINAL (Before Occupancy)			

* This job card and approved plans must be posted on the premises and each inspection must be signed by an inspector before any other work proceeds. Owner should retain job card in their permanent records.

* Inspections called in by 3:00 p.m. will be scheduled for the following work day. Call: (541) 552-2080

* Responsibility for permit expiration/time lapses, etc. that may occur rest solely with the owner/contractor.

PLEASE POST INSPECTION CARD

Confirmation that repairs have been completed per Engineer's Report

Copy of Engineering Report Submitted to City



Snyder Engineering Company
415 East Pine Street
PO Box 3351
Central Point, OR 97502

To: Eric Bonetti
ashlandoregions@gmail.com

Re: **Repair Observations**
145 North Main St. Ashland, Oregon

8/9/2019



I was called out to the above-referenced location to observe the building repairs that are presently ongoing. Snyder Engineering issued a plan on October 1, 2018, recommending areas that should be addressed. This letter will outline those areas, and what has been done to make repairs.

1) *Front column has damage to inside lower area. Loose bricks should be removed from existing column, and voids filled with reinforced concrete patch.*

This column, located between the two garage bays has been replaced entirely. In its place, there is now a steel column, anchored to new concrete stem wall, and supporting an existing roof beam.

2) *This (first bay from the office) roof portion is visibly sagging, due to lack of ridge beam, and needs repaired.*

New rafters, ridge and collar ties have been added to this area. The rafters are 2 x 12 DF rafters, spaced at 24-inches on center. The ridge board is an 1-3/4 inch x 14 inch LVL. Collar ties are 2 x 4s, located 25 inches below the ridge. I ran an analysis on this revised system, and it is adequate to support 15 psf Dead load and 25 psf Ground Snow load.

3) *Existing Exterior walls do not meet the normal standard of framing. Walls are pieced together with scraps of wood. These should be re-framed with new studs, and re-sided with OSB / Plywood Exterior Sheeting.*

Exterior walls have been largely re-framed in problematic areas, and new stem wall has been added to raise the bottom of the wall out of the adjacent ground.

4) *Roof Profiles in this area (Over the office) do not properly drain. Provide cricket, or extend the center roof section toward the exterior to prevent roof from trapping water in the interior.*

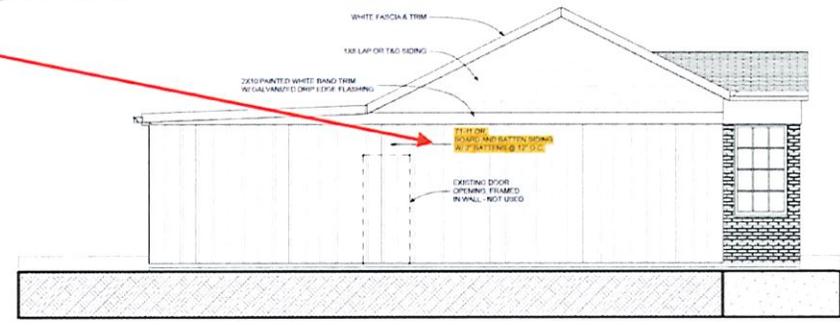
The front roof now forms one continuous plane over the two garage bays. This plane has been continued to meet the office roof, cricketing appropriately to allow proper drainage of water.

www.SnyderEngineers.com • (541) 664-7045 • info@snyderengineers.com

APPLICANT'S
MATERIALS SUBMITTED
TO CITY OF ASHLAND COMMUNITY DEVELOPMENT
DEPARTMENT
AND HISTORIC COMMISSION

The City's Community Development Department and the Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding is a combination of vertical metal siding and vertical T1-11 siding.

**Compatible New Siding to match original, T1-11 OR,
BOARD AND BATTEN SIDING W/ 2" BATTENS @ 12" O.C.**

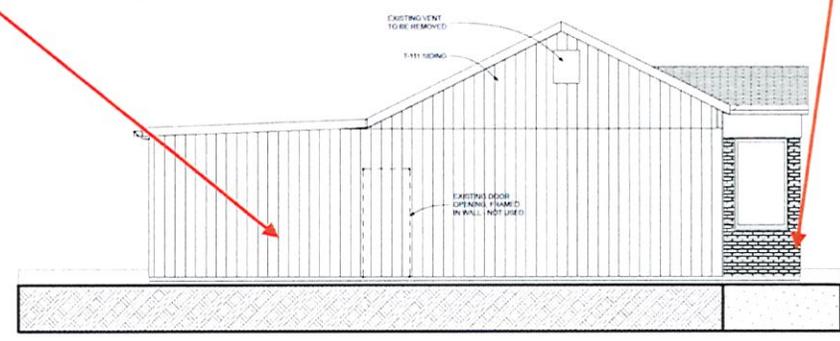


1 SOUTH EAST ELEVATION-NEW
SCALE: 1/4" = 1'-0"



NO SIDING PRESENT ON THE OFFICE

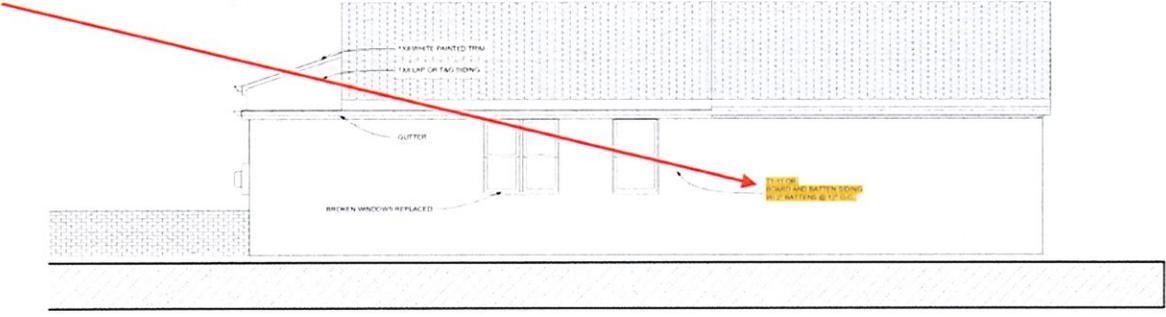
Original T1-11 vertical siding



2 SOUTH EAST ELEVATION-EXISTING
SCALE: 1/4" = 1'-0"



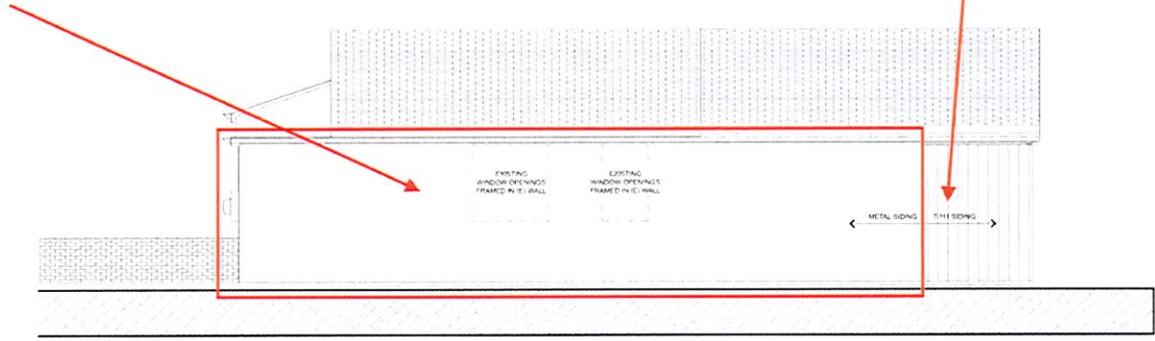
**Compatible New Siding to match original, T1-11 OR,
BOARD AND BATTEN SIDING W/ 2" BATTENS @ 12" O.C.**



1 SOUTH WEST ELEVATION-NEW
SCALE: 1/4" = 1'-0"

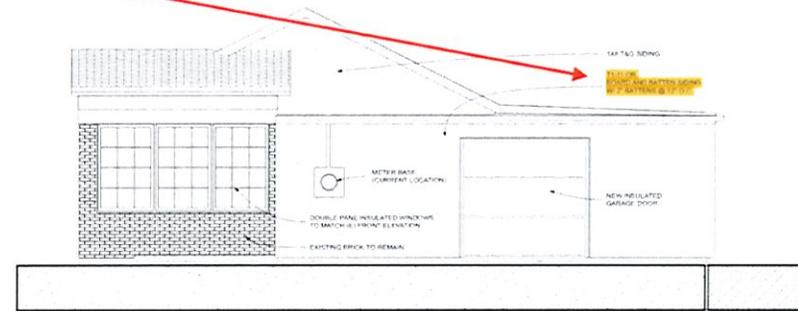
Original metal vertical siding

Original T1-11 vertical siding



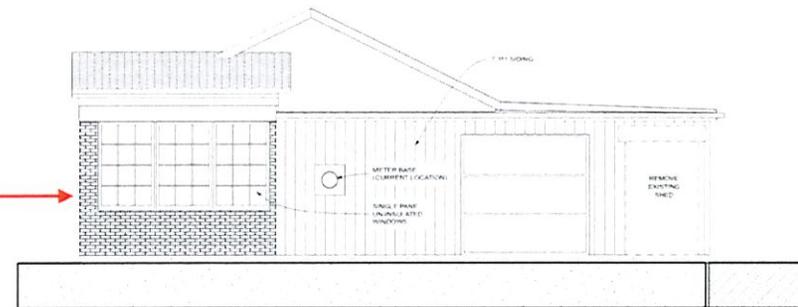
2 SOUTH WEST ELEVATION-EXISTING
SCALE: 1/4" = 1'-0"

**Compatible New Siding to match original, T1-11 OR,
BOARD AND BATTEN SIDING W/ 2" BATTENS @ 12" O.C.**



1 NORTH WEST ELEVATION-NEW
SCALE: 1/4" = 1'-0"

NO SIDING PRESENT ON THE OFFICE



3 NORTH WEST ELEVATION-EXISTING
SCALE: 1/4" = 1'-0"

Statement explaining the specific issues being raised on appeal.

The City's Community Development Department and the Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding on the structure is a combination of vertical metal siding and vertical T1-11 siding.

Historic Commission improperly applied residential standards to a building which is commercial.

The evidence for the building being sided in vertical T1-11 and vertical metal siding is extensive. Conjecture based on gable detail does not denote the what the actual historical siding of the garage bay portion of the structure was made of nor is there record of anything except vertical T 1-11 and vertical metal.

Historic District Development Standards

AMC 18.4.2.050

*d. Diagonal and vertical siding shall be avoided on new additions or on historic buildings **except in those instances where it was used as the original siding.***

The Historic Commission recommends smooth **1 x 8 tongue and groove** siding in place of the existing T-111 siding on all sides of the building. The gable ends of the building include tongue and groove siding, which the Commission believes is indicative of the original external building materials. The Commission recommends **stucco** as an alternative to tongue and groove siding, which is common exterior building material for commercial buildings and gas stations in the 1930's.

Rehabilitation Standards for Existing Buildings and Additions
(AMC 18.4.2.050.C.2)

b. Original architectural features shall be restored as much as possible, when those features can be documented.

1. Applicant response is “**YES**,” to the gabled area over the office entry only.
2. Applicant is not making any new additions to the structure.
3. The only evidence of original siding as an architectural feature on the building is vertical T1-11 and the vertical metal siding.
4. **Given the evidence of original sidings as the architectural features on the building being vertical T1-11 and the vertical metal siding, property owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings, hence the submitted plans show (2) options, either T1-11 or Board and Batten with 2” Battens @ 12” on center.**

Ashland Historic Preservation Plan

Excerpt from the Ashland Historic Preservation Plan - pg. 25:

"Any restorations of existing historical features should be based upon historic evidence, either photographs or existing physical evidence. If historic evidence is not available, restoration based upon conjecture should not be attempted. (clarification of Standard IV-C-10)"

Reference
photo provided
by the Community
Development
Department to
applicant



Photo 2. Viewed from the corner of North Main Street and Bush Street

Reference photo provided
by the Community Development Department
to Applicant



Photo 1. Viewed from North Main Street

*Phone call between Applicant Donn Comte and
Hank Singmaster 10:00 a.m., January 14, 2020.*

“The original siding on the building was metal.
We then added T1-11 with the addition.”

*–Hank Singmaster
(Second generation original owner of subject property since the 1930’s)*

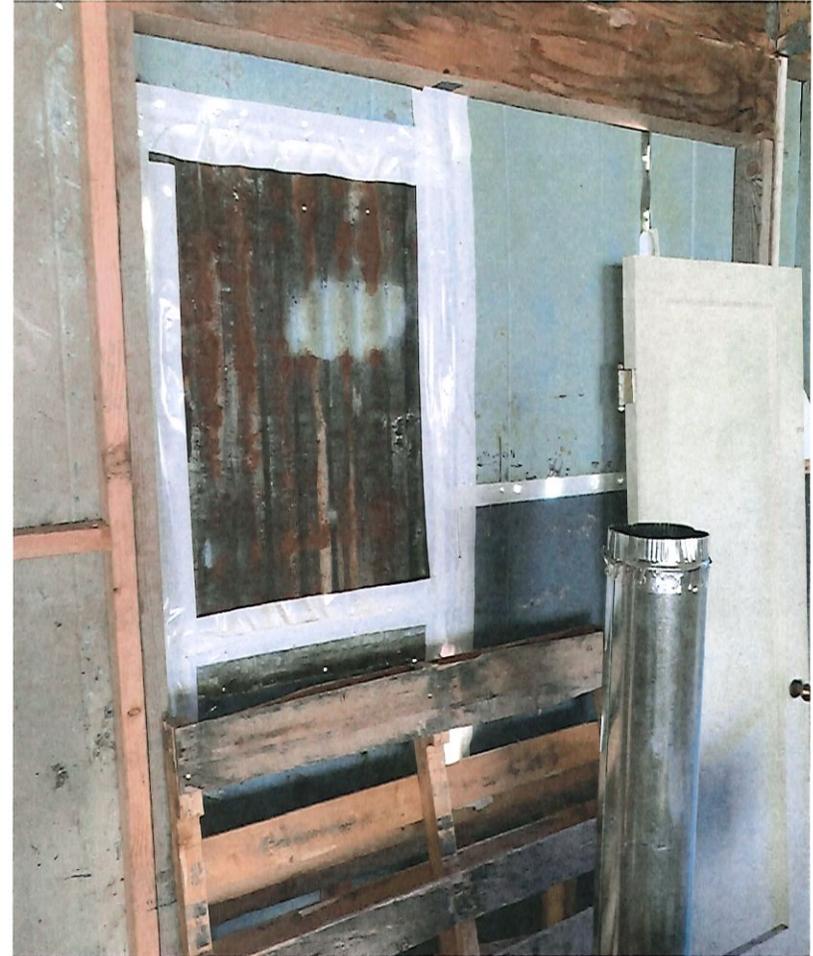
**HISTORIC
EVIDENCE OF
ORIGINAL
Vertical Metal Siding**

photo was provided to the City's
Planning and Development
Department and denoted on
plans submitted by applicant



HISTORIC EVIDENCE OF ORIGINAL Vertical Metal Siding

photo was provided to the City's
Planning and Development
Department and denoted on
plans submitted by applicant



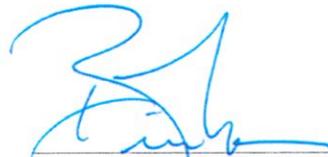
HISTORIC
EVIDENCE OF
ORIGINAL
T1-11 SIDING



RECOMMENDATIONS OF THIS HISTORIC COMMISSION SIGNED BY DEPARTMENT OF COMMUNITY DEVELOPMENT DIRECTOR

- 4) The following conditions reflect the recommendations of the Historic Commission from its November 6, 2019 regular meeting and the applicable historic district development standards, and shall be incorporated into the building permit application as follows, subject to final review and approval by the Staff Advisor:
- a. The applicant shall restore or duplicate the entablature (horizontal architectural details under the cave line of the roof), including the enclosed soffit, along the entire North Main Street façade of the building and along the original office structure (i.e. brick entry feature) on the Bush Street façade. (Rehabilitation Standard AMC 18.4.2.050.C.2.b. & c. See Photos 1 and 2 above).
 - b. Smooth 1x8 tongue and groove siding, *or another compatible horizontal siding to be reviewed by the Review Board and approved by the Staff Advisor*, shall be used in place of the existing T-111 siding on all sides of the building. The gable ends of the building include tongue and groove siding which the Historic Commission determined to be indicative of the original external building materials. In lieu of horizontal siding, stucco would also be an acceptable alternative, as it was a common exterior building material for commercial buildings and gas stations during the period of significance. (Rehabilitation Standard AMC 18.4.2.050.C.2.d.)
 - c. That the exterior building colors shall be similar to the existing exterior colors including white and gray, along with the brick on the original office structure, as proposed by the applicant (Rehabilitation Standard AMC 18.4.2.050.C.2.e.)
 - d. The windows on the original office structure (i.e., the brick entry feature) shall be true divided lights (i.e. with the glass divided into small panes) on the North Main Street and Bush Street facades to match the original windows. (Rehabilitation Standard AMC 18.4.2.050.C.2.g. See Bush Street side of the building in Photo 2, above).
 - e. The applicant shall submit architectural drawings as specified in AMC 18.5.2.040.4.d (e.g. section drawings and drawings of architectural details) with the building permit submittals. The Historic Commission strongly recommended that the Historic Review Board be allowed to review and comment on these architectural drawings prior to submittal of a building permit application.
 - f. Historically compatible garage doors shall be utilized, and a sample profile shall be provided with the building permit application.

Building permits shall be reviewed for compliance with the above recommendations by the Historic Commission Review Board, with final review and approval by the Staff Advisor, prior to issuance of a building permit.



Bill Molnar, *Director*
Department of Community Development

December 19, 2019
Date

Recommendations of Historic Commission

- a. The applicant shall restore or duplicate the entablature (horizontal architectural details under the eave line of the roof), including the enclosed soffit, along the entire North Main Street façade of the building and along the original office structure (i.e. brick entry feature) on the Bush Street façade. (Rehabilitation Standard AMC 18.4.2.050.C.2.b. & c. See Photos 1 and 2 above).

YES, to the entablature details at the original office brick entry feature only. Applicant is not making any “new additions” to a historic building.

NO, to the entire N. Main facade having an enclosed soffit, this detail was added in 1980 as a support for the gutter system only. Gutter and associated support were rotten and rusted, gutters to be replaced.

The only evidence of original siding as an architectural feature on the building is vertical T1-11 and the vertical metal siding. **Given the evidence of original sidings as the architectural features on the building being vertical T1-11 and the vertical metal siding, property owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings, hence the submitted plans show (2) options, either T1-11 or Board and Batten with 2” Battens @ 12” on center.**

Recommendations of this Historic Commission

- b. Smooth 1x8 tongue and groove siding, *or another compatible horizontal siding to be reviewed by the Review Board and approved by the Staff Advisor*, shall be used in place of the existing T-111 siding on all sides of the building. The gable ends of the building include tongue and groove siding which the Historic Commission determined to be indicative of the original external building materials. In lieu of horizontal siding, stucco would also be an acceptable alternative, as it was a common exterior building material for commercial buildings and gas stations during the period of significance. (Rehabilitation Standard AMC 18.4.2.050.C.2.d.)

THE CITY'S DEVELOPMENT DEPARTMENT AND THE HISTORIC COMMISSION DID NOT EFFECTIVELY REVIEW THE PLANS NOR THE PHOTOGRAPHIC EVIDENCE SUBMITTED WHICH ILLUSTRATED THAT THE ORIGINAL SIDING IS A COMBINATION OF VERTICAL METAL SIDING AND VERTICAL T1-11 SIDING.

NO For the property owner to be compliant with the code, given the evidence of original sidings as the architectural features on the building being vertical T1-11 and the vertical metal siding, property owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings, hence the submitted plans show (2) options, either T1-11 or Board and Batten with 2" Battens @ 12" on center.

Recommendations of the Historic Commission

- c. That the exterior building colors shall be similar to the existing exterior colors including white and gray, along with the brick on the original office structure, as proposed by the applicant (Rehabilitation Standard AMC 18.4.2.050.C.2.e.)

YES

Black, white, grey and red brick as seen on the original office structure.

Recommendation of Historic Commission

- d. The windows on the original office structure (i.e., the brick entry feature) shall be true divided lights (i.e. with the glass divided into small panes) on the North Main Street and Bush Street facades to match the original windows. (**Rehabilitation Standard AMC 18.4.2.050.C.2.g. See Bush Street side of the building in Photo 2, above).**

YES

Agree to matching the windows on the original office.

Recommendations of Historic Commission

- e. The applicant shall submit architectural drawings as specified in **AMC 18.5.2.040.4.d** (e.g. section drawings and drawings of architectural details) with the building permit submittals. The Historic Commission strongly recommended that the Historic Review Board be allowed to review and comment on these architectural drawings prior to submittal of a building permit application.

RECOMMENDATION IS NOT APPLICABLE

THIS IS NOT A “PROPOSED DEVELOPMENT” ON A PROPERTY

Approved plans sought to repair exterior deficiencies on the building and replace with similar materials. The replacement of siding .

NO THIS IS NOT A PROPOSED DEVELOPMENT Per AMC 18.5.2.040.4.d. For non-residential developments proposed on properties located in a Historic District, section drawings including exterior walls, windows, projections, and other features, as applicable, and drawings of architectural details (e.g., column width, cornice and base, relief and projection, etc.) drawn to a scale $\frac{3}{4}$ of an inch equals one foot or larger.

This is not a development on a proposed property located in the Historic District.
Applicant repaired structural deficiencies and seeks to replace with similar materials.

Not applicable nor a requirement per code.

Above and beyond, applicant has already submitted architectural drawings as specified per AMC 18.5.2.040.4.d

Recommendations of this Historic Commission

- f. Historically compatible garage doors shall be utilized, and a sample profile shall be provided with the building permit application.

**RECOMMENDATION IS NOT APPLICABLE
THIS IS NOT A RESIDENTIAL PROPERTY RATHER A COMMERCIAL PROPERTY
GARAGE DOORS ORIENTATION AND LOCATION HAS NOT CHANGED**

NO Ashland Municipal Code 18.4.2.050 regarding development within the historic district addresses the preferred orientation and location of garages within residential development, specifically under 18.4.2.030, Residential Development.

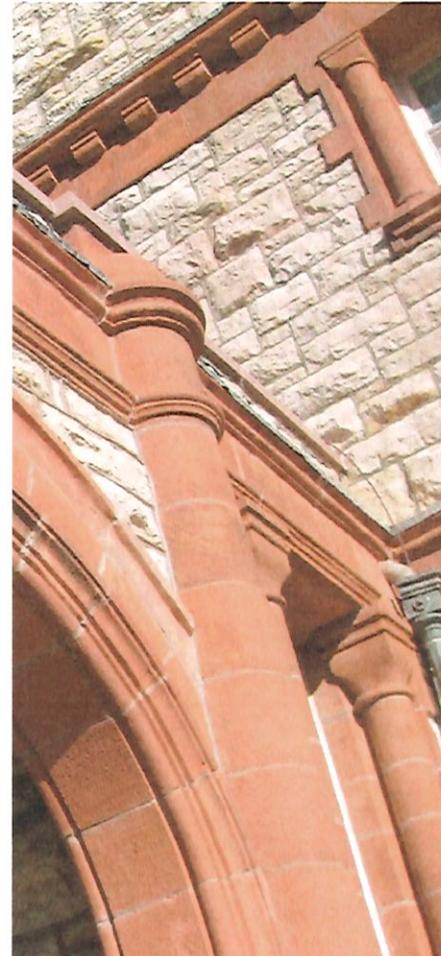
Historic Commission is looking to apply residential standards to a commercial building. Subject property is not residential, but commercial, and applicant is not making any new additions nor changing garage orientations.

Also applicant does not believe that a permit is required, nor does the City charge a fee, to replace broken, damaged, or deficient garage doors on a commercial building.

1. Applicant's response is "YES," to the entablature details at the original office brick entry feature only.
2. Applicant is not making any "new additions" to a historic building.
3. Applicant's response is "NO," to the entire N. Main facade having an enclosed soffit, this detail was added in 1980 as a support for the gutter system only. Gutter and associated support were rotten and rusted, gutters to be replaced.
4. The only evidence of original siding as an architectural feature on the building is vertical T1-11 and the vertical metal siding. **Given the evidence of original sidings as the architectural features on the building being vertical T1-11 and the vertical metal siding, property owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings, hence the submitted plans show (2) options, either T1-11 or Board and Batten with 2" Battens @ 12" on center.**

APPLICANT WISHES TO CONFORM TO GUIDELINES BY USING A COMPATIBLE VERTICAL SIDING

"Replacing in kind (i.e., with wood, but not necessarily the same species) extensively deteriorated or missing components of wood features when there are surviving prototypes, such as brackets, molding, or sections of siding, or when the replacement can be based on documentary or physical evidence. **The new work should match the old in material, design, scale, color, and finish.**" pg. 40



THE SECRETARY
OF THE INTERIOR'S
STANDARDS FOR
THE TREATMENT
OF HISTORIC
PROPERTIES

WITH

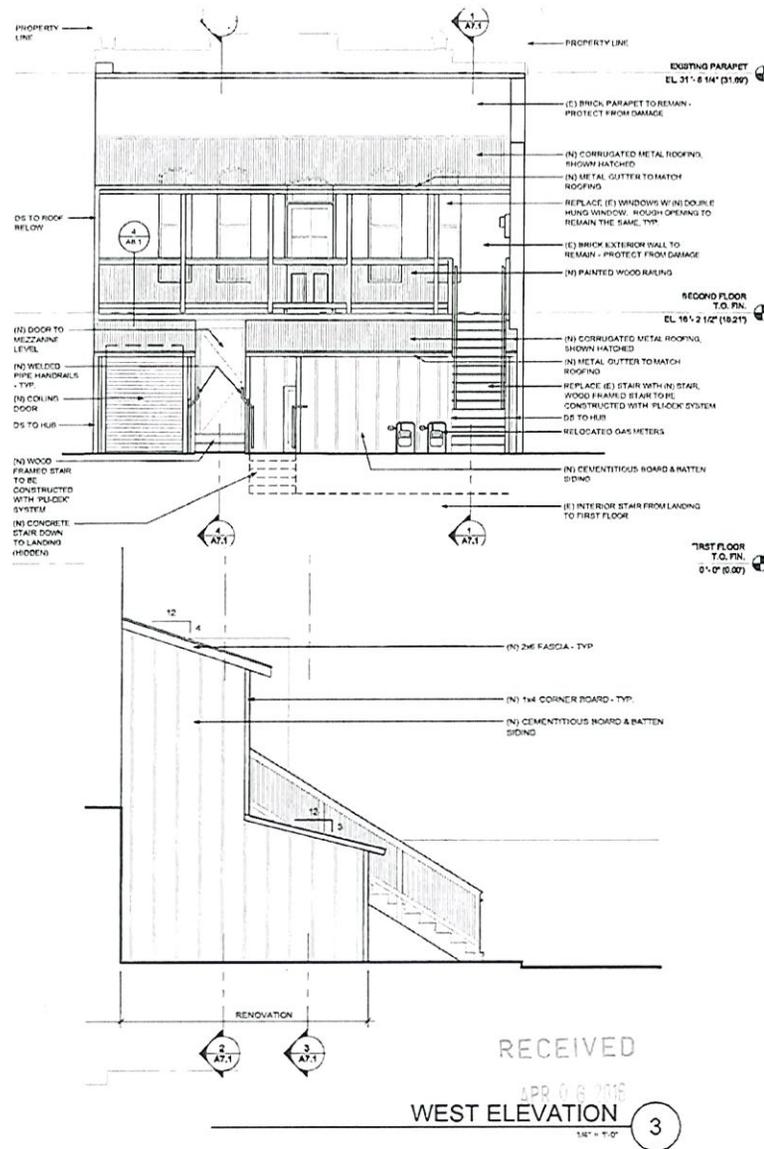
GUIDELINES FOR
PRESERVING,
REHABILITATING,
RESTORING &
RECONSTRUCTING
HISTORIC
BUILDINGS



U.S. Department of the Interior
National Park Service
Technical Preservation Services

APPROVED

RENOVATION AT
96 N. MAIN
"BROTHERS"
APPROVED
VERTICAL SIDING



APPLICANT'S PREFERRED REPLACEMENT SIDING FINISH

*AMC 18.4.2.050.2.c. Replacement finishes on exterior walls of historic buildings **shall match the original finish**. Exterior finishes on new additions to historic buildings shall be compatible with but not replicate, the finish of the historic building.*

For the property owner to be compliant with the code, and given the historic evidence of original sidings as the architectural features on the building being vertical T1-11 and the vertical metal siding, property owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings, hence the submitted plans show (2) options, either T1-11 or Board and Batten with 2" Battens @ 12" on center.

APPLICANT STATEMENT

A. **YES** to matching the entablature details at the original office brick entry feature only.

NO to the entire N. Main facade having an enclosed soffit, this detail was added in 1980s as a support for the gutter system only. Gutter and associated support were rotten and rusted, gutters are to be replaced.

B. **NO** Recommendation is be reversed and stricken.

The City's Planning Department and the Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding is a combination of vertical metal siding and vertical T1-11 siding. For the property owner to be compliant with the code, owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings.

C. **YES** Recommendation to remain unchanged.

D. **YES** Recommendation to remain unchanged.

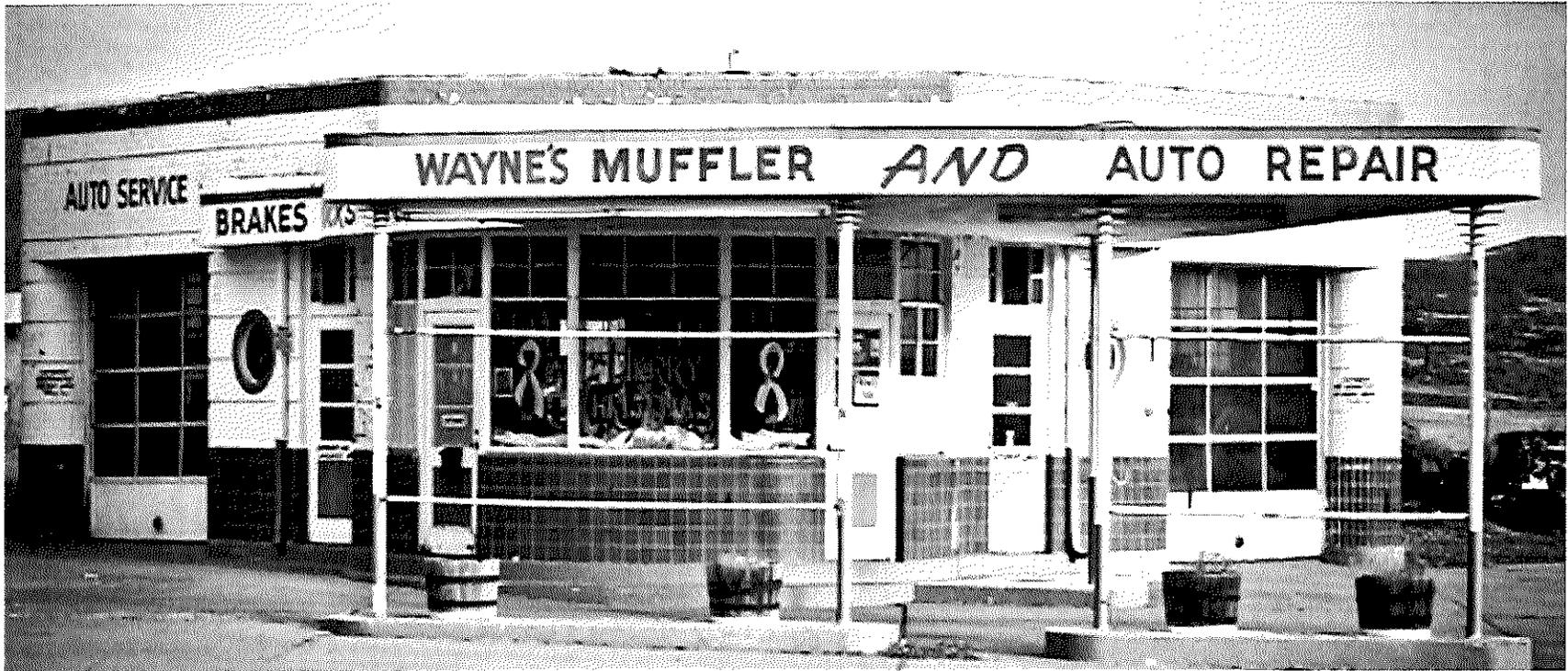
E. **NO** Recommendation is be reversed and stricken.

AMC 18.5.2.040.4.d. is applicable for new developments on a property. This is not a development on a proposed property located in the Historic District. Applicant is only looking to repair exterior deficiencies. However, applicant has already gone above and beyond and applicant did already submit architectural drawings to staff and historic.

F. **NO** Recommendation to be reversed and stricken.

Ashland Municipal Code 18.4.2.050 addresses the preferred orientation and location of garages within residential development, specifically under 18.4.2.030, Residential Development. Subject property is not residential, but **commercial**, and applicant is not making any new additions nor changing garage orientations. Additionally, applicant does not believe that a permit is required, nor does the City charge a fee, to replace broken, damaged, or deficient garage doors on a commercial building.

EXAMPLE OF PERIOD GARAGE DOORS



145 North Main Street

Appeal of Conditions of Approval from PA-T1-2019-00080
recommended by Historic Commission
and Ashland Department of Community Development Department



145 North Main Street

Early 2019 Aerial View



145 North Main Street



145 North Main Street

Zoning R-2, Commercial Structure, Original building built in 1936

Permits Issued by
City for repairs per
Engineering Report

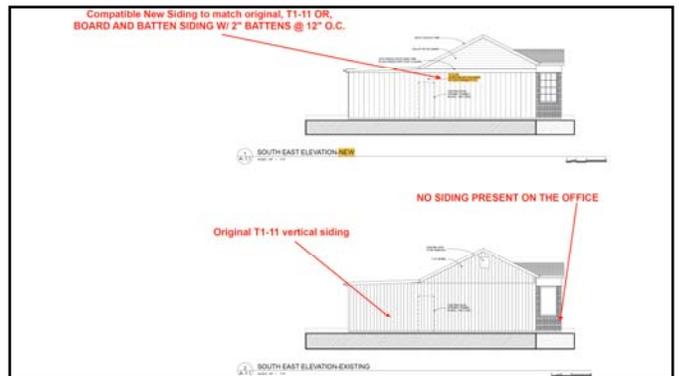
ENGINEERING REPORT
REPAIRS
&
ROOF REPAIRS

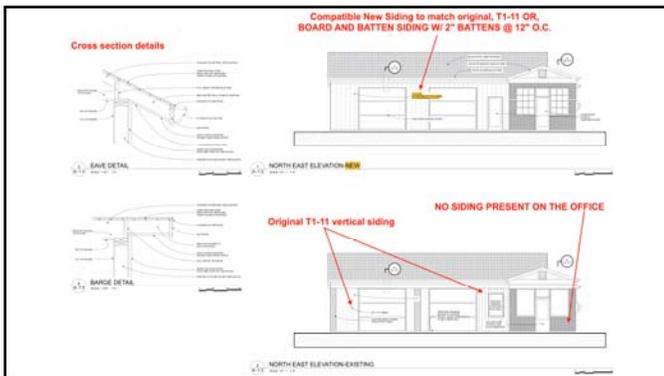
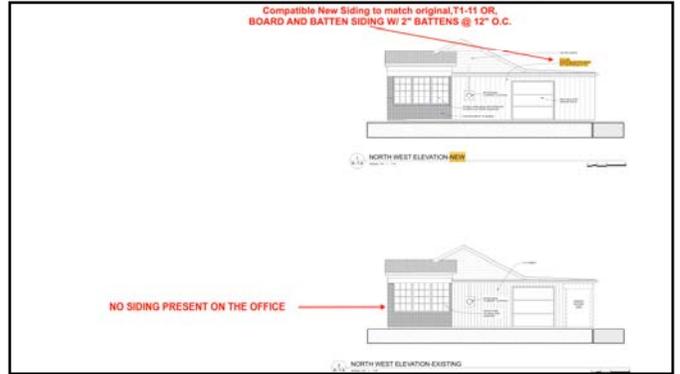
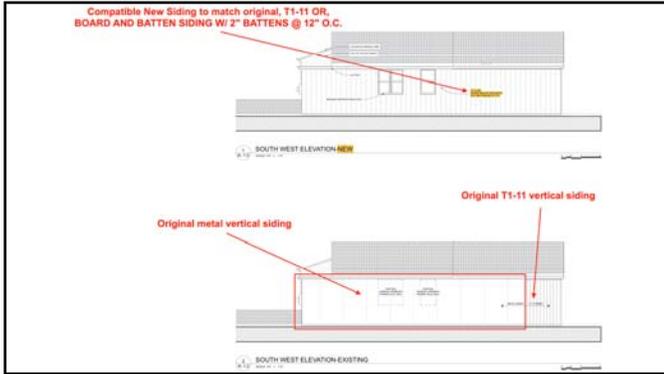
APPLICANT'S
MATERIALS SUBMITTED
TO CITY OF ASHLAND COMMUNITY DEVELOPMENT
DEPARTMENT
AND HISTORIC COMMISSION

*The City's Community Development Department and the
Historic Commission did not effectively review the plans nor the
evidence submitted which illustrated that the original siding is a
combination of vertical metal siding and vertical T1-11 siding.*

Confirmation that repairs
have been completed per
Engineer's Report

Copy of Engineering Report
Submitted to City





Statement explaining the specific issues being raised on appeal.

The City's Community Development Department and the Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding on the structure is a combination of vertical metal siding and vertical T1-11 siding.

Historic Commission improperly applied residential standards to a building which is commercial.

The evidence for the building being sided in vertical T1-11 and vertical metal siding is extensive. Conjecture based on gable detail does not denote the what the actual historical siding of the garage bay portion of the structure was made of nor is there record of anything except vertical T 1-11 and vertical metal.

Historic District Development Standards

AMC 18.4.2.050

d. Diagonal and vertical siding shall be avoided on new additions or on historic buildings **except in those instances where it was used as the original siding.**

The Historic Commission recommends smooth 1 x 8 tongue and groove siding in place of the existing T-111 siding on all sides of the building. The gable ends of the building include tongue and groove siding, which the Commission believes is indicative of the original external building materials. The Commission recommends **stucco** as an alternative to tongue and groove siding, which is common exterior building material for commercial buildings and gas stations in the 1930's.

Ashland Historic Preservation Plan

Excerpt from the Ashland Historic Preservation Plan - pg. 25:

"Any restorations of existing historical features should be based upon historic evidence, **either photographs or existing physical evidence.** If historic evidence is not available, restoration based upon conjecture should not be attempted. (clarification of Standard IV-C-10)"

Rehabilitation Standards for Existing Buildings and Additions (AMC 18.4.2.050.C.2)

b. Original architectural features shall be restored as much as possible, when those features can be documented.

1. Applicant response is "YES," to the gabled area over the office entry only.
2. Applicant is not making any new additions to the structure.
3. The only evidence of original siding as an architectural feature on the building is vertical T1-11 and the vertical metal siding.
4. Given the evidence of original sidings as the architectural features on the building being vertical T1-11 and the vertical metal siding, property owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings, hence the submitted plans show (2) options, either T1-11 or Board and Batten with 2" Battens @ 12" on center.

Reference
photo provided
by the Community
Development
Department to
applicant



Photo 2. View of the corner of North Main Street and Bush Street

Reference photo provided
by the Community Development Department
to Applicant



Photo 1. Viewed from North Main Street

**HISTORIC
EVIDENCE OF
ORIGINAL
Vertical Metal Siding**

photo was provided to the City's
Planning and Development
Department and denoted on
plans submitted by applicant



*Phone call between Applicant Donn Comte and
Hank Singmaster 10:00 a.m., January 14, 2020.*

"The original siding on the building was metal.
We then added T1-11 with the addition."

—Hank Singmaster

(Second generation original owner of subject property since the 1930's)

**HISTORIC
EVIDENCE OF
ORIGINAL
Vertical Metal Siding**

photo was provided to the City's
Planning and Development
Department and denoted on
plans submitted by applicant



HISTORIC EVIDENCE OF ORIGINAL T1-11 SIDING



Recommendations of Historic Commission

- a. The applicant shall restore or duplicate the entablature (horizontal architectural details under the eave line of the roof), including the enclosed soffit, along the entire North Main Street façade of the building and along the original office structure (i.e. brick entry feature) on the Bush Street façade. (Rehabilitation Standard AMC 18.4.2.050.C.2.b. & c. See Photos 1 and 2 above).

YES, to the entablature details at the original office brick entry feature only. Applicant is not making any "new additions" to a historic building.

NO, to the entire N. Main facade having an enclosed soffit, this detail was added in 1980 as a support for the gutter system only. Gutter and associated support were rotten and rusted, gutters to be replaced.

The only evidence of original siding as an architectural feature on the building is vertical T1-11 and the vertical metal siding. Given the evidence of original sidings as the architectural features on the building being vertical T1-11 and the vertical metal siding, property owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings, hence the submitted plans show (2) options, either T1-11 or Board and Batten with 2" Battens @ 12" on center.

RECOMMENDATIONS OF THIS HISTORIC COMMISSION SIGNED BY DEPARTMENT OF COMMUNITY DEVELOPMENT DIRECTOR

- 4) The following conditions reflect the recommendations of the Historic Commission from its November 6, 2019 regular meeting and the applicable historic district development standards, and shall be incorporated into the building permit application as follows, subject to final review and approval by the Staff Advisor:
- a. The applicant shall restore or duplicate the entablature (horizontal architectural details under the eave line of the roof), including the enclosed soffit, along the entire North Main Street façade of the building and along the original office structure (i.e. brick entry feature) on the Bush Street façade. (Rehabilitation Standard AMC 18.4.2.050.C.2.b. & c. See Photos 1 and 2 above).
 - b. Smooth 1x8 tongue and groove siding, or another compatible horizontal siding to be reviewed by the Review Board and approved by the Staff Advisor, shall be used in place of the existing T-11 siding on all sides of the building. The gable ends of the building include tongue and groove siding which the Historic Commission determined to be indicative of the original external building materials. In lieu of horizontal siding, stucco would also be an acceptable alternative, as it was a common exterior building material for commercial buildings and gas stations during the period of significance. (Rehabilitation Standard AMC 18.4.2.050.C.2.d.)
 - c. That the exterior building colors shall be similar to the existing exterior colors including white and grey, along with the brick on the original office structure, as proposed by the applicant. (Rehabilitation Standard AMC 18.4.2.050.C.2.a.)
 - d. The windows on the original office structure (i.e. the brick entry feature) shall be true divided lights (i.e. with the glass divided into small panes) on the North Main Street and Bush Street facades to match the original windows. (Rehabilitation Standard AMC 18.4.2.050.C.2.g. See Bush Street side of the building in Photo 2, above).
 - e. The applicant shall submit architectural drawings as specified in AMC 18.5.2.040.A.4 (i.e. section drawings and drawings of architectural details with the building permit application). The Historic Commission strongly recommended that the Historic Review Board be allowed to review and comment on these architectural drawings prior to submission of a building permit application.
 - f. Historically compatible garage doors shall be utilized, and a sample profile shall be provided with the building permit application.
- Building permits shall be reviewed for compliance with the above recommendations by the Historic Commission Review Board, with final review and approval by the Staff Advisor, prior to issuance of a building permit.


 DJJ Mulvaney, Director
 Department of Community Development

December 19, 2019
 Date

Recommendations of this Historic Commission

- b. Smooth 1x8 tongue and groove siding, or another compatible horizontal siding to be reviewed by the Review Board and approved by the Staff Advisor, shall be used in place of the existing T-11 siding on all sides of the building. The gable ends of the building include tongue and groove siding which the Historic Commission determined to be indicative of the original external building materials. In lieu of horizontal siding, stucco would also be an acceptable alternative, as it was a common exterior building material for commercial buildings and gas stations during the period of significance. (Rehabilitation Standard AMC 18.4.2.050.C.2.d.)

THE CITY'S DEVELOPMENT DEPARTMENT AND THE HISTORIC COMMISSION DID NOT EFFECTIVELY REVIEW THE PLANS NOR THE PHOTOGRAPHIC EVIDENCE SUBMITTED WHICH ILLUSTRATED THAT THE ORIGINAL SIDING IS A COMBINATION OF VERTICAL METAL SIDING AND VERTICAL T1-11 SIDING.

NO For the property owner to be compliant with the code, given the evidence of original sidings as the architectural features on the building being vertical T1-11 and the vertical metal siding, property owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings, hence the submitted plans show (2) options, either T1-11 or Board and Batten with 2" Battens @ 12" on center.

Recommendations of the Historic Commission

- c. That the exterior building colors shall be similar to the existing exterior colors including white and gray, along with the brick on the original office structure, as proposed by the applicant (Rehabilitation Standard AMC 18.4.2.050.C.2.e.)

YES

Black, white, grey and red brick as seen on the original office structure.

Recommendations of Historic Commission

- e. The applicant shall submit architectural drawings as specified in AMC 18.5.2.040.4.d (e.g. section drawings and drawings of architectural details) with the building permit submittals. The Historic Commission strongly recommended that the Historic Review Board be allowed to review and comment on these architectural drawings prior to submittal of a building permit application.

RECOMMENDATION IS NOT APPLICABLE

THIS IS NOT A "PROPOSED DEVELOPMENT" ON A PROPERTY

Approved plans sought to repair exterior deficiencies on the building and replace with similar materials. The replacement of siding .

NO THIS IS NOT A PROPOSED DEVELOPMENT Per AMC 18.5.2.040.4.d. For non-residential developments proposed on properties located in a Historic District, section drawings including exterior walls, windows, projections, and other features, as applicable, and drawings of architectural details (e.g., column width, cornice and base, relief and projection, etc.) drawn to a scale ¼ of an inch equals one foot or larger.

This is not a development on a proposed property located in the Historic District.
Applicant repaired structural deficiencies and seeks to replace with similar materials.

Not applicable nor a requirement per code.
Above and beyond, applicant has already submitted architectural drawings as specified per AMC 18.5.2.040.4.d

Recommendation of Historic Commission

- d. The windows on the original office structure (i.e., the brick entry feature) shall be true divided lights (i.e. with the glass divided into small panes) on the North Main Street and Bush Street facades to match the original windows. (Rehabilitation Standard AMC 18.4.2.050.C.2.g. See Bush Street side of the building in Photo 2, above).

YES

Agree to matching the windows on the original office.

Recommendations of this Historic Commission

- f. Historically compatible garage doors shall be utilized, and a sample profile shall be provided with the building permit application.

RECOMMENDATION IS NOT APPLICABLE

**THIS IS NOT A RESIDENTIAL PROPERTY RATHER A COMMERCIAL PROPERTY
GARAGE DOORS ORIENTATION AND LOCATION HAS NOT CHANGED**

NO Ashland Municipal Code 18.4.2.050 regarding development within the historic district addresses the preferred orientation and location of garages within residential development, specifically under 18.4.2.030, Residential Development.

Historic Commission is looking to apply residential standards to a commercial building. Subject property is not residential, but commercial, and applicant is not making any new additions nor changing garage orientations.

Also applicant does not believe that a permit is required, nor does the City charge a fee, to replace broken, damaged, or deficient garage doors on a commercial building.

- 1.Applicant's response is "YES," to the entablature details at the original office brick entry feature only.
- 2.Applicant is not making any "new additions" to a historic building.
- 3.Applicant's response is "NO," to the entire N. Main facade having an enclosed soffit, this detail was added in 1980 as a support for the gutter system only. Gutter and associated support were rotten and rusted, gutters to be replaced.
- 4.The only evidence of original siding as an architectural feature on the building is vertical T1-11 and the vertical metal siding. **Given the evidence of original sidings as the architectural features on the building being vertical T1-11 and the vertical metal siding, property owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings, hence the submitted plans show (2) options, either T1-11 or Board and Batten with 2" Battens @ 12" on center.**

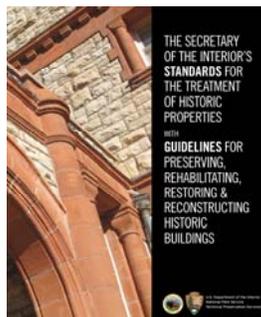
APPROVED

RENOVATION AT
96 N. MAIN
"BROTHERS"
APPROVED
VERTICAL SIDING

RECEIVED
APR 11 2018
WEST ELEVATION 4

APPLICANT WISHES TO CONFORM TO GUIDELINES BY USING A COMPATIBLE VERTICAL SIDING

"Replacing in kind (i.e., with wood, but not necessarily the same species) extensively deteriorated or missing components of wood features when there are surviving prototypes, such as brackets, molding, or sections of siding, or when the replacement can be based on documentary or physical evidence. The new work should match the old in material, design, scale, color, and finish." pg. 40



APPLICANT'S PREFERRED REPLACEMENT SIDING FINISH

AMC 18.4.2.050.2.c. Replacement finishes on exterior walls of historic buildings shall match the original finish. Exterior finishes on new additions to historic buildings shall be compatible with but not replicate, the finish of the historic building.

For the property owner to be compliant with the code, and given the historic evidence of original sidings as the architectural features on the building being vertical T1-11 and the vertical metal siding, property owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings, hence the submitted plans show (2) options, either T1-11 or Board and Batten with 2" Battens @ 12" on center.

APPLICANT STATEMENT

A. **YES** to matching the entablature details at the original office brick entry feature only.
NO to the entire N. Main facade having an enclosed soffit, this detail was added in 1980s as a support for the gutter system only. Gutter and associated support were rotten and rusted, gutters are to be replaced.

B. **NO** Recommendation is be reversed and stricken.
The City's Planning Department and the Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding is a combination of vertical metal siding and vertical T1-11 siding. For the property owner to be compliant with the code, owner has suggested replacing siding with a siding compatible to the original vertical oriented sidings.

C. **YES** Recommendation to remain unchanged.

D. **YES** Recommendation to remain unchanged.

E. **NO** Recommendation is be reversed and stricken.
AMC 18.5.2.040.4.d. is applicable for new developments on a property. This is not a development on a proposed property located in the Historic District. Applicant is only looking to repair exterior deficiencies. However, applicant has already gone above and beyond and applicant did already submit architectural drawings to staff and historic.

F. **NO** Recommendation to be reversed and stricken.
Ashland Municipal Code 18.4.2.050 addresses the preferred orientation and location of garages within residential development, specifically under 18.4.2.030, Residential Development. Subject property is not residential, but commercial, and applicant is not making any new additions nor changing garage orientations. Additionally, applicant does not believe that a permit is required, nor does the City charge a fee, to replace broken, damaged, or deficient garage doors on a commercial building.

EXAMPLE OF PERIOD GARAGE DOORS



ASHLAND TREE COMMISSION
PLANNING APPLICATION REVIEW COMMENT SHEET
January 9, 2020



PLANNING ACTION: PA-T2-2019-00012
SUBJECT PROPERTIES: 945 Tolman Creek Road
OWNER/APPLICANT: Sean Darrell/Rogue Planning & Development
DESCRIPTION: The application is request for a three-unit/four-lot Outline and Final Plan subdivision approval and Site Design Review permit to allow the construction of a three-unit Cottage Housing Development for the property at 945 Tolman Creek Road. The existing structure is proposed to be divided into two units, and a third 400 square foot cottage unit is to be constructed at the rear of the property.
COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; **ZONING:** R-1-5; **ASSESSOR'S MAP:** 39 1E 14CA; **TAX LOT:** 800

The Tree Commission recommends **approving** the application as subject to the following:

1. That the applicant shall include additional language on the tree protection plan specifying those activities that are prohibited in the tree protection zone.

City of Ashland Planning Exhibit

Exhibit # 5-001
PA # T2-2019-00012
Date 1-14-20
Staff JD





Tolman Creek Cottages CITY OF ASHLAND
 945 Tolman Cr. Rd. Cottage Housing
 Planning Commission Hearing
 January 14, 2020

EAST ELEVATION
SCALE: 1/8" = 1'-0"

SOUTH ELEVATION UNIT #3
SCALE: 1/8" = 1'-0"

Tolman Creek Cottages CITY OF ASHLAND
 945 Tolman Cr Rd Vicinity Map

PA-TZ-2019-00012
 945 TOLMAN CR RD
 SUBJECT PROPERTY

Tolman Creek Cottages CITY OF ASHLAND
 Cottage Housing Proposal

- Outline & Final Plan approvals for a four-lot Performance Standards subdivision.
- Site Design Review approval for a three-unit Cottage Housing development. The existing single-family residence is to be divided into two units and a third 400 square foot cottage unit is to be constructed at the rear of the property.

Tolman Creek Cottages CITY OF ASHLAND
 Outline Plan – Proposed Site Plan

Tolman Creek Cottages

Outline Plan – Landscape/Wildfire Plan

CITY OF ASHLAND



Tolman Creek Cottages

Cottage Housing Proposal – Tolman Frontage

CITY OF ASHLAND



Tolman Creek Cottages

Cottage Housing Proposal – Tolman Frontage

CITY OF ASHLAND



Tolman Creek Cottages

Cottage Housing Proposal – Easement/Tree

CITY OF ASHLAND



Tolman Creek Cottages

Cottage Housing Proposal – Easement/Tree

CITY OF ASHLAND



Tolman Creek Cottages

Cottage Housing Proposal – Units 1 & 2

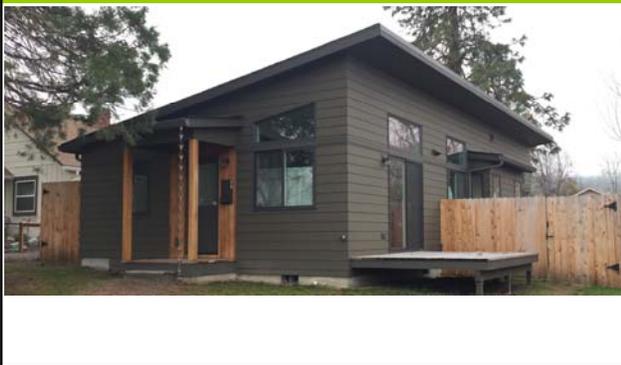
CITY OF ASHLAND



Tolman Creek Cottages

Cottage Housing – Existing Residence

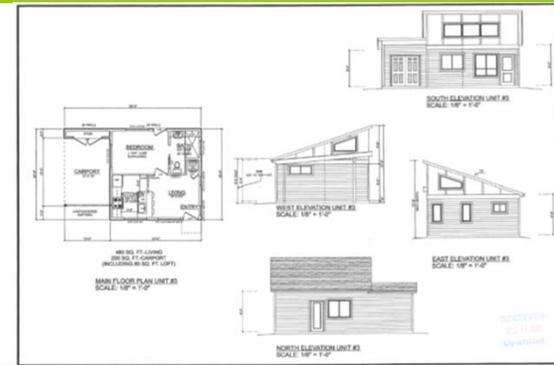
CITY OF ASHLAND



Tolman Creek Cottages

Cottage Housing Proposal – New Unit #3

CITY OF ASHLAND



Tolman Creek Cottages CITY OF ASHLAND
 Cottage Housing Proposal – Tree Comm. Recommendation

The Tree Commission recommended approval of the application, with the recommendation that the applicant be required to include additional language in a revised Tree Protection Plan specifying those activities that are prohibited in the tree protection zone.

Per **AMC 18.4.5.030.C.4-C.6**, the following restrictions are to apply to Tree Protection Zones:

- No construction activity shall occur within the tree protection zone, including, but not limited to dumping or storage of materials such as building supplies, soil, waste items, equipment, or parked vehicles. *[This is already incorporated into the language of Condition #4.]*
- The tree protection zone shall remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, concrete or dry wall excess, and construction debris or run-off.
- No excavation, trenching, grading, root pruning, or other activity shall occur within the tree protection zone unless approved by the Staff Advisor.




Tolman Creek Cottages CITY OF ASHLAND
 Cottage Housing Proposal
 Planning Commission Hearing
 January 14, 2020



EAST ELEVATION
SCALE: 1/8" = 1'-0"

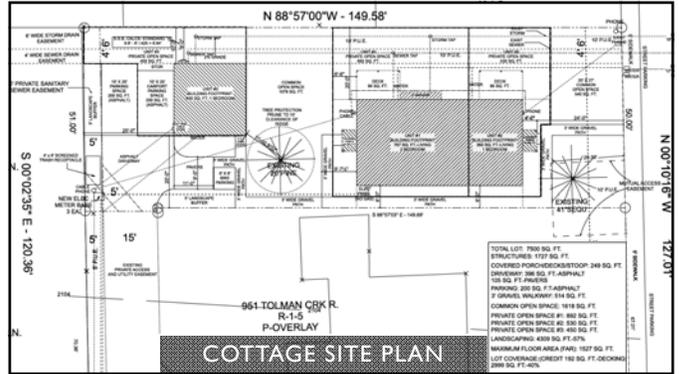
SOUTH ELEVATION UNIT #3
SCALE: 1/8" = 1'-0"

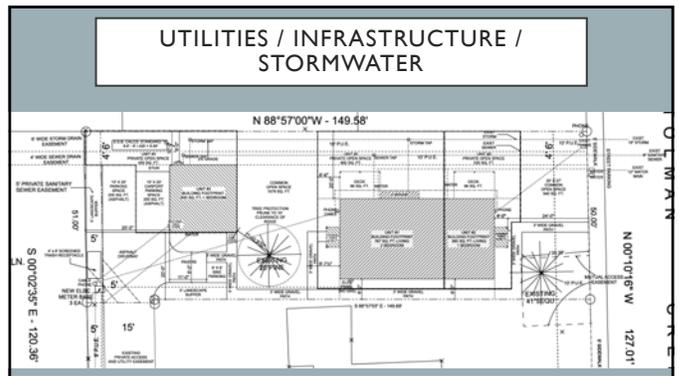
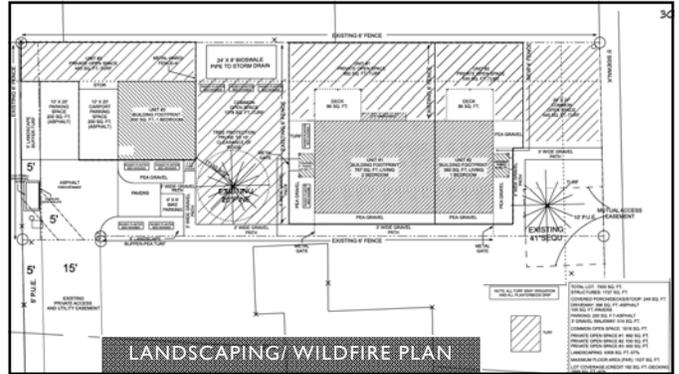


Tolman Creek Cottages CITY OF ASHLAND
 Cottage Housing Proposal – Staff Recommendation

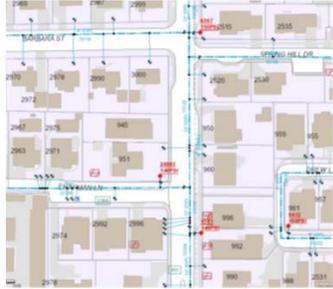
Staff recommend approval with the conditions detailed in the draft findings in your packets.

**TOLMAN CREEK COTTAGES
A THREE UNIT SUBDIVISION**





WATER MAINS
AND HYDRANT
PRESSURES



CONCLUSION

BEFORE THE PLANNING COMMISSION
February 11, 2020

IN THE MATTER OF PLANNING ACTION #PA-APPEAL-2019-00010, AN)
APPEAL OF THE STAFF ADVISOR’S APPROVAL OF A REQUEST FOR SITE)
DESIGN REVIEW APPROVAL FOR PROPOSED EXTERIOR CHANGES INCLUD-))
ING NEW DOORS, WINDOWS AND SIDING TO A CONTRIBUTING PROPERTY)
WITHIN AN HISTORIC DISTRICT FOR THE PROPERTY LOCATED AT 145 N.)
MAIN ST. THE SUBJECT PROPERTY IS LOCATED IN THE SKIDMORE ACAD-))
EMY HISTORIC DISTRICT AND IS DESIGNATE “THE ASHLAND TIRE SHOP”)
BUILDING, A CONTRIBUTING HISTORIC RESOURCE WITHIN THE DISTRICT.) **FINDINGS**
NO CHANGES WERE PROPOSED TO THE SITE DEVELOPMENT, LAY-OUT,) **CONCLUSIONS &**
ORIENTATION OR USE. STAFF INITIALLY APPROVED THE APPLICATION) **ORDERS**
ADMINISTRATIVELY SUBJECT TO A NUMBER OF CONDITIONS AND SUBSE-))
QUENT TO THE MAILING OF A NOTICE OF DECISION, THE APPLICANT)
DONN COMTE TIMELY FILED AN APPEAL REQUEST.)

OWNER:	BC Partners IV, LLC)
APPLICANT:	Donn Comte)
APPELLANT:	Donn Comte)

RECITALS:

- 1) Tax lot #3503 of Map 39 1E 09BB is located at 145 North Main Street and is zoned R-2 (Low Density, Multi-Family Residential). The property is also located within an Historic District Overlay zone in the Skidmore Academy Historic District, and is designated the “*Ashland Tire Shop*” building in the district survey document. The property is considered to be a contributing resource within the historic district.
- 2) The original application was a request for Site Design Review approval for proposed exterior changes including new doors, windows and siding to a contributing property within an Historic District for the property located at 145 North Main Street. The subject property is located in the Skidmore Academy Historic District, and is designated the “*Ashland Tire Shop*” building – more recently “*Hank’s Foreign Automotive*” - a contributing resource within the historic district. No changes were proposed to the site development, layout, orientation or use. Planning staff initially approved the application administratively subject to a number of conditions, and subsequent to the mailing of a Notice of Decision, applicant Donn Comte timely filed an appeal request.
- 3) The criteria for a Site Design Review approval are detailed in AMC 18.5.2.050 as follows:
 - A. ***Underlying Zone:*** *The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.*

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

- 4) The Planning Commission, following proper public notice, held a public hearing on January 14, 2020 at which time testimony was received and exhibits were presented. Following the closing of the record and of the public hearing, the Planning Commission upheld the appeal only in so far as to modify Condition #4b to allow the use of board and batten siding. The Commission upheld the remainder of the administrative decision and all other conditions of the administrative approval, 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 Site Design Review approval meets all applicable criteria for Site Design Review approval detailed in section 18.5.2.050. The elevation drawings provided detail the proposed exterior changes, including new doors, new windows and new siding, for the Ashland Tire Shop building, a contributing historic resource within the Skidmore Academy Historic District. No changes were proposed to the site development, layout, orientation or use.

2.3 The Planning Commission notes that the original application involved a request for Site Design Review approval for proposed exterior changes including new doors, windows and siding to a contributing property within an Historic District for the property located at 145 North Main Street. The subject property is located in the Skidmore Academy Historic District, and is designated the “*Ashland Tire Shop*” building – more recently “*Hank’s Foreign Automotive*” - a contributing historic resource within the district.

The applicant had initially obtained a building permit to replace damaged plywood sheeting and framing studs in order to ensure at least minimal structural integrity for residential uses for the residentially-zoned property, but when it was determined by the Building Division that the scope of work involved went beyond that for which permits had been obtained (*i.e. to include changes to the use and occupancy classification; removal of plumbing, electrical, and mechanical systems; and changes to siding, doors and windows of a contributing historic resource subject to a previous Conditional Use permit and Site Review approvals*), a stop work order was issued for all work other than necessary bracing and support, and the applicant was advised that land use approval would first need to be obtained because the work included exterior changes to a contributing non-residential building in an Historic District. Subsequent to the stop work order, the applicant submitted this land use application to consider the proposed exterior modifications.

The Planning Commission notes that, as detailed in AMC 18.5.2.020.A.4., Site Design Review applies for “*Commercial, Industrial, Non-Residential, and Mixed Uses.... Any exterior change... to a structure which is listed on the National Register of Historic Places or to a contributing property within an Historic District on the National Register of Historic Places that requires a building permit.*” Similarly, as detailed in AMC 18.5.6.030.A.6 & A.7, a change to a building elevation that the Staff Advisor determines is not in substantial conformance with the original approval, or a change to a condition of approval is considered a modification subject to review under the approval criteria for the original project or plan approval.

The Commission further notes that the current application was approved by staff on December 18, 2019 with a 12-day appeal period which extended through the end of business on December 30, 2019. On December 30, 2019 prior to the end of the appeal period, Donn Comte timely filed a notice of land use appeal. Mr. Comte is the applicant, and a member and registered agent for BC Partners IV, LLC which owns the subject property and thus had standing to appeal. The notice of appeal identified the following grounds for which the decision should be reversed or modified: 1) The Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding is a

combination of vertical metal siding and vertical T1-11 siding; 2) The Historic Commission also improperly applied residential standards to a building which is commercial; and 3) Lastly, the gable detail does not denote what is the actual historical siding for the building being vertical T1-11 and the vertical metal siding.

AMC 18.5.1.050.G. explains that appeal hearings on Type I decisions made by the Staff Advisor are treated as “*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 concludes that the application meets all applicable criteria for a Site Design Review approval.

The Planning Commission finds that because the building size, footprint, associated site improvements and use are not proposed to be altered with the current request, which is limited to the specified exterior changes, the considerations for Site Design Review are limited to reviewing these proposed exterior changes in terms of the Historic District Development standards in AMC 18.4.2.050.

The Commission would first note that AMC 18.4.2.050.A.2.b provides that:

“If a development requires a Type I, II, or III review procedure (e.g., Site Design Review or Conditional Use Permit) and involves new construction, or restoration and rehabilitation, or any use greater than a single-family use, the authority exists in the law for the Staff Advisor and the Planning Commission to require modifications in the design to match these (historic district development) standards. In this case the Historic Commission advises both the applicant and the Staff Advisor or other City decision maker.”

The Planning Commission further notes that the full Historic Commission reviewed the application at their regular monthly meeting on November 6, 2019 and recommended approval of the application subject to a number of conditions with regard to the exterior treatment of the building to comply with the applicable Historic District Development Standards. Subsequent to the Historic Commission’s review of the application, the applicant provided additional materials which asserted that the only evidence of original siding on the building was corrugated metal and T1-11, and indicating their desire to utilize T1-11 siding or a vertical board and batten treatment. The applicant further indicated that the entire building was re-sided with an expansion in 1980, which is consistent with the minutes of a 1979 Planning Commission meeting discussing the service bay addition. In reaching the original administrative decision, it was staff’s assessment that T1-11 would not have been an original siding material in the 1930’s with the original construction as T1-11 did not gain popularity until the 1960’s, and while it was likely used in the 1979-1980 re-siding mentioned, it has now been removed and the Historic District Development standards are explicit that vertical siding is not to be used except where it was *the* original siding. The Historic Commission, which is charged by code with advising the Staff Advisor and Planning Commission

with regard to the application of the Historic District development standards, has indicated that the gable ends of the original portion of the building include 1 x 8 tongue and groove siding which the Commissioners believe is the best indication of original external materials. On that basis, the original staff decision incorporated the recommendations of the Historic Commission as conditions of approval.

The Planning Commission finds that because that decision is being appealed with regard to the application of residential standards and to the requirements to use a horizontal siding treatment, and that the approval itself has not been questioned in the appeal notice or subsequent hearing, the Commission's review here shall be limited to the appeal issues raised.

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

- 1) The Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding is a combination of vertical metal siding and vertical T1-11 siding.
- 2) The Historic Commission also improperly applied residential standards to a building which is commercial.
- 3) Lastly, the gable detail does not denote what is the actual historical siding for the building being vertical T1-11 and the vertical metal siding.

The Planning Commission finds, with regard to the first issue raised that, "*The Historic Commission did not effectively review the plans nor the evidence submitted which illustrated that the original siding is a combination of vertical metal siding and vertical T1-11 siding,*" the Planning Commission notes that the Rehabilitation Standard addressing siding is found in AMC 18.4.2.050.C.2.d and reads, "*Diagonal and vertical siding shall be avoided on new additions or on historic buildings except in those instances where it was used as the original siding.*" The applicant provided additional materials subsequent to the Historic Commission's review which asserted that the only evidence of original siding on the building is corrugated metal and T1-11, and indicating their desire to utilize T1-11 siding or a vertical board and batten treatment. The applicant further indicated that the entire building was re-sided with an expansion in 1980, which is consistent with the minutes of the 1979 Planning Commission meeting discussing the service bay addition's treatment. The additional materials did not include a request to extend the 120-day clock to allow another month for additional Historic Commission Review.

In reaching the original administrative decision, it was staff's assessment that T1-11 would not have been an original siding material in the 1930's with the original construction as T1-11 did not gain popularity until the 1960's, and while it was likely used in the 1979-1980 re-siding mentioned, it has now been removed and the currently applicable Historic District Development standards are explicit that vertical siding is not to be used except where it was *the* original siding. The Historic Commission, which is charged by code with advising the Staff Advisor and Planning Commission with regard to the application of the Historic District development standards, determined that the gable ends of the original portion of the building include 1 x 8 tongue and groove siding and believed this was the best indication of original external materials. On that basis, the original staff decision incorporated the original recommendations of the Historic Commission as a condition of approval – that the applicant utilize 1x8 tongue and groove

siding or, as an alternate, stucco - with the modification that staff also believed another compatible horizontal siding treatment would be appropriate.

During the appeal hearing, the applicant explained that there was some original vertical metal siding still in place on a portion of the building's southwest elevation and provided photos of some of this siding viewed from inside the building. In addition, the applicant noted that they had contacted Hank Singmaster, whose family had owned the subject property since the 1930's, and he had indicated on the day of the appeal hearing that the original siding of the building was metal, and that T1-11 was added with the later addition to the property. On this basis, the Planning Commission finds that there was originally vertical metal siding in place on the building and that vertical siding in the form of the proposed board and batten treatment with two-inch battens installed at 12-inches on center is in keeping with the historic district design standards. The Planning Commission upholds this first ground for appeal only in so far as to modify Condition #4b to allow the use of a vertical board and batten treatment.

The Planning Commission finds, with regard to the second issue raised that, *"The Historic Commission also improperly applied residential standards to a building which is commercial,"* the Historic Commission's recommendations were largely based in AMC 18.4.2.050.C "Rehabilitation Standards for Existing Buildings and Additions" with each recommendation tied to a specific standard therein. AMC 18.4.2.050.C.2 notes, *"... These standards apply primarily to residential historic districts, residential buildings in the Downtown Historic District, and National Register-listed historic buildings not located within the Historic District Overlay. The purpose of the following standards is to prevent incompatible treatment of buildings in the Historic District Overlay and to ensure that new additions and materials maintain the historic and architectural character of the district."* In this instance, the Planning Commission finds that the subject property is located in the Skidmore Academy Historic District which is noted in the National Register of Historic Places documentation as being, *"Primarily residential in character..."* The Commission further finds that the subject property is residentially zoned, and the existing non-conforming use is a commercial automotive use operating under a Conditional Use Permit within a primarily residential district where *"Architectural compatibility with the impact area"* is a key approval criterion. The Planning Commission concludes that the standards applied, while applicable primarily to residential historic districts, are not exclusively residential and were appropriately used here given the location within a residential historic district and the context in seeking architectural compatibility therein. The Planning Commission denies this second ground for appeal.

With regard to the third appeal issue that, *"The gable detail does not denote what is the actual historical siding for the building being vertical T1-11 and the vertical metal siding,"* the Planning Commission finds that the Historic Commission is charged by code with advising the Staff Advisor and Planning Commission with regard to the application of the Historic District development standards, and that the Historic Commission indicated that based on available photos of the building prior to the removal of existing exterior materials and features, that the treatment of the gable ends of the original portion of the building include 1 x 8 tongue and groove siding gave the best indication of original external materials. In accepting this determination, staff noted that the applicant had further indicated that the entire building was re-sided with an expansion in 1980, which is consistent with the minutes of the 1979 Planning Commission meeting discussing the exterior treatment with the service bay addition at the time. In reaching the original decision, it was staff's assessment that T1-11 would not have been an original siding material in the 1930's with the original construction as T1-11 did not gain popularity until the 1960's, and

PA-APPEAL-2019-00010 (Appeal of PA-T1-2019-00080)

February 11, 2020

Page 6

while it seems to have been used in the 1979-1980 re-siding mentioned, it has now been removed and the currently applicable Historic District Development standards are explicit that *vertical* siding is not to be used *except* where it was *the* original historic siding.

During the appeal hearing, the applicant explained that there was some original vertical metal siding in place on a portion of the building's southwest elevation and provided photos of some of this siding viewed from inside the building. In addition, the applicant noted that they had contacted Hank Singmaster, whose family had owned the subject property since the 1930's, and he had indicated that the original siding of the building was metal, and that T1-11 was added with the later addition to the property. On this basis, the Planning Commission finds that there was originally vertical metal siding in place on the building and that vertical siding in the form of the board and batten treatment with two-inch battens installed at 12-inches on center as proposed by the applicant was in keeping with the historic district design standards. The Planning Commission upholds this third ground for appeal only in so far as to modify Condition #4b to allow the use of a vertical board and batten treatment.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the request for Site Design Review approval is supported by evidence contained within the whole record. With regard to the appeal issues, the Planning Commission upholds the appeal with regard to the first and third grounds dealing with vertical siding only in so far as to modify Condition #4b to allow the use of a vertical board and batten treatment with two-inch battens to be installed at 12-inches on center. The Planning Commission denies the second ground for appeal and finds that the design standards applied in the original Historic Commission review and subsequent administrative decision were appropriate given that the Skidmore Academy Historic District is largely residential in nature and that the existing automotive use operates as a non-conforming use subject to a Conditional Use Permit within that residential district and that compatibility with the surrounding largely residential district is a key element in considering that Conditional Use.

The Planning Commission upholds the appeal only in so far as to allow the proposed board and batten vertical siding in Condition #4b, and re-affirms the remainder of the Staff Advisor's original Site Design Review approval to allow exterior modifications to the Ashland Tire Shop building at 145 North Main Street. 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 specifically 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 the Site Review approval would need to be submitted and approved prior to issuance of a building permit.
- 3) That prior to submittal of a building permit application, the applicant shall obtain a special inspection from the Building Division in order to determine the extent of work completed to date and identify any specific building code issues which will need to be addressed in the building permit application.
- 4) The following conditions are required for conformance with the applicable Historic District Development standards, and shall be incorporated into the building permit application as follows, subject to final review and approval by the Staff Advisor:

- a. The applicant shall restore or duplicate the entablature (horizontal architectural details under the eave line of the roof), including the enclosed soffit, along the entire North Main Street façade of the building and along the original office structure (i.e. brick entry feature) on the Bush Street façade. **(Rehabilitation Standard AMC 18.4.2.050.C.2.b. & c. See Photos 1 and 2 above).**
- b. That a board and batten treatment with two-inch battens installed at 12-inches on center shall be used on all sides of the building in replacing previous vertical metal and T1-11 siding. **(Rehabilitation Standard AMC 18.4.2.050.C.2.d.)**
- c. That the exterior building colors shall be similar to the existing exterior colors including white and gray, along with the brick on the original office structure, as proposed by the applicant **(Rehabilitation Standard AMC 18.4.2.050.C.2.e.)**
- d. The windows on the original office structure (i.e., the brick entry feature) shall be true divided lights (i.e. with the glass divided into small panes) on the North Main Street and Bush Street facades to match the original windows. **(Rehabilitation Standard AMC 18.4.2.050.C.2.g. See Bush Street side of the building in Photo 2, above).**
- e. The applicant shall submit architectural drawings as specified in **AMC 18.5.2.040.4.d** (e.g. section drawings and drawings of architectural details) with the building permit submittals.
- f. Building permits shall be reviewed for compliance with the above recommendations by the Historic Commission Review Board, with final review and approval by the Staff Advisor, prior to issuance of a building permit.

Planning Commission Approval

February 11, 2020
Date

- 4) The criteria for Final Plan approval are described in **AMC 18.3.9.040.B.5** as follows:
- a. *The number of dwelling units vary no more than ten percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.*
 - b. *The yard depths and distances between main buildings vary no more than ten percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this Ordinance.*
 - c. *The open spaces vary no more than ten percent of that provided on the outline plan.*
 - d. *The building size does not exceed the building size shown on the outline plan by more than ten percent.*
 - e. *The building elevations and exterior materials are in conformance with the purpose and intent of this ordinance and the approved outline plan.*
 - f. *That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.*
 - g. *The development complies with the Street Standards.*
 - h. *Nothing in this section shall limit reduction in the number of dwelling units or increased open space provided that, if this is done for one phase, the number of dwelling units shall not be transferred to another phase, nor the open space reduced below that permitted in the outline plan.*

- 5) The criteria for Site Design Review approval are detailed in **AMC 18.5.2.050** as follows:

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

exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards.

- 6) The development standards for Cottage Housing Developments are detailed in **AMC 18.2.3.090** as follows:

C. Development Standards. Cottage housing developments shall meet all of the following requirements.

1. **Cottage Housing Density.** The permitted number of units and minimum lot areas shall be as follows:

Table 18.2.3.090.C.1 Cottage Housing Development Density					
Zones	Maximum Cottage Density	Minimum number of cottages per cottage housing development	Maximum number of cottages per cottage housing development	Minimum lot size (accommodates minimum number of cottages)	Maximum Floor Area Ratio (FAR)
R-1-5, NN-1-5 NM-R-1-5	1 cottage dwelling unit per 2,500 square feet of lot area	3	12	7,500 sq.ft.	0.35
R-1-7.5 NM-R-1-7.5	1 cottage dwelling unit per 3,750 square feet of lot area	3	12	11,250 sq.ft.	0.35

2. **Building and Site Design.**

- a. **Maximum Floor Area Ratio:** The combined gross floor area of all cottages and garages shall not exceed a 0.35 floor area ratio (FAR). Structures such as parking carports, green houses, and common accessory structures are exempt from the maximum floor area calculation.
- b. **Maximum Floor Area.** The maximum gross habitable floor area for 75 percent or more of the cottages, within developments of four units or greater, shall be 800 square feet or less per unit. At least two of the cottages within three unit cottage housing developments shall have a gross habitable floor area of 800 square feet or

less. The gross habitable floor area for any individual cottage unit shall not exceed 1000 square feet.

- c. **Height.** Building height of all structures shall not exceed 18 feet. The ridge of a pitched roof may extend up to 25 feet above grade.
- d. **Lot Coverage.** Lot coverage shall meet the requirements of the underlying zone outlined in Table 18.2.5.030.A.
- e. **Building Separation.** A cottage development may include two-unit attached, as well as detached, cottages. With the exception of attached units, a minimum separation of six feet measured from the nearest point of the exterior walls is required between cottage housing units. Accessory buildings (e.g., carport, garage, shed, multipurpose room) shall comply with building code requirements for separation from non-residential structures.
- f. **Fences.** Notwithstanding the provisions of section 18.4.4.060, fence height is limited to four feet on interior areas adjacent to open space except as allowed for deer fencing in subsection 18.4.4.060.B.6. Fences in the front and side yards abutting a public street, and on the perimeter of the development shall meet the fence standards of section 18.4.4.060.

3. Access, Circulation, and Off-Street Parking Requirements. Notwithstanding the provisions of chapter 18.3.9 Performance Standards Option and 18.4 Site Development and Site Design Standards, cottage housing developments are subject to the following requirements:

- a. **Public Street Dedications.** Except for those street connections identified on the Street Dedication Map, the Commission may reduce or waive the requirement to dedicate and construct a public street as required in 18.4.6.040 upon finding that the cottage housing development meets connectivity and block length standards by providing public access for pedestrians and bicyclists with an alley, shared street, or multi-use path connecting the public street to adjoining properties.
- b. **Driveways and parking areas.** Driveway and parking areas shall meet the vehicle area design standards of section 18.4.3.
 - i. Parking shall meet the minimum parking ratios per 18.4.3.040.
 - ii. Parking shall be consolidated to minimize the number of parking areas, and shall be located on the cottage housing development property.
 - iii. Off-street parking can be located within an accessory structure such as a multi-auto carport or garage, but such multi-auto structures shall not be attached to individual cottages. Single-car garages and carports may be attached to individual cottages. Uncovered parking is also permitted

provided that off street parking is screened in accordance with the applicable landscape and screening standards of chapter 18.4.4.

4. Open Space. Open space shall meet all of the following standards.

- a. A minimum of 20 percent of the total lot area is required as open space.
- b. Open space(s) shall have no dimension that is less than 20 feet unless otherwise granted an exception by the hearing authority. Connections between separated open spaces, not meeting this dimensional requirement, shall not contribute toward meeting the minimum open space area.
- c. Shall consist of a central space, or series of interconnected spaces.
- d. Physically constrained areas such as wetlands or steep slopes cannot be counted towards the open space requirement.
- e. At least 50 percent of the cottage units shall abut an open space.
- f. The open space shall be distinguished from the private outdoor areas with a walkway, fencing, landscaping, berm, or similar method to provide a visual boundary around the perimeter of the common area.



g. Parking areas and driveways do not qualify as open space.

Figure 18.2.3.090 Cottage Housing Conceptual Site Plans

5. Private Outdoor Area. Each residential unit in a cottage housing development shall have a private outdoor area. Private outdoor areas shall be separate from the open space to create a sense of separate ownership.

- a. Each cottage unit shall be provided with a minimum of 200 square feet of usable

private outdoor area. Private outdoor areas may include gardening areas, patios, or porches.

b. *No dimension of the private outdoor area shall be less than 8 feet.*

6. Common Buildings, Existing Nonconforming Structures and Accessory Residential Units.

a. **Common Buildings.** *Up to 25 percent of the required common open space, but no greater than 1,500 square feet, may be utilized as a community building for the sole use of the cottage housing residents. Common buildings shall not be attached to cottages.*

b. **Carports and garage structures.** *Consolidated carports or garage structures, provided per 18.2.3.090.C.3.b, are not subject to the area limitations for common buildings.*

c. **Nonconforming Dwelling Units.** *An existing single-family residential structure built prior to the effective date of this ordinance (date), which may be nonconforming with respect to the standards of this chapter, shall be permitted to remain. Existing nonconforming dwelling units shall be included in the maximum permitted cottage density. 1,000 square feet of the habitable floor area of such nonconforming dwellings shall be included in the maximum floor area permitted per 18.2.3.090C.2.a. Existing garages, other existing non-habitable floor area, and the nonconforming dwelling's habitable floor area in excess of 1,000 square feet shall not be included in the maximum floor area ratio.*

d. **Accessory Residential Units.** *New accessory residential units (ARUs) are not permitted in cottage housing developments, except that an existing ARU that is accessory to an existing nonconforming single-family structure may be counted as a cottage unit if the property is developed subject to the provisions of this chapter.*

7. Storm Water and Low-Impact Development.

a. *Developments shall include open space and landscaped features as a component of the project's storm water low impact development techniques including natural filtration and on-site infiltration of storm water.*

b. *Low impact development techniques for storm water management shall be used wherever possible. Such techniques may include the use of porous solid surfaces in parking areas and walkways, directing roof drains and parking lot runoff to landscape beds, green or living roofs, and rain barrels.*

c. *Cottages shall be located to maximize the infiltration of storm water run-off. In this zone, cottages shall be grouped and parking areas shall be located to preserve as much contiguous, permanently undeveloped open space and native vegetation as*

reasonably possible when considering all standards in this chapter.

8. Restrictions.

- a. *The size of a cottage dwelling may not be increased beyond the maximum floor area in subsection 18.2.3.090.C.2.a. A deed restriction shall be placed on the property notifying future property owners of the size restriction.*

7) The Planning Commission, following proper public notice, held a public hearing on January 14, 2020 at which time testimony was received and exhibits were presented. Subsequent to the closing of the public hearing, the Planning Commission approved the application subject to conditions pertaining to the appropriate development of the site.

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

SECTION 1. EXHIBITS

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

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

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

SECTION 2. FINDINGS & CONCLUSIONS

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 Outline Plan approval, Final Plan approval, Site Design Review approval, and a Cottage Housing Development meets all applicable criteria for Outline Plan approval described in AMC 18.3.9.040.A.3; for Final Plan approval described in AMC 18.3.9.040.B.5; for Site Design Review described in AMC 18.5.2.050; and for a Cottage Housing Development described AMC 18.2.3.090.

2.3 The Planning Commission concludes that the proposal satisfies all applicable criteria for Outline Plan approval.

The first approval criterion for Outline Plan approval is that, *“The development meets all applicable ordinance requirements of the City.”* The Commission finds that the proposal meets all applicable ordinance requirements, is requesting no Variances or Exceptions, and that this criterion has been satisfied.

The second approval criterion for Outline Plan approval is that, *“Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.”* The Commission notes that staff have indicated the following based on discussions with city utility departments:

Water, Sewer, Electricity and Urban Storm Drainage

Water – The Public Works Department has indicated that the property is currently served by a 12-inch water main in Tolman Creek Road. The water meter for the existing residence is at the curb along Tolman Creek Road, and two new water meters are illustrated as being placed at the driveway from Chapman Lane to serve the proposed new cottage units. The Public Works Department has indicated that the existing lines have the ability to provide capacity for the proposed development.

Sanitary Sewer - The Public Works Department has indicated that property is currently served by an eight-inch sanitary sewer main within the adjacent Tolman Creek Road right-of-way which connects to a line in the existing public utility easement that runs along the north property line, and that all of the individual units are able to be served from this main.

Electricity – The Electric Department has indicated that they have approved the project’s electric service plan, and that the applicant will be fully upgrading services to the site with a new three-pack meter base at the southwest corner of the property to be served underground via a new trench out to the transformer on Chapman Lane.

Urban Storm Drainage - The Public Works Department has indicated that property is currently served by an 18-inch storm sewer main in the adjacent Tolman Creek Road right-of-way which connects to a line in the existing public utility easement that runs along the north property line, and that all of the individual units are able to be served from this main. The applicant has proposed to install a 24-foot by eight-foot rainwater garden to detain roof drainage on site, with overflow into the storm drain system, as a low-impact approach to on-site detention and treatment.

Conditions have been included below requiring that final utility, grading and drainage plans and associated civil engineering drawings be provided for review and approval prior to site work or the issuance of building or excavation permits.

Police & Fire Protection

The applicant indicates that the property is now served by the Ashland Police Department (APD), and the proposal will not have an impact on the ability of APD to serve the property or the broader city. Existing fire hydrants are in place at the corner of the Tolman Creek Road and Chapman Lane, and at the corner of Tolman Creek Road and Spring Hill Drive. The application notes that none of the units is more than 150-feet from where a fire truck would park, and as such a fire truck turn-around will

not be necessary, and that the structures are less than 24-feet in height and no fire truck work area will be necessary. A condition has been included below to require that the applicants address the requirements of the Fire Department including but not limited to approved addressing, fire apparatus access, fire hydrant distance and fire flow, as part of the permit drawing submittals.

Paved Access and Adequate Transportation

Compliance with street standards is addressed under the appropriate criterion later in this section. With regard to paved access to and throughout the property and adequate transportation, the subject property directly fronts on Tolman Creek Road, a two-lane avenue/major collector street which was fully improved through a Local Improvement District in 2003. In addition, the property has an access easement through the property to the south, enabling a driveway connection to Chapman Lane, a lesser order street. Three small cottages do not generate enough vehicle trips to trigger a Traffic Impact Analysis and can be readily accommodated in the adjacent street system.

The site plan provided identifies existing facilities available in the adjacent rights-of-way along with proposed connections, meter placements, on-site stormwater detention placement, and the necessary utility extensions. The Planning Commission finds that based on the conceptual plans and details from the various service providers, adequate key city facilities are available within the adjacent rights-of-way and will be extended by the applicant to serve the proposed development. Conditions have been included below to require that final electric service, utility and civil plans be provided for the review and approval of the Staff Advisor and city departments in conjunction with the permit approval and plat review, and that infrastructure be installed by the applicants, inspected and approved prior to the signature of the final survey plat.

The third criterion for approval of an Outline Plan is that, *“The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.”* The Planning Commission finds that that the existing natural features on the property are limited to two large stature trees, and that they are identified in the plans and have been included in open spaces and unbuildable areas. A 20-inch Ponderosa Pine is within the proposed common open space, and a 41-inch Sequoia is not in an area of construction impacts. Both are to be protected in keeping with applicable standards.

The fourth criterion for approval of an Outline Plan is that, *“The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.”* The Planning Commission finds that the development will not prevent adjacent land from being developed with the uses envisioned by the Comprehensive Plan.

The fifth approval criterion is that, *“There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.”* The Planning Commission finds that a “Covenants, Conditions and Restrictions (CC&R’s)” document will be provided to address maintenance of open spaces and common areas as part of the final survey plat review, and that the existing easement already in place to serve the commonly-owned parking addresses maintenance of

the driveway from Chapman Lane. Conditions requiring that draft CC&R's be included with the final survey plat submittal for final review and approval of the Staff Advisor have been included below. Based on the foregoing, the Commission concludes that the proposal complies with the fifth approval criterion.

The sixth criterion is that, "*The proposed density meets the base and bonus density standards established under this chapter.*" AMC Table 18.2.3.090.C.1 Cottage Housing Development Density addresses the permissible number of cottages for a cottage housing development in the R-1-5 zoning district providing that one cottage per 2,500 square feet of lot area is allowed, with a maximum number of 12 cottages. The Planning Commission finds that the 7,500 square foot property here will accommodate three cottages ($7,500/2,500 = 3$) and three are proposed which complies with the allowed Cottage Housing Development Density. Based on the foregoing, the Commission concludes that the proposal complies with the sixth approval criterion.

The final Outline Plan approval criterion is that, "*The development complies with the Street Standards.*" The subject property fronts on Tolman Creek Road, which is a two-lane avenue or major collector in this vicinity. City standards envision six- to ten-foot sidewalks, five- to eight-foot parkrow planting strips, a six-inch curb, eight- to nine-foot parking bays, six-foot bike lanes, and ten- to ten-and-a-half-foot travel lanes on each side. The city-standard cross-section includes a 32- to 33-foot curb-to-curb paved width within a 59- to 86-foot right-of-way, *dependent on the on-street parking configuration*. The existing curb-to-curb paved width along the frontage is approximately 32 feet, and the right-of-way width along the corridor is 60 feet. There are curbside sidewalks, curbs, gutters, parking in bays, bike lanes and two travel lanes in place along the property's frontage. The application notes that sidewalks were installed curbside with an Exception under the 2003 Tolman Creek Road Local Improvement District (LID), as provided in the Street Design Standards in AMC 18.4.6.040.A.2:

All streets [shall] have parkrows and sidewalks on both sides.... Exceptions could result in construction of meandering sidewalks, sidewalks on only one side of the street, or curbside sidewalk segments instead of setback walks. Exceptions should be allowed when physical conditions exist that preclude development of a public street, or components of the street. Such conditions may include... limited right-of-way when improving streets through a local improvement district (LID).

With the existing frontage improvements in place completed under the 2003 Tolman Creek LID, the applicant is not proposing any frontage improvements along Tolman Creek Road. Vehicular access to the site is to be from an access easement through the property to the south via a shared driveway out to Chapman Lane. The Commission finds that the existing street improvements were completed through an LID and that the proposal complies with city street standards.

The Planning Commission concludes that as detailed above and with the conditions discussed, the proposal complies with the requirements for Outline Plan subdivision approval under the Performance Standards Options chapter.

2.4 The Planning Commission finds that the Final Plan approval request has been made concurrently with the Outline Plan approval request, and as such there will be no variation between Outline Plan and Final Plan approvals.

2.5 The Planning Commission concludes that the proposal satisfies all applicable criteria for Site Design Review approval.

The first approval criterion addresses the requirements of the underlying zone, requiring 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 finds that the building and yard setbacks and other applicable standards have been evaluated to ensure consistency with the applicable provisions of part 18.2, and all regulations of the underlying R-1-5 zoning will be satisfied.

The second approval criterion deals with overlay zones, and requires that, *“The proposal complies with applicable overlay zone requirements (part 18.3).”* The Planning Commission finds that the property is within the Performance Standards Option (PSO) overlay zone, which requires that all developments other than partitions or individual dwelling units be processed under Chapter 18.3.9., and that the proposal involves a three-unit cottage housing development and four-lot subdivision for which the applicant has requested Outline and Final Plan approval under the PSO Overlay Chapter 18.3.9. The Planning Commission finds that this criterion is satisfied.

The third criterion addresses the Site Development and Design Standards, requiring 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 finds that the proposal complies with the applicable Site Development and Design Standards including provisions for access management, building orientation, parking configuration, etc. and that the various plans have been prepared based on these standards and the recently adopted Cottage Housing ordinance. With regard to the parking requirements in AMC 18.4.3, cottage housing units less than 800 square feet require one off-street parking space be provided per unit. The applicant proposes to provide two off-street parking spaces for the three proposed cottage units proposed here, with the third required space to be provided via an on-street credit for the frontage along Tolman Creek Road. Bicycle parking is to be provided with covered U-racks in a structure adjacent to the common area which will need to meet the requirements of AMC 18.4.3.070.C.1. The Planning Commission finds that all required parking has been provided through two off-street and one on-street spaces. The Planning Commission concludes that the third criterion has been satisfied.

The fourth approval criterion addresses city facilities, specifically requiring 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 adequate capacity of city facilities, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property, and that these items are addressed in detail in the Outline Plan discussion in section 2.3 above. The Commission concludes that this criterion has been satisfied.

The final criterion for Site Design Review approval addresses “Exception to the Site Development and Design Standards.” The Planning Commission finds that the proposal does not include any Exceptions to the Site Development and Design Standards, and as such this criterion does not apply.

The Planning Commission concludes that as detailed above and with the conditions discussed, the proposal complies with the requirements for Site Design Review approval.

2.5 The Planning Commission finds that concludes that the proposal satisfies all applicable standards specific to Cottage Housing Development.

The Planning Commission finds that the project involves the duplexing of an existing single family residence and the construction of a small third unit at the rear of the property, and will help to provide needed housing types while having minimal impact to the surrounding neighborhood.

The Planning Commission finds that no design standard Exceptions or Variances are proposed. The proposal complies with the allowed development density, floor area ratio, height and lot coverage standards, with three cottages proposed for a 7,500 square foot parcel and a combined floor area ratio of 0.23. All of the proposed cottages are less than 800 square feet in gross habitable floor area, with a combined average floor area of approximately 509 square feet. The existing residence is a single-story building, and the proposed new cottage is to have a peak height of 17-feet above grade, where the cottage housing standards allow roof peaks up to 25 feet from grade. Lot coverage is noted at 39.9 percent where up to 50 percent coverage is allowed.

The Commission further finds that the building separation between the existing structure and the new cottage is greater than the six-foot minimum.

A condition has been included below to requires that the CC&R’s detail fencing limitations to demonstrate compliance with the limitations of the fence code and will not exceed four feet on interior areas adjacent to open space.

The Commission finds that the proposed cottage housing development is within an established neighborhood with Tolman Creek Road along the property frontage fully improved and a broader gridded street system largely in place and meeting block length standards in the vicinity.

The Commission finds that the driveway and parking area proposed meet the vehicle area design standards in AMC 18.4.3. Access to the site and parking will be from an existing shared driveway easement connecting across the property to the south to Chapman Lane. Two required parking off-street parking spaces are to be provided, and will be configured to allow cars to turn and exit to Chapman Lane in a forward manner and the third parking spaces is to be addressed through an on-street parking credit for the property’s available frontage on Tolman Creek Road, where a parking bay is in place.

The Planning Commission finds that 21.57 percent of the site is proposed in open space, where a minimum of 20 percent is required. The proposed open space is provided in two connected areas with

no dimension is less than 20 feet one a 540 square foot space at the front of the property and the other a larger central space 1,075 square feet in area. All three of the proposed cottages directly abut the open space, and the open space is distinguished from private outdoor areas with a four-foot fencing to provide a visual boundary. Private open space areas, separate from the common open space, include garden areas, porches and patios to provide the requisite private outdoor areas.

The Commission finds that the development proposes an on-site water infiltration area in the form of a rain garden for Unit #3's roof drains along the north property line, and the back-up area and pathways are to be constructed on permeable materials to allow for retention, treatment and percolation on-site with overflow into an approved city facility. The cottages include a duplex created from the existing residence and a small stand-alone new cottage unit. The site layout includes consolidated parking to preserve open space, protect trees and reduce impervious surfaces.

Based on the foregoing, The Planning Commission concludes that, as detailed above and with the conditions discussed, the proposal is consistent with the Specific Cottage Housing Development Standards.

2.6 The Planning Commission finds that that the existing natural features on the property are two large stature trees, and that they are identified in the plans and have been included in open spaces and unbuildable areas. The 20-inch Ponderosa Pine is within proposed common open space, and the 41-inch Sequoia is not in an area of construction impacts and falls within an existing easement. Both are proposed to be protected in keeping with applicable standards using six-foot chain link fencing.

The Tree Commission reviewed the request and recommended approval of the application, with the recommendation that a final, revised Tree Protection Plan be included with additional language specifying those activities that are prohibited in tree protection zones (TPZ) as detailed in AMC 18.4.5.030.C.4-C.6, including that no construction activity occur within the TPZ, including but not limited to dumping or storage of materials such as building supplies, soil, waste items, equipment, or parking of vehicles; that the TPZ remain free of chemically injurious materials and liquids such as paints, thinners, cleaning solutions, petroleum products, concrete or dry wall excess, and construction debris or run-off; and that no excavation, trenching, grading, root pruning, or other activity occur within the TPZ unless approved by the Staff Advisor.

The Planning Commission concludes that as detailed above and with the conditions included below to require tree protection verification prior to any site work, the proposal complies with the requirements for Tree Protection.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the proposal for Outline and Final Plan subdivision and Site Design Review approvals for a three-unit/four-lot Cottage Housing development is supported by evidence contained within the whole record.

The project involves the duplexing of an existing single family residence and the construction of a small third unit at the rear of the property, and will help to provide needed housing types while preserving the site's two existing large stature trees and having minimal impact to the surrounding neighborhood.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve Planning Action #PA-T2-2019-00012. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2019-00012 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 any new addresses shall be assigned by City of Ashland Engineering Department. Street and subdivision names are subject to City of Ashland Engineering Department review for compliance with applicable naming policies, and the unit accessed via the driveway from Chapman Lane will need a Chapman Lane address.
3. That permits shall be obtained from the Ashland Public Works Department prior to any work in the public right of way, including but not limited to permits for new driveway approaches, utility installation or any necessary encroachments.
4. That a Tree Verification Permit shall be applied for and approved by the Ashland Planning Division prior to any site work including excavation, staging or storage of materials, or excavation permit issuance. The Tree Verification Permit is to inspect the installation of tree protection fencing for the two trees to be protected. Standard tree protection consists of chain link fencing six feet tall and installed in accordance with the requirements of AMC 18.4.5.030.B. No construction shall occur within the tree protection zone including dumping or storage of materials such as building supplies, soil, waste, equipment, or parked vehicles.
5. That the pedestrian circulation routes through the property shall be at least four feet in width.
6. That prior to building or excavation permit issuance or any site work:
 - a. Final electric service, utility, grading and erosion control drawings including but not limited to the water, sewer, storm drainage, electric, and driveway improvements shall be provided for the review and approval of the Planning, Building, Electric and Public Works/Engineering Departments. The final utility plan shall include the location of connections to all public facilities including the locations of water lines and meter sizes, fire hydrants, sanitary sewer mains and services, manholes and clean-outs, and storm drainage pipes and catch basins. That final 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 signature of the final survey plat. Any new transformers and cabinets shall be located in areas least visible from streets and outside of vision clearance areas, while considering the access needs of the Electric Department. Electric services shall be installed underground to serve all lots within the applicable phase prior to submittal of the final survey plat for review and signature. At the discretion of the Staff Advisor, a bond may be posted for the full amount of underground service installation (with necessary permits and connection fees paid) as an alternative to installation of service prior to signature of the final survey plat. In either case, the electric service plan shall be

PA-T2-2019-00012

February 11, 2020

Page 14

reviewed and approved by the Ashland Electric Department and Ashland Engineering Division prior to installation. Any required private or public utility easements shall be delineated on the civil plans. All civil infrastructure shall be installed by the applicants, inspected and approved prior to the submittal of the final survey plat for review and signature.

- b. Final site lighting details.
 - c. Final lot coverage calculations demonstrating how lot coverage is to comply with the applicable coverage allowances of the zoning district. Lot coverage includes all building footprints, driveways, parking areas and other circulation areas, and any other areas other than natural landscaping.
 - d. All easements including but not limited to public and private utilities, mutual access and circulation, and fire apparatus access shall be indicated on the plan submittal for review by the Planning, Engineering, Building and Fire Departments.
 - e. A final storm drainage plan shall detail the location and any necessary engineering for all storm drainage improvements associated with the project, and shall be submitted for review and approval by the Departments of Public Works, Planning and Building Divisions. The storm drainage plan shall demonstrate that post-development peak flows are less than or equal to the pre-development peak flow for the site as a whole, and that storm water quality mitigation has been addressed through the final design.
 - f. Any final grading and erosion control plan.
 - g. A final size- and species-specific landscaping plan including irrigation details and details of the landscape materials to be planted shall be provided for the review and approval of the Staff Advisor. New landscaping shall comply with the General Fuel Modification Area requirements and shall not include plants listed on the Prohibited Flammable Plant List adopted by Resolution #2018-028.
 - h. That the applicable requirements of the Ashland Fire Department relating to fire hydrant distance, spacing and clearance; fire flow; fire apparatus access, approach, turn-around, and firefighter access pathway; approved addressing; fire sprinkler and extinguishers as applicable; limits on fencing and gates which would impair access; and wildfire hazard area requirements shall be satisfactorily addressed. Fire Department requirements shall be included in the permit drawings, and shall include a final Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements of AMC 18.3.10.100.A.2.
7. A final survey plat shall be submitted for the review and approval of the Staff Advisor within 12 months and approved by the City of Ashland within 18 months of this approval. Prior to submittal of the final subdivision survey plat for review and signature:
- a. The final survey plat shall include a deed restriction notifying future property owners that the size of a cottage dwelling may not be increased beyond the maximum floor area in subsection 18.2.3.090.C.2.a. This size limitation shall also be addressed in the development CC&R's.
 - b. All easements including but not limited to public and private utilities, mutual access, and fire apparatus access shall be indicated on the final survey plat as required by the Ashland Engineering Division.

- c. That draft CC&Rs for the Homeowner's Association shall be provided for review and approval of the Staff Advisor prior to final plat signature. The CC&R's shall describe responsibility for the maintenance of all common use-improvements including parking areas, landscaping and storm water facilities. The cottage housing fencing limitations, floor area limitations and the prohibition on ARU's shall be clearly addressed in the CC&R's.
- d. The approved Tree Protection Plan and accompanying standards for compliance shall be noted in the CC&Rs. The CC&Rs must state that deviations from the plan shall be considered a violation of the Planning Application approval and therefore subject to penalties described in the Ashland Municipal Code.
- e. Subdivision infrastructure improvements including but not limited to utility installations and common area improvements shall be completed according to approved plans prior to submittal of the final survey plat for review and signature.
- f. Electric services shall be installed underground to serve all lots, inspected and approved. The electric service plan shall be reviewed and approved by the Ashland Electric, Building, Planning and Engineering Divisions prior to installation.
- g. That the sanitary sewer laterals and water services including connection with meters at the street shall be installed to serve all lots, inspected and approved.

Planning Commission Approval

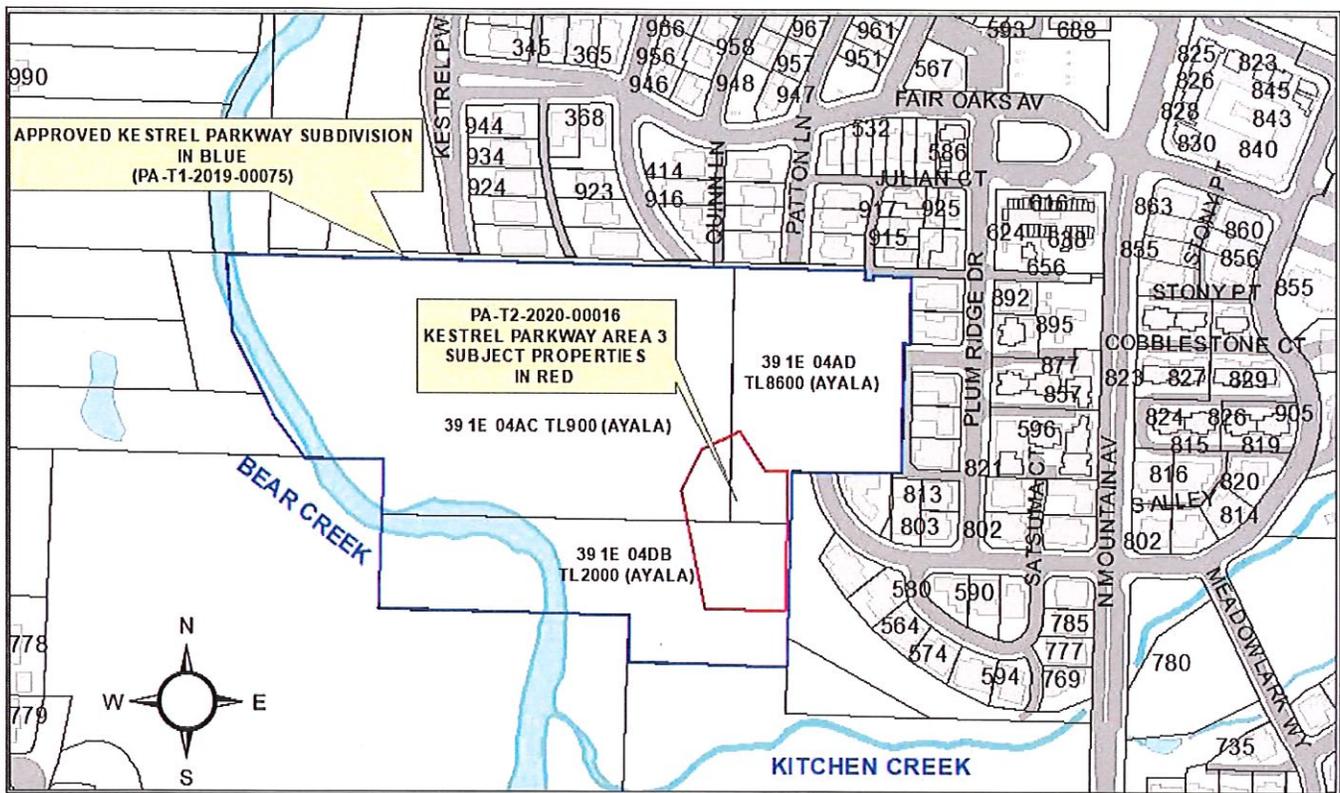
February 11, 2020

Date



PLANNING ACTION: PA-T2-2020-00016
SUBJECT PROPERTY: Kestrel Parkway Subdivision, Area #3 (see map)
OWNER/APPLICANT: KDA Homes, LLC
DESCRIPTION: A request for Outline Plan subdivision approval and Site Design Review approval for the Kestrel Park Cottages, a 16-lot/15-unit subdivision of Area 3, one of the areas reserved for future development in the recently approved Kestrel Park Subdivision.
COMPREHENSIVE PLAN DESIGNATION/ZONING: North Mountain Single Family (NM-R-1.7.5) and North Mountain Multi-Family (NM-MF); **ZONING:** NM-R-1-7.5; and NM-MF; **ASSESSOR'S MAP & TAX LOTS:** 39 1E 04AC 900, 39 1E 04AD 8600, and 39 1E 04DB 2000.

ASHLAND PLANNING COMMISSION MEETING: *Tuesday, February 11, 2020 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 Senior Planner Derek Severson in the Ashland Planning Division, 541-488-5305.

OUTLINE PLAN APPROVAL (18.3.9.040.A.3)

Approval Criteria for Outline Plan. The Planning Commission shall approve the outline plan when it finds all of the following criteria have been met.

- a. The development meets all applicable ordinance requirements of the City.
- b. Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.
- c. The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.
- d. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.
- e. There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.
- f. The proposed density meets the base and bonus density standards established under this chapter.
- g. The development complies with the Street Standards.

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.

NORTH MOUNTAIN NEIGHBORHOOD SECTION 18.3.5.030 Site Plan & Architectural Review Procedure

- C. **Supplemental Approval Criteria.** In addition to the criteria for approval required by other sections of this ordinance, applications within the NM district shall also meet all of the following criteria.
 1. The application demonstrates conformity to the general design requirements of the North Mountain Neighborhood Plan, including density, transportation, building design, and building orientation.
 2. The application complies with the specific design requirements as provided in the North Mountain Neighborhood Design Standards.

Kestrel Park Cottages

PA-T2-2020-00016 – Outline Plan subdivision approval and Site Design Review approval for the Kestrel Park Cottages, a 16-lot, 15-unit subdivision of Area 3, one of the areas that was reserved for future development in the recently approved Kestrel Park Subdivision.



Photo is of the existing park to the left of Kestrel Parkway, with the existing North Mountain Neighborhood to the right. The Kestrel Park Subdivision will extend the street to the south (bottom of frame) and includes an approximately six-acre dedication of new park land to the city to expand the existing park.

Proposal Details

Site Description/History

The subject property is the 1.11 acre “Area 3” identified for future development in the recently approved Kestrel Park Subdivision. The property is vacant, relatively flat except for a steeply sloped area in the northeast corner, and generally without significant natural features. The Kestrel Park Subdivision site, of which “Area 3” is the second phase, had a variety of natural features including a number of trees; two wetlands; the Bear Creek stream and its floodplain; and slopes ranging from flat to slopes of 35 percent or more. The area was master planned in the late 1990’s with the North Mountain Neighborhood Plan (NMNP) which established the street system plan, zoning, planned densities and design standards for the neighborhood. “Area 3” includes portions of three tax lots and two zoning districts: **NM-R-1-7.5** (Neighborhood Edge, a single family zoning district), and **NM-MF** (Neighborhood Core, a multi-family zoning district).

Proposal

As the second phase of the Kestrel Park Subdivision, the proposal would create 15 residential lots and a 16th lot for common open space on “Area 3”, and would build 15 two-bedroom homes including the three 1,123 square foot cottages and 12 cottages of 837-880 square feet.

Landscaping & Trees

The Kestrel Park Subdivision included Tree Removal Permits to remove 26 of the 43 trees identified in the project tree inventory including one 18-inch diameter Cottonwood removed as a hazard and the remainder removed due to their locations relative to the planned NMNP street system and subsequent development of the property. In addition, the area near the preserved wetland is a large, dense thicket made up mostly of white willows which are to be thinned to a spacing of one every 15 feet, with the remaining non-native underbrush to be removed. With the completion of the subdivision infrastructure 64 new trees were proposed to be planted to mitigate the removals. No trees were identified on “Area 3” in the original subdivision tree inventory.

Kestrel Park Cottages

PA-T2-2020-00016 – Outline Plan subdivision approval and Site Design Review approval for the Kestrel Park Cottages, a 16-lot, 15-unit subdivision of Area 3, one of the areas that was reserved for future development in the recently approved Kestrel Park Subdivision.



January 29, 2020. Kestrel Park Subdivision infrastructure installation in progress below Mountain Meadows Drive. The current application for development of “Area 3” will be the second phase of this subdivision and include 15 two-bedroom cottages ranging from 837 to 1,123 square feet.

Parking

The application proposes 24 off-street parking spaces off of the alley, including one electric vehicle which will be owned in common and shared by all residents to reduce the need to rely on private vehicles and thus reduce parking demand. 15 spaces – *one for each unit* – will have carports with storage and bike parking. In addition, six on-street parking spaces are available along the property’s Nandina Street frontage to accommodate any additional resident or visitor parking. The applicant’s parking demand analysis notes that the Institute of Traffic Engineers Parking Manual suggests a peak parking demand of 1.46 spaces per dwelling unit which would require 21.9 parking spaces, while the City’s recently adopted Cottage Housing regulations would allow a similar development with 24 parking spaces and as such, concludes that parking is adequately addressed.

Traffic

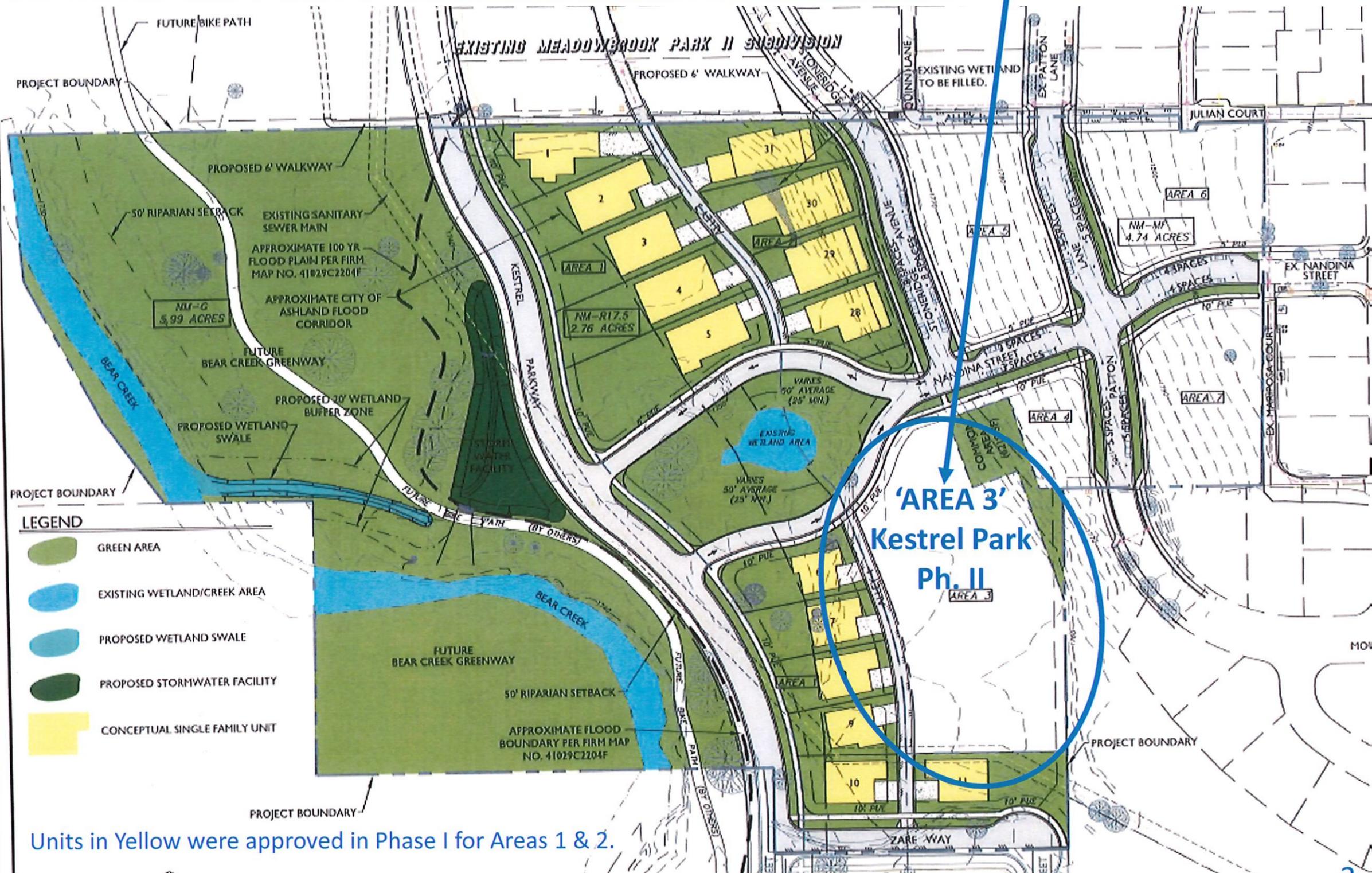
The original Kestrel Park Subdivision application included a traffic analysis report from a traffic engineer who considered the full build-out of all subdivision phases and concluded that the project’s trip generation would not exceed the 50 peak hour trips that trigger a full traffic impact analysis. Trip generation numbers were noted as very low and not expected to have a negative effect on any intersections, however as the calculated peak hour trips were at 49 trips, only one below the threshold level, the engineer studied the intersection of North Mountain Avenue and Hersey Street and concluded that the intersection operates at a Level of Service (LOS) B both before and after project traffic is added to the intersection. LOS B is within acceptable standards under the city’s Transportation System Plan, and the traffic analysis concluded that no mitigation was necessary.

Staff Recommendation

Staff recommends that the application be approved with the conditions detailed in the attached draft findings.

Kestrel Park Subdivision

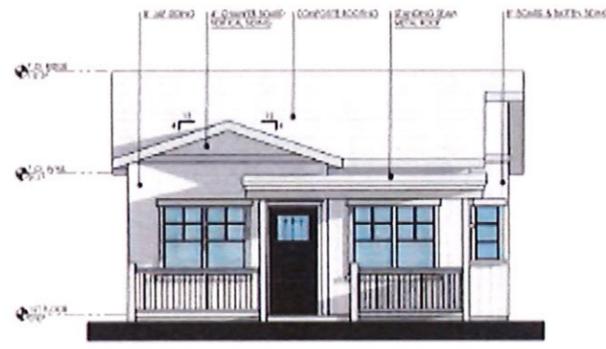
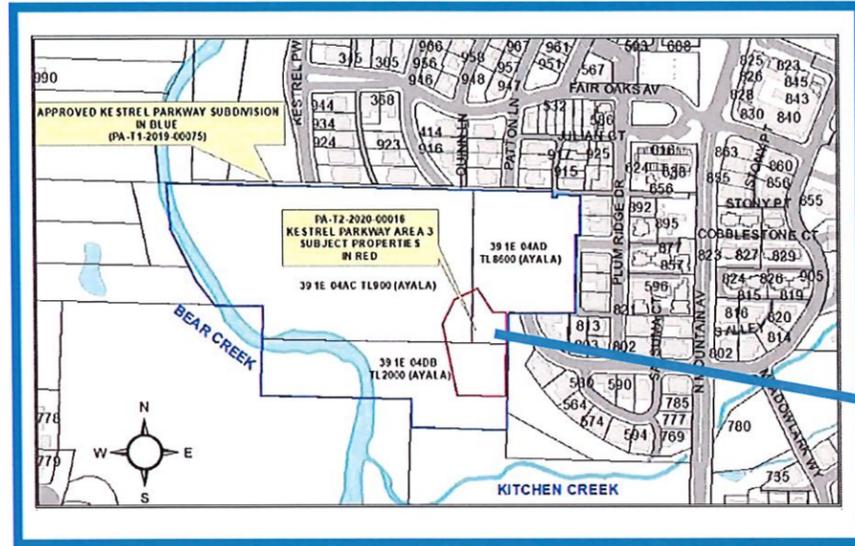
The Kestrel Park Subdivision was approved as PA-T1-2019-00075 in 2019. This approval included the general subdivision layout, street system, utility infrastructure, parkland dedication and a first phase of development which included single family homes in Areas 1 & 2. Streets and utility infrastructure approved with the larger subdivision are being installed now. The current application proposes to develop Area 3 (circled in blue below) with 15 two-bedroom cottages. Any development of Areas 4, 5, 6 or 7 would be reviewed separately with later phases.



Kestrel Park Cottages ('Area 3' of the Kestrel Park Subdivision)

Nandina Street at Kestrel Park

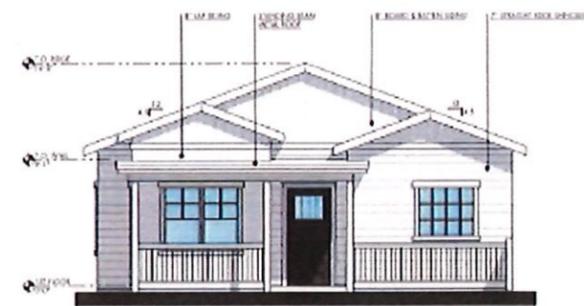
Vicinity Map



Type 'A' 2BR/2BA, 837 s.f.



Type 'C' 2BR/2BA + Office, 1,123 s.f.



Type B - 2BR/2BA, 880 s.f.



BEFORE THE PLANNING COMMISSION
March 10, 2020

IN THE MATTER OF PLANNING ACTION #PA-T2-2020-00016, A REQUEST FOR)
OUTLINE PLAN APPROVAL UNDER THE PERFORMANCE STANDARDS)
OPTIONS CHAPTER (AMC 18.3.9) AND SITE DESIGN REVIEW APPROVAL FOR)
THE KESTREL PARK COTTAGES, A 16-LOT/15-UNIT SUBDIVISION OF AREA 3,) **FINDINGS,**
ONE OF THE AREAS RESERVED FOR FUTURE DEVELOPMENT IN THE RECENT-) **CONCLUSIONS &**
LY APPROVED KESTREL PARK SUBDIVISION.) **ORDERS**

OWNER/APPLICANT: Jacob Robert Ayala/KDA Homes, LLC)
)
)

RECITALS:

- 1) Tax lot #900 of Map 39 1E 04AC is a vacant parcel located south of the terminus of Kestrel Parkway and is split-zoned between the Greenway (NM-G), Neighborhood Edge (NM-R-1-7.5) and Neighborhood Core (NM-MF) zones; Tax lot #8600 of Map 39 1E 04AD is a vacant parcel located south of the terminus of Patton Lane and is zoned Neighborhood Core (NM-MF); and Tax lot #2000 of Map 39 1E 04DB is a vacant parcel located west of North Mountain Avenue and east of Bear Creek and is split-zoned between the Greenway (NM-G), Neighborhood Edge (NM-R-1-7.5) and Neighborhood Core (NM-MF) zones. "Area 3" was one of five areas that were reserved for future development in the recently approved Kestrel Park Subdivision, and includes portions of all three tax lots.

- 2) The applicants are requesting Outline Plan subdivision approval and Site Design Review approval for the Kestrel Park Cottages, a 16-lot/15-unit subdivision of Area 3, one of the areas reserved for future development in the recently approved Kestrel Park Subdivision. The proposal is outlined in plans on file at the Department of Community Development.

- 3) The criteria for Outline Plan approval are described in **AMC 18.3.9.040.A.3** as follows:
 - a. *The development meets all applicable ordinance requirements of the City.*
 - b. *Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.*
 - c. *The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.*
 - d. *The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.*

- e. *There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.*
 - f. *The proposed density meets the base and bonus density standards established under this chapter.*
 - g. *The development complies with the Street Standards.*
- 4) 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.*
- 5) The supplemental approval criteria for applications within the NM district are described in **AMC 18.3.5.030** as follows:
- C. ***Supplemental Approval Criteria.*** *In addition to the criteria for approval required by other sections of this ordinance, applications within the NM district shall also meet all of the following criteria.*

1. *The application demonstrates conformity to the general design requirements of the North Mountain Neighborhood Plan, including density, transportation, building design, and building orientation.*
2. *The application complies with the specific design requirements as provided in the North Mountain Neighborhood Design Standards.*

6) The Planning Commission, following proper public notice, held a public hearing on February 11, 2020 at which time testimony was received and exhibits were presented. Subsequent to the closing of the hearing, the Planning Commission approved the application subject to conditions pertaining to the appropriate development of the site.

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

SECTION 1. EXHIBITS

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

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

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

SECTION 2. FINDINGS & CONCLUSIONS

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 Outline Plan and Site Design Review approvals meets all applicable criteria for Outline Plan approval described in AMC 18.3.9.040.A.3; for Site Design Review approval described in AMC 18.5.2.050; and the supplemental approval criteria for applications within the NM district as described in AMC 18.3.5.030.

2.3 The Planning Commission concludes that the proposal satisfies all applicable criteria for Outline Plan approval.

The first approval criterion for Outline Plan approval is that, *"The development meets all applicable ordinance requirements of the City."* The Commission finds that the proposal meets all applicable ordinance requirements, is requesting no Variances or Exceptions, and that this criterion has been satisfied.

The second approval criterion for Outline Plan approval is that, “Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.”

STAFF DISCUSSION

Key City Facilities

The adequacy of city facilities was considered for the Kestrel Park Subdivision as a whole, of which the current site is a part, and it was determined that facilities were available and could be extended to serve the development. At that time, the following were noted:

- **Water:** The parent properties are served by eight-inch water mains that will be able to connect into the proposed layout of Kestrel Parkway, Stoneridge Avenue, Nandina Street, and Patton Lane.
- **Sewer:** The parent properties are served by an eight-inch sanitary sewer main running near the extension of Kestrel Parkway.
- **Electricity:** The applicants have met with the Electric Department and discussed the backbone installation of a three-phase system to serve the parent subdivision. The Electric Department has suggested that the applicant carefully consider the needs for each of the later phases of the development up front, including such details as whether fast-chargers for electric vehicles will be provided, as addressing these in the initial infrastructure design will be more efficient and less costly than adding them after the fact in later phases. The applicants have indicated that a final electrical distribution will be provided for review with the Final Plan submittal.
- **Urban storm drainage:** The parent properties are served by a 12-inch storm sewer main in the alley east of Kestrel Parkway, and the subdivision infrastructure includes the creation of a stormwater detention facility on the west side of Kestrel Parkway, with a mitigation wetland swale serving as a pond outlet/outfall to Bear Creek.
- **Paved Access & Adequate Transportation:** The original Kestrel Park Subdivision application included a traffic analysis report from a traffic engineer who considered the full build-out of all subdivision phases and concluded that the project’s trip generation would not exceed the 50 peak hour trips that trigger a full traffic impact analysis (TIA). Trip generation numbers were noted as very low and not expected to have a negative effect on any intersections, however as the calculated peak hour trips were at 49 - *only one below the threshold level to trigger a full TIA* - the engineer studied the intersection of North Mountain Avenue and Hersey Street and concluded that the intersection

operates at a Level of Service (LOS) B both before and after project traffic is added to the intersection. LOS B is within acceptable standards under the city's Transportation System Plan, and the traffic analysis concluded that no mitigation was necessary.

Paved access and the street system installation is discussed under the Street Standards criterion below.

The installation of utility infrastructure and the street system for the subdivision is now underway. The application explains that all of the site's utilities will be extended to the subject property from the various rights-of-way and easements adjacent to the property and through the property to the south end to where it abuts Tax Lot #2800 where infrastructure, utilities and roads are expected to continue out to North Mountain Avenue as envisioned in the North Mountain Neighborhood Plan. The application materials include a Conceptual Drainage and Utility Plan" prepared by Construction Engineering Consultants, Inc., and the applicant notes that with the applicant's Final Plan submittal, civil engineered drawings will be submitted identifying the final utility details. The applicant concludes that based on discussions with the various utility providers, there is adequate capacity to serve the proposed development. In staff's assessment, the Planning Commission can reasonably conclude that key city facilities can and will be provided to serve the proposal.

The Commission finds that adequate key city facilities are available within the adjacent rights-of-way or will be in place with completion of the subdivision infrastructure now underway, and will be extended by the applicant to serve the proposed development of Area 3. Conditions have been included below to require that final electric service, utility and civil plans be provided for the review and approval of the Staff Advisor and city departments in conjunction with the Final Plan submittal, and that civil infrastructure be installed by the applicants, inspected and approved prior to the signature of the final survey plat.

The third criterion for approval of an Outline Plan is that, "*The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.*" The application asserts that the existing natural features of the land including wetlands, floodplain corridors, ponds, large trees, and rock outcroppings have been identified and significant features have been included in open space, common area and unbuildable areas. With the recently approved Kestrel Park Subdivision of the parent parcels, nearly six acres of floodplain corridor lands are to be dedicated to the city for parks purposes as required in the NMNP, a large wetland is being preserved and incorporated into the development, wetland mitigation swales are being created adjacent to Bear Creek to mitigate the project's wetland impacts, and 12 of the site's 43 identified trees are to be preserved and protected. "Area 3" itself is generally lacking in natural features. The property is generally flat except for a steeply sloped area in the northeast corner, and no trees were present even before the subdivision infrastructure installation began. The Planning Commission concludes that the significant

natural features of the involved parcels were identified and incorporated into unbuildable areas of the development at the larger subdivision level to satisfy this criterion.

The fourth criterion for approval of an Outline Plan is that, *“The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.”* In considering the broader Kestrel Park subdivision proposal for the parent parcels, the Planning Commission found that the property was fully-developed on two sides, and had Bear Creek on the third. The only remaining vacant land abutting the property is to the south on Tax Lot #2800 owned by Spartan Ashland Stella Real Estate, LLC. The Commission recognized that the applicant had been in communication with that property’s owners and their agents, but had been unable to clearly ascertain Spartan’s plans with regard to if or when this property would develop. At that time, the applicant noted that they had reviewed a rough conceptual plan from the Spartan team and believed that the proposed street system in the broader subdivision application was located to coordinate with the likely future development of the Spartan site, the North Mountain Neighborhood Plan (NMNP) and the city’s Transportation System Plan (TSP). Planning staff also noted seeing a few iterations of development plans for the property to the south through the pre-application process, and staff’s position was that development of the Spartan property would need to occur in a manner generally consistent with the NMNP street system plan, and that the Kestrel Park Subdivision’s street plan would support likely development scenarios consistent with the NMNP for the property to the south. The Planning Commission finds that the current application, as a second phase of the broader Kestrel Parkway subdivision, is consistent with the NMNP in terms of parks dedication, provision of infrastructure and street system and will not prevent adjacent properties from being developed in a manner consistent with the Comprehensive Plan.

The fifth approval criterion is that, *“There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.”* The Planning Commission finds that after the proposed street system, utility infrastructure, wetlands and stormwater management facilities are complete, the large open space area between Kestrel Parkway and Bear Creek will be dedicated to the Parks and Recreation Department as required in the NMNP. A condition has been included to require private agreements for maintenance of the wetland mitigation area and stormwater filtration ponds will be executed in conjunction with signature of the final plat. Other common open space areas, including the large wetland and riparian buffer, are to be owned and managed by the subdivision homeowners’ association (HOA). Area 3 will have its own HOA regulating on-site management issues, but the owners will also pay a proportional share of their association dues to the broader subdivision HOA for the maintenance and management of the subdivision’s common elements including planting strips/street trees and stormwater detention maintenance. A condition has also been included below to require that a draft of the CC&R’s will be provided for review and approval with the Final Plan submittal. Based on the foregoing, the Commission concludes that the proposal complies with the fifth approval criterion.

The sixth criterion is that, *“The proposed density meets the base and bonus density standards established under this chapter.”* The subject property includes 1.1 acres on three tax lots and another 0.22 acres of right-of-way to be dedicated, and includes two zoning districts: NM-R-1-7.5 and NM-MF. Generally, the NM-R-1-7.5 zoning is a single family residential zoning with a base density of 3.6 dwelling units per acre.

NM-MF zoning is a multi-family residential zoning with a base density of 12 units per acre. Under the North Mountain Neighborhood Plan, all zoning districts are subject to a minimum density requirement which requires development at between 75 and 110 percent of each zone's base density. The application includes a "Density & Open Space" table on page 3 which illustrates the range of units necessary to satisfy the minimum density requirements based on the area of the parent parcels in the larger subdivision, in light of their acreage and applicable zoning. This table demonstrates how with the development approved in Areas 1 and 2 with Phase I, proposed in Area 3 here as Phase II, and anticipated in Areas 4-7 in future phases, the minimum density requirement can be satisfied.

STAFF DISCUSSION

Density

While the application discusses 'Area 3' entirely in terms of NM-MF zoning, in staff's analysis the five southernmost units on Tax Lot #2000 actually fall under NM-R-1-7.5 zoning, which has a base density of 3.6 dwelling units per acre rather than the 12 dwelling units per acre of the NM-MF district.

In staff's assessment, this does not pose a major concern in considering the project as AMC 18.3.5.040.G provides that, *"Density transfer within a project from one zone to another may be approved if it can be shown that the proposed density transfer furthers the design and access concepts advocated by the neighborhood plan, and provides for a variety of residential unit sizes, types, and architectural styles."*

In this instance, the larger Kestrel Park Subdivision has been planned to break the larger development into smaller areas to address a variety of site constraints including riparian corridor, floodplain, wetland, hillside and trees as they relate to the neighborhood plan's zoning and street system plans, and the layout approved with the subdivision and further developed upon herein is in direct response to the design and access concepts of the neighborhood plan while seeking to provide a mix of unit types, sizes and styles and achieve the required minimum density for the Kestrel Park Subdivision as a whole in light of the physical constraints of the site, and the character of the now existing, established neighborhood.

The application's **"Density & Open Space"** table on page 3 carried over from the Subdivision approval (PA #2018-00005) clearly illustrates how the overall density of the parent subdivision parcels is being considered to meet the minimum density requirements of the NM overlay zone. In staff's opinion, the Planning Commission can reasonably conclude that the application is consistent with the applicable density standards for the subdivision as a whole. A condition has been recommended below to make clear that the future development of Areas #4-7 is not being considered or approved here, that their development will require applicable subdivision and site review approvals, and that those applications will need to demonstrate how they are consistent with the minimum density standards of the district for the subdivision as a whole as illustrated in the "Density & Open Space" table.

The final Outline Plan approval criterion is that, "The development complies with the Street Standards."

STAFF DISCUSSION

Street Standards

The Planning Commission considered the full proposed street system in reviewing the Kestrel Park Subdivision, noting that the NMNP includes its own neighborhood-specific street types and design standards in AMC 18.3.5.100.C. The current proposal, the second phase of the broader subdivision, fronts on the Nandina Street couplet opposite the large wetland on Area 3's northern boundary, and a public alley extends south from Nandina to Nest Box Way - which was previously called Zare Way in the original subdivision application - at the southern boundary of the parent subdivision. The following summarizes the subdivision discussion for these two Neighborhood Access Streets and the alley:

- **Nandina Street:** The upper sections of Nandina, from Mariposa to Stoneridge, were illustrated with a 29-foot curb-to-curb width within a 47-foot right-of-way, and on-street parking on both sides. Standard sidewalks and parkrow planting strips were illustrated on the south side, and on-street parking was in bays with curbside sidewalks on the north side. Sidewalks on the south side were illustrated extending one-foot beyond the dedicated right-of-way. The original Kestrel Park subdivision approval included a major modification of the NMNP to install Nandina Street as a one-way couplet around Wetland #2 and Nandina within the couplet was approved with an 18-foot curb-to-curb width with curbs but no sidewalks or parkrow planting strips on the interior/wetland side and five-foot width curbside sidewalks on the exterior side adjacent to the surrounding developable lots. The additional area was provided for the wetland buffer in lieu of parkrow, as this area already contained a number of trees that were to be preserved and further enhanced with new plantings. The Planning Commission found that an Exception was merited to limit impacts of the development upon the wetland and its protection zone, however the Commission did require that even with an Exception, irrigated larger-stature species street trees should be planted at a standard spacing of one per 30 feet within the private yard areas behind the sidewalk to provide canopy and associated streetscape benefits (shade, traffic calming, etc.). The current application illustrates two-inch caliper Forest Green Oaks (*Quercus Frainetto 'Schmidt'*) to be planted behind the sidewalk on Nandina Street in front of Lot #15. The sidewalk transitions to a standard parkrow configuration in front of Lot #14.

The Planning Commission found that for Nandina Street, where sidewalk improvements were shown outside the right-of-way, public pedestrian access

easements needed to be provided or additional right-of-way dedicated to accommodate standard sidewalk widths prior to signature of the final survey plat. This condition has been reiterated below.

- **Nest Box Way (formerly Zare Way):** The original NMNP illustrated a pie-shaped median within this street at the far south of the subdivision, which the applicant proposed to call Zare Way in the original application and has subsequently designated Nest Box Way. With the amendments approved at the subdivision level, Nest Box Way improvements are to be shared with the adjoining subdivision to the south, when and if it is developed, and is to be completed here with “half-street” improvements including standard sidewalks, parkrow planting strip with irrigated street trees, and 22 feet of paving, with the remaining curb-to-curb width and sidewalk and parkrow on the opposite side being completed with the neighboring development. A one-foot reserve strip (i.e. street plug”) is to be dedicated to the city on the south side of the Nest Box Way improvements on the final survey plat. Conditions of the original subdivision required that the required paved width and reserve strip be provided.
- **Alleys:** The Planning Commission noted that within the NMNP, alleys are noted as *“one of the most important features making up the neighborhood.... Alleys allow parking to be located at the property’s rear and diminish the negative impact of garages proliferating along street frontages, reduce pedestrian and vehicle conflicts at curb-cuts, and reduce impervious hard surface. In addition, homes, instead of garages, fill the street frontages, providing maximum opportunity for social interaction. The alley cross section is a 20-foot wide right-of-way which contains a 12-foot wide improved alley and four-foot planted or graveled strips or shoulders.”* The Commission found that as illustrated in the original Kestrel Park Subdivision application, the alley cross-sections proposed had two-foot shoulders where four-foot shoulders were called for in the standard, and required that for consistency with the NMNP alley standard, and given the importance of alleys in the neighborhood street system, the alleys should comply with the width standards. A condition was included to require that the full four-foot shoulders be provided. The plan provided here continues to illustrate the smaller two-foot shoulders, and the original condition is reiterated below.

With the original Kestrel Park subdivision approval, which considered the full build-out of all phases of the subdivision, the Planning Commission found that the application included a traffic analysis report from traffic engineer Alex Georgevitch indicating that the subdivision’s trip generation would not exceed the 50 peak hour trips that trigger a full traffic impact analysis

(TIA). In that report, Georgevitch noted that trip generation numbers were very low and were not expected to have a negative effect on any intersections. However, given that the calculated peak hour trips were at 49 trips - *only one below the 50 trip threshold level to trigger a full TIA* - Georgevitch nonetheless studied the intersection of North Mountain Avenue and Hersey Street and concluded that the intersection would operate at a Level of Service (LOS) B both before and after project traffic was added to the intersection. The Planning Commission accepted this analysis and concluded that LOS B was within the accepted standards of the Transportation System Plan, so no mitigation was required.

In response to concerns raised during public testimony for the original Kestrel Park subdivision that emergency access and evacuation routes were limited to the bridge on Mountain Avenue over Bear Creek or to indirect access via county roads to Oak Street, the Commission found that in response to similar concerns for earlier development of the neighborhood, all properties were required to sign in favor of and agree to participate in a local improvement district (LID) for future construction of the Nevada Street bridge across Bear Creek. A condition was included to require that all properties within the Kestrel Park Subdivision sign a similar agreement prior to signature of the final survey plat. The subject properties here are within the subdivision and would be subject to the original condition.

The Planning Commission concludes that as detailed above and with the conditions discussed, the proposal complies with the street standards.

2.4 The Planning Commission concludes that the proposal satisfies all applicable criteria for Site Design Review approval.

The first Site Design Review criterion 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 application asserts that all city regulations for the underlying zone are or will be complied with under the proposal, including building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture and other applicable standards, and no Exceptions or Variances have been requested.

The second approval criterion is that, *“The proposal complies with applicable overlay zone requirements (part 18.3).”*

The subject property is located within the North Mountain Neighborhood District overlay zone which is regulated under AMC 18.3.5. The applicant notes that to the best of their knowledge, the proposal complies with all applicable overlay zone requirements which include the North Mountain Neighborhood Design Standards from AMC 18.3.5.100, and specifically the general design requirements therein including density, transportation, building design and building orientation.

In addition, the proposal is subject to the Performance Standards Options (PSO) overlay zone regulations found in AMC 18.3.9 as an Outline Plan subdivision approval request. All applications involving the creation of three or more lots within the North Mountain Neighborhood District are required to be processed under the PSO overlay as required in AMC 18.3.5.040.K. Section 2.3 above fully addresses compliance with the requirements for Outline Plan approval under the PSO overlay, and the Commission finds that the proposal complies with all applicable requirements thereof.

The parent parcels for the Kestrel Park Subdivision contain floodplain corridor lands, and their development is subject to the Physical and Environmental Constraints Overlay zone regulations found in AMC 18.3.10. The Planning Commission finds that the broader subdivision approval included a request for a Physical and Environmental Constraints Review Permit for the development of floodplain lands which was approved, and further finds that the current proposal – a phase of the broader subdivision - will be located entirely outside of the floodplain corridor lands and will not require further permitting under AMC 18.3.10.

The parent parcels for the Kestrel Park Subdivision also contain water resource protection zones (WRPZ) in the form of both wetlands and riparian corridors and their associated protection zones which are regulated under AMC 18.3.11. Most activities and uses within these WRPZ's is subject to Limited Activities and Uses permitting. The Planning Commission finds that the broader subdivision approval included requests for Limited Activities and Uses permits for work along the Bear Creek riparian corridor and near the site's identified wetlands. These permits were reviewed and approved with the subdivision. The Planning Commission further finds that the current proposal will be located entirely outside of the water resource protection zones and will not require further permitting under AMC 18.3.11.

The Planning Commission finds that the proposal complies with the applicable overlay zone requirements in AMC 18.3.

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.*

With regard to the Building Placement, Orientation and Design Standards for Multi-Family Residential Development found in AMC 18.4.2, the application explains that the site plan has been arranged to provide street facing facades with front porches and direct sidewalk connections for the two units fronting along Nandina Street. All parking is to be placed off of the alley, and is to be screened with landscaping to mitigate visual impacts. Homes are to be painted in earth tones, and no bright, neon colors will be used. Street trees are to be planted along Nandina Street and in islands throughout the parking area, and recycling and refuse disposal areas will be provided and will be screened from public view within an enclosure. Nine percent of the site is to be provided in common recreational space with an additional 1.7 percent in private recreational spaces for each unit, and the applicants have attempted to create a mix of common and private recreational spaces to provide a comfortable urban living environment for tenants.

STAFF DISCUSSION ITEMS

For staff, some key considerations with the proposal are:

Open Space Dimensions & Treatment (AMC 18.4.2.030.H)

The application indicates that nine percent of the site is to be provided in common recreation space and that an additional 1.7 percent of the site will be private recreation space. The landscape plan however illustrates much of the central common open space being treated in shrubs and clumping grasses where the standard is explicit that, "Areas covered by shrubs, bark mulch, and other ground covers that do not provide suitable surface for human use may not be counted towards this requirement." Staff have recommended a condition below to require that a final landscape plan be provided that details at least eight percent of the site (3,882 square feet) within the central common open space to be treated in a manner suitable for recreational use.

Parking, Access & Circulation (AMC 18.4.3)

The applicant proposes to provide 24 off-street parking spaces, all of which are to be accessed via the alley. One of the 24 spaces is to be for a shared electric vehicle which would be owned in common and shared by residents. 15 spaces – *one for each unit* – would be covered with carports that include bicycle parking and storage.

Standard parking ratios for Multi-Family Residential development in AMC 18.4.3.040 require 1.75 parking spaces per two-bedroom unit, and would require 26.25 parking spaces for the 15 two-bedroom units proposed here [$15 \times 1.75 = 26.25$]. While there are six on-street parking spaces along the property's Nandina Street frontage, single-family dwellings are not eligible to use the Parking Management Strategies allowed in AMC 18.4.3.060. Each unit here is a single dwelling unit located on its own lot, and as such on-street parking credits are not available.

The parking ratios applicable to Cottage Housing require 1.5 spaces for each unit between 800 square feet and 1,000 square feet, and 2.0 spaces for each unit over 1,000 square feet. If considered under the parking ratios for Cottage Housing, the three 1,123 square foot cottages and 12 cottages of 837-880 square feet would require 24 parking spaces [$(3 \times 2) + (12 \times 1.5) = 24.0$]. While the current proposal takes the form of a cottage court and follows many of the underlying principles of the Cottage Housing Development regulations in AMC 18.2.3.090, the property is largely within the NM-MF zone and is not considered under the Cottage Housing Development regulations.

To address the parking requirements, the applicant proposes that parking be considered under the allowance for a parking demand analysis in AMC 18.4.3.030.A.3 rather than the standard parking ratios. Here, the applicant notes:

- The Institute of Traffic Engineers (ITE) Parking Manual (3rd Edition) identifies similar residential developments as "Land Use Group 230" as having a peak parking demand of 1.46 spaces per dwelling unit which would equate to 21.9 parking spaces [$15 \times 1.46 = 21.9$]. The applicant further notes that the range of parking based on the ITE data would require somewhere between 20.7 and 25.2 parking spaces between the 33rd and 85th percentile.

(Here, staff would note that with the release of the ITE Parking Generation Manual's 5th Edition in 2019, Bruce Belmore, P. Eng., PTOE, AVS(F) and ITE's International President recommends eliminating mandatory minimum parking requirements entirely as, *"This elimination will not only give people more say over how they live their lives and use their property, but it's also an important step in developing affordable housing. Buffalo, NY, USA and Hartford, CT, USA have recently scrapped their minimum parking requirements."*)

- As detailed above, the City's own Cottage Housing regulations would allow a similar development entirely in the NM-R-1-7.5 zone with 24 parking spaces.
- While no on-street parking credits can be counted, six on-street parking spaces will be available along the property frontage, as well as numerous others within 200 feet, to provide for any additional parking needed by visitors or guests. The applicant emphasizes that on-street parking has an extremely low utilization in the vicinity.
- On-street parking credits are unavailable for single family developments despite there being no discernible difference in parking demand if the units were all on a single large lot. If all of the proposed units were on a single lot, three of the six on-street parking spaces would satisfy the remaining parking demand.
- The proposed shared electric vehicle is intended to encourage owners not to feel the need for a second vehicle as they will be able to rely on the shared electric vehicle for short local trips. The applicant indicates that studies suggest that car share opportunities can reduce the need for second cars within a development by as much as 43 percent, while the reduction from the standard ratios sought here is 8.57 percent [$2.25/26.25 = 0.085714286$]. Page 27 of the application materials includes links to a number of studies and articles relating to car sharing, new technologies and their implications on parking.
- Newly emerging ride-share technologies such as ZipCar, Uber and Lyft are likely to further reduce the reliance on individual vehicles.

The applicant concludes that the average parking demand for the 15 units proposed is less than required with the standard parking ratios and that with 24 off-street spaces and the availability of another six on-street spaces along Nandina, the parking demand is adequately addressed.

In staff's assessment, given that the 24 parking spaces proposed are consistent with the ITE land use group 230 (residential condominiums and townhouses) and with the Cottage Housing parking requirements in Ashland's own codes, that on-street parking is available along the Nandina Street frontage to provide for additional resident and visitor parking, and that a shared electric vehicle is to be provided to reduce the need for residents to own more than one car, the Planning Commission could reasonably find that the parking demand analysis prepared by a professional planner satisfactorily addresses the off-street parking requirements for the proposal.

Tree Preservation and Protection (AMC 18.4.5)

No trees were identified within "Area 3" in the original subdivision tree inventory.

The Kestrel Park Subdivision included a Tree Preservation and Protection Plan, and Tree Removal Permits to remove 26 of the 43 trees identified in the project tree inventory were approved, including one 18-inch diameter Cottonwood removed as a hazard and the remainder removed due to their locations relative to the planned NMNP street system, utility infrastructure and subsequent development of the property. In addition, the area near the preserved wetland includes a large, dense thicket made up mostly of white willows which are to be thinned to a spacing of one every 15 feet, with the remaining non-native underbrush removed. With the completion of the subdivision infrastructure 64 new trees were proposed to be planted to mitigate the original removals.

Solar Access (AMC 18.4.8)

The applicant proposes to address solar access using the Solar Access Performance Standard approach detailed in AMC 18.4.8.040.B to define the height requirements that will protect the applicable solar access standard. With a typical subdivision lot configuration with standard six-foot side yard setbacks, a building complying with Solar Access Standard A would be allowed to shade approximately four feet up the wall of a building at six feet from the property line. The Performance Standards Options Chapter provides some flexibility with regard to setbacks, and the applicant proposes to provide a solar envelope that would preserve solar access comparable to 'Standard A' by allowing the shadow cast by a southern unit to extend no more than four feet above the finished floor of the adjacent building to the north. This would generally mean that the lowest windows would not be shaded and therefore living space within the home would retain the benefits intended by the solar access standards. (See the applicant's 'Sheet 6 – Solar Setback Exhibit'.)

The fourth criterion for Site Review 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 adequacy of public facilities is fully addressed in the Outline Plan discussion under 2.3 above, and the Planning Commission finds that on the basis of that discussion, the proposal complies with all applicable standards in 18.4.6 and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and through the property and adequate transportation can and will be provided to the subject property by the applicant with the current proposal.

The final approval criterion addresses Exception to the Site Development and Design Standards. This criterion does not apply, as no Exceptions have been requested with the current application.

2.5 The Planning Commission finds that the North Mountain Neighborhood Plan (NMNP) includes supplemental approval criteria detailed in AMC 18.3.5.030.C which apply to all projects within the NM district. These criteria require that, in addition to the criteria for approval required by other sections of

this ordinance, applications within the NM district shall demonstrate conformity to the general design requirements of the North Mountain Neighborhood Plan, including density, transportation, building design, and building orientation and shall demonstrate compliance with the specific design requirements as provided in the North Mountain Neighborhood Design Standards.

The Planning Commission finds that the submitted plans demonstrate conformity with the general design requirements of the NMNP including density, transportation, building design and building orientation, and that the proposal conforms to the NMNP, as modified through the development of the neighboring subdivisions, and to the existing neighborhood context.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the proposal for Outline Plan approval of a 16-lot Performance Standards Options subdivision and Site Design Review approval for the proposed 15-unit Kestrel Park Cottages development is supported by evidence contained within the whole record.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve Planning Action #PA-T2-2020-00016. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #PA-T2-2020-00016 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 any new addresses shall be assigned by City of Ashland Engineering Department. Street and subdivision names shall be subject to City of Ashland Engineering Department review for compliance with applicable naming policies.
3. That permits shall be obtained from the Ashland Public Works Department prior to any work in the public right of way, including but not limited to permits for new driveway approaches or any necessary encroachments.
4. That a Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 of the Ashland Land Use Ordinance shall be provided prior to bringing combustible materials onto the property, and any new landscaping proposed shall comply with these standards and shall not include plants listed on the Prohibited Flammable Plant List per Resolution 2018-028.
5. That the tree protection fencing and other tree preservation measures and silt fencing to protect water resource protection zones shall be maintained according to the approved Kestrel Park Subdivision plans as long as there is work on site in proximity to these protection zones.
6. The conceptual plans for Areas #4-7 are not approved here and have been provided for illustrative purposes only. Development of Areas #4-7 shall require all applicable Outline Plan, Final Plan and Site Design Review approvals. The ultimate development proposals for Areas #4-7 shall demonstrate how they are consistent with the minimum density standards of the district for the subdivision as a whole as illustrated in the "Density & Open Space" table.
7. That the Final Plan submittal shall include:

- a. Identification of all easements including but not limited public and private utilities, drainage, irrigation, public and private pedestrian access shall be indicated on the Final Plan submittal for review by the Planning, Engineering, Building and Fire Departments.
- b. Final civil engineering plans including but not limited to the water, sewer, storm drainage, electric and driveway improvements shall be submitted for the review and approval of the Planning, Building, Electric, and Public Works/Engineering Departments. 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, fire hydrants, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins, and locations of all primary and secondary electric services including line locations, transformers (to scale), cabinets, meters and all other necessary equipment. Transformers, cabinets and vaults shall be located in areas least visible from streets, while considering the access needs of the Electric Department. Any required private or public utility easements shall be delineated on the civil plans.
- c. A storm drainage plan detailing the location and final engineering for all storm drainage improvements associated with the project shall be submitted for review and approval by the Departments of Public Works, Planning and Building Divisions. The storm drainage plan shall demonstrate that post-development peak flows are less than or equal to the pre-development peak flow for the site as a whole, and that storm water quality mitigation has been addressed through the final design.
- d. Final engineered construction drawings for Nandina Street, Nest Box Way and the proposed alley shall be submitted for review and approval of the Ashland Planning and Engineering Divisions with the Final Plan application, prior to work in the street right-of-way or installation of improvements in the pedestrian corridor.
 - i. For all sections of Patton, Nandina and Stoneridge where sidewalk improvements are shown outside the right-of-way, public pedestrian access easements or additional right-of-way be provided to accommodate standard sidewalk widths prior to signature of the final survey plat.
 - ii. That for the one-way couplet of Nandina encircling Wetland #2, large stature, irrigated street trees shall be provided at a standard one-per-30 feet spacing behind the sidewalk at the outside edges of both legs of the couplet. In addition, the revised civil plans shall include one to three areas provided with a bench, tree and/or educational display or similar to provide opportunities for passive engagement with the wetland and greenway and/or small areas of pedestrian respite to off-set the previously identified civic space.
 - iii. "Half-Street" improvements for Nest Box Way (formerly Zare Way) shall include a minimum 22-foot paved width to accommodate fire apparatus access, and a one-foot reserve strip (i.e. "street plug") shall be dedicated to the city on the south side of Zare Way improvements on the final survey plat.
 - iv. Alley cross-sections shall comply with the adopted NMNP alley standards, and shall include the full four-foot width shoulders required in the standard.

Right-of-way necessary to accommodate city standard street improvements for the proposed street system shall be dedicated to the city on the final survey plat. The alley width shall be adjusted to address the North Mountain Neighborhood Plan's street standards which call for a 12-foot paved alley surface with four-foot shoulders within a 20-foot right-of-way. All public improvements including but not limited to the paving, curbs, gutters, sidewalk, street trees in irrigated park row planting strips and street lighting shall be installed to City of Ashland standards under permit from the Public Works Department and in accordance with the approved plan prior to signature of the final survey plat.

- e. Final grading and erosion control plans.
 - f. CC&Rs for the Homeowner's Association for review and approval of the Staff Advisor. The CC&R's shall describe responsibility for the maintenance of all common use-improvements including landscaping, storm water facilities and street trees and their planting strips.
 - g. A fencing plan which demonstrates that all fencing shall be consistent with the provisions of the "Fences and Walls" requirements in AMC 18.4.4.060 and that no fencing exceeding three feet in height shall be allowed in front yard areas. Fencing limitations shall be noted in the subdivision CC&R's. The location and height of fencing shall be identified at the time of building permit submittals, and fence permits shall be obtained prior to installation.
 - h. Final site lighting details.
 - i. Final lot coverage calculations demonstrating how lot coverage is to comply with the applicable coverage allowances of the respective zoning districts. Lot coverage includes all building footprints, driveways, parking areas and other circulation areas, and any other areas other than natural landscaping.
 - j. A final size- and species-specific landscape planting which details at least eight percent of the site (3,882 square feet) within the central common open space to be treated with landscape materials suitable for recreational use.
 - k. That the requirements of the Ashland Fire Department relating to fire hydrant distance; fire flow; fire apparatus access, approach, turn-around, and work area; firefighter access pathway; approved addressing; and limits on fencing and gates which would impair access shall be satisfactorily addressed in the Final Plan submittals. Fire Department requirements shall be included in the civil drawings.
8. Prior to submittal of the Area 3/Kestrel Park Cottages final subdivision survey plat for review and signature:
- a. The final survey plat shall be submitted within 12 months and approved by the City of Ashland within 18 months of the Final Plan approval.
 - b. All easements including but not limited to public and private utilities, drainage, irrigation, public and private pedestrian access shall be indicated on the final survey plat as required by the Ashland Engineering Division.
 - c. That the subdivision name and all street names shall be approved by the City of Ashland Engineering Division.

- d. Subdivision infrastructure improvements including but not limited to utility installations, street and alley installation shall be completed according to approved plans prior to signature of the final survey plat.
- e. Electric services shall be installed underground to serve all lots within Area 3, inspected and approved. The electric service plan shall be reviewed and approved by the Ashland Electric, Building, Planning and Engineering Divisions prior to installation. At the discretion of the Staff Advisor, a bond may be posted for the full amount of underground service installation (*with necessary permits and connection fees paid*) as an alternative to installation of service prior to signature of the final survey plat. In either case, the electric service plan shall be reviewed and approved by the Ashland Electric Department and Ashland Engineering Division prior to installation.
- f. That the sanitary sewer laterals and water services including connection with meters at the street shall be installed to serve all lots within Area 3, inspected and approved.
- g. That the properties within the project sign in favor and agree to participate in a local improvement district (LID) for future construction of the Nevada Street bridge across Bear Creek. The agreement shall be prepared by the City of Ashland and signed by the property owner prior to signature of the final survey plat. Nothing in this condition is intended to prohibit an owner/developer, their successors or assigns from exercising their rights to freedom of speech and expression by orally objecting or participating in the LID hearing or to take advantage of any protection afforded any party by City ordinances and resolutions.

Planning Commission Approval

March 10, 2020
Date

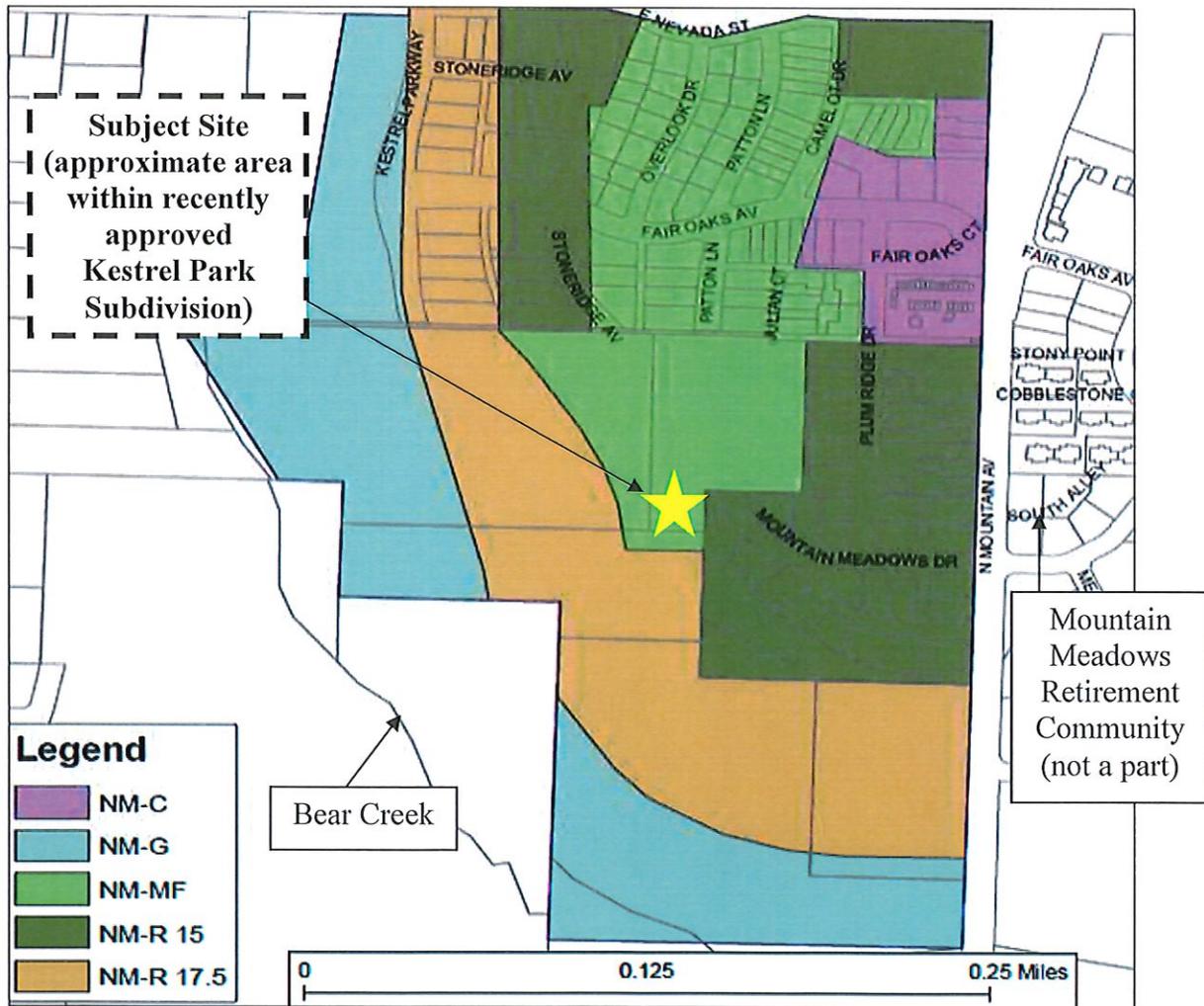
"KESTREL PARK COTTAGES"

Area 3

A PROPOSAL FOR A PERFORMANCE STANDARDS OPTIONS OUTLINE PLAN SUBDIVISION AND SITE REVIEW PERMIT

SUBMITTED TO
CITY OF ASHLAND

FOR
KDA HOMES
604 FAIR OAKS COURT
ASHLAND, OR 97520



North Mountain Zoning Map

RECEIVED

JAN 03 2020

I. PROJECT INFORMATION:

PROJECT NAME: "Kestrel Park Cottages"

LEGAL DESCRIPTION: Area 3, Kestrel Park Subdivision (pending recording)

APPLICANT:
KDA Homes, LLC
604 Fair Oaks Court
Ashland, OR 97520

DESIGNER:
Lindemann Design
PO Box 386
Ashland, OR 97520

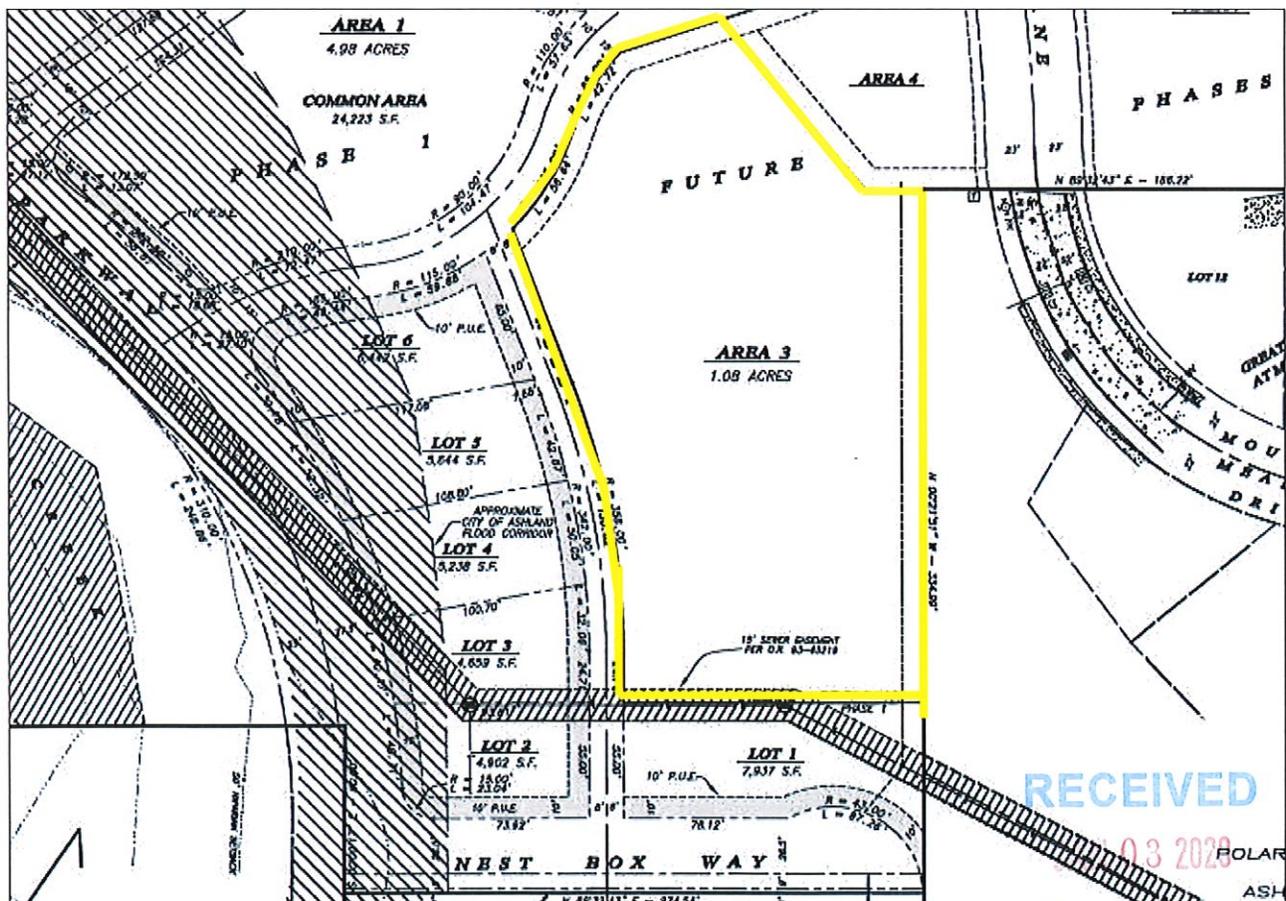
LANDSCAPE DESIGN:
Madara Design, Inc.
2994 Wells Fargo Road
Central Point, OR 97502

LAND USE PLANNING:
Urban Development Services, LLC
604 Fair Oaks Court
Ashland, OR 97520

ENGINEER:
CEC Engineering
132 W. Main Street
Medford, Oregon 97501

ATTORNEY OF RECORD:
Huycke, O'Connor, Jarvis
823 Alder Creek Drive
Medford, OR 97504

PROJECT ZONING: As illustrated in the inserted Zoning Map (above), the property is zoned North Mountain NM-MF (multi-family). The subject property is currently being divided as part of the Kestrel Park Subdivision and is referenced as Area 3 on those plans. Final recording is pending subdivision improvements, including infrastructure, streets and park land dedication. The proposal is regulated by the Ashland Municipal Code, Chapters 18.3.5 (North Mountain Neighborhood District) 18.3.9 (Performance Standards Option) and 18.4 (Site Development and Design Standards).



PROJECT PROPOSAL: The applicants are requesting an Outline Plan and Site Design Review approval, under the Performance Standards Option, for a 16 lot, 15-unit cottage housing subdivision. *Note: The proposal is not technically a cottage housing development as outlined under AMC 18.2.3.090 (Cottage Housing) as the North Mountain Neighborhood area was not included in the recently adopted Cottage Housing Ordinance. Nevertheless, the applicants contend the style and general layout provides for a needed housing type for Ashland and thus proposing a similar type of development, but without the relaxed zoning standards or specific development regulations as provided under the Cottage Housing Ordinance and instead developing the subdivision as a standard multi-family subdivision.*

SUBDIVISION DATA: As approved with the Kestrel Park Subdivision – PA-2018-00005:

Density & Open Space

NM Zone	NM-G	NM-R-1-7.5	NM-MF
Acres	5.99 ac	2.76 ac	4.74 ac
Dwelling Units Per Acre	-	3.6	12
75% to 110% Base Density Requirement	-	7.42 – 11.02	42.66 – 68.25*
Approved Density ((Phase I – Areas 1 & 2))	-	11	4
Proposed Density ((Phase I – Area 3))	-	-	15
Proposed Density ((Phase II – Areas 4 - 7))		-	23.66 – 48.25*

* Final density and open spaces within NM-MF areas are to be determined at the time of each remainder Area’s Site Review Permit, but as noted, the minimum density combined would be 23.66 (24) dwelling units.

PROJECT DATA:

1.11 acres + .22 acres dedicated rights-of-way = 1.41 acres

1.41 acres x 12 du/acre = 16.92 units x 110% = 18.61 units ((15 units proposed))

*Remaining density in NM-MF Kestrel Park Subdivision = (-4 Area #2, -15 Area #3) = 23.66 – 48.25 dwelling units based on AMC 18.3.5.040 F. requiring 75% to 110% of base density to be met.

PROJECT HISTORY: Beginning in 1995, the City of Ashland held a number of neighborhood meetings, including a design charrette, between property owners and neighbors of the North Mountain area which included City staff and Professional Land Use Consultants. The effort eventually culminated in a master plan called the North Mountain Neighborhood Plan which was adopted in 1997 (Ord #2800) and included amendments to the City’s Comprehensive Plan, Zoning Map, Land Use Code and Site Design and Use Standards to guide the eventual development. The expected build-out period at that time was estimated at 20 years.

In 2004, a large portion of the North Mountain Neighborhood was approved for an 81-lot subdivision by a Development Company called Camelot Homes who developed a majority of the subdivision’s road and a few homes, but later sold the property due to the poor economy. The remaining areas of the North Mountain Neighborhood are either pending eventual development or were developed between 2005-2017 by other property owners, including the Julian Square Mixed-Use Development, Great Oaks Subdivision,

RECEIVED

JAN 03 2020

Plumb Ridge Subdivision, Mountain Meadows Retirement Center and the newly constructed three-story condominium building on the corner of Plum Ridge Court and Fair Oaks Avenue.

In 2018, the Planning Commission approved an Outline Plan proposal for a 15-unit, 17-lot subdivision for Areas 1 and 2 of the Kestrel Park Subdivision, including a remainder parcel which included identified future phasing areas #3 - #7. The Final Plan was approved in December of 2019 and construction infrastructure has begun at the time of writing.

PROPERTY DESCRIPTION: Area #3 is of the Kestrel Park Subdivision is 1.11 acres. The property is vacant and relatively flat, but for the northeast corner of the parcel where it is steeply sloped. There are no other natural features in this particular area.

PROJECT PROPOSAL:

Subdivision: The applicants are proposing to develop Area #3 of the Kestrel Park Subdivision as a 16-lot, 15-unit cottage housing type of subdivision, similar to the recently adopted Cottage Housing Ordinance. The units will be on their own individual tax lots and include a common lot which will include open space, sidewalks, parking, trash storage area, etc.

Site Design Review: Of the 15 cottage housing “type” units proposed, a total of 12 will be 800 square feet or less and the remaining three roughly 1,120 square feet in size. Ten of the units are attached as duplex units and five detached units – all of which will be on their own lot. Other than the attached units, all of the buildings are to be separated by at least 12’ and comply with all other setback and dimensional standards as required under Table 18.3.5.060 (North Mountain Neighborhood District Dimensional Standards). The applicants intend to construct all of the units as Net Zero with solar panels installed at the time of occupancy and each will be Earth Advantage Platinum certified.

Proposal vs. Cottage Housing Ordinance Units: The proposed development is very similar to the recently adopted Cottage Housing Ordinance, Ordinance #3147, November 2017, but the proposal is not being proposed under those particular design standards as the North Mountain Neighborhood District’s land use code of listed permissible uses is silent on Cottage Housing, but Cottage Housing is an identified use in most other zones. This appears to have been an oversight in the Cottage Housing Ordinance’s recent adoption, but nevertheless, the applicants are proposing a similar housing type herein as “multi-family” housing, but not receiving the various benefits as permitted under the adopted Cottage Housing Ordinance (i.e. reduced dimensions between buildings, solar access flexibility, parking flexibility, etc.). That said, throughout this narrative and as illustrated on the design plans, it is evident the adopted Cottage Housing Ordinance’s flexible design provisions are considerable, but the applicants contend the proposed development offers a little more housing size, space between buildings and parking.

Architecture: The units will be simple, but elegant in order to not overwhelm the common spaces. Each unit will have a large private front porch, varying in location or roof style, often times with a slightly different material or paint color to provide distinction. All of the units will be single story and all of the units will have roofs oriented for positive solar access. Whenever possible, front orientation onto the

RECEIVED
4 | Page
JAN 03 2020

City of Ashland

common open space or adjacent public rights-of-way has been considered as it not only meets the intent of the Cottage Housing Ordinance, but the applicant's goal of being creating a positive neighborly environment.



Earth Advantage Platinum – NET ZERO: The applicants are proposing to develop *all* of the units as Earth Advantage Platinum and be Net Zero. The Earth Advantage program is an “optional” conservation home certification program intended to produce high performance sustainable homes for people increasingly interested in energy efficiency and healthier residences. The standards significantly exceed typical code requirements and are based on achieving points covering five categories – energy efficiency, healthy indoor air quality, resource efficiency, environmental responsibility and water conservation. Verified by third party analysts, the program offers three levels of certification: Silver, Gold and Platinum.

The applicants are excited to be contributing towards a more sustainable housing approach in Ashland with the development and success of both Verde Village and Phillips Corner which are Earth Advantage Platinum - Net Zero Ready certified and the 12 unit Garden Cottages off Laurel Street, currently under construction, which is Earth Advantage Platinum Net Zero. Those projects have been praised by representatives from the Earth Advantage program as being the first of their kind in the Pacific Northwest. Overall, the applicants intend to develop the property with certain goals and policies as outlined within the City's recently adopted Climate & Energy Action Plan. Global climate change is today's most pressing issue and most Americans favor taking meaningful action. Buildings alone are responsible for 40% of the total energy used in the United States and zero energy homes can help reduce our reliance on fossil fuels.

Parking: A total of 1.75 parking spaces per two-bedroom unit or 26.25 parking spaces are required for the 15 cottages and 24 parking spaces are proposed, one of which will be designated as a “shared electric parking vehicle” for the use by all of the projects residents. A total of 15 parking spaces, one for each unit, will be covered with carports which will include some storage area for bike parking and other

RECEIVED

JAN 03 2020 5 | Page

storage needs. The parking space dimensions and amount have been based on AMC Chapter 18.4.3 and Table 18.4.3.040. All site parking will be along the alley which optimally utilizes the property and eliminates excess asphalt and solar heat gain. No on-street parking credits are requested, although six parking spaces along the property's street frontage will be available for guests and tenant parking.

Parking Demand Analysis: As noted, the proposed 15 unit cottage housing "style" development is deficient 2.25 parking spaces, but does include mitigating factors in order to explain the proposal based on AMC Chapter 18.4.3.030 A. 3. which provides the opportunity for a different parking standard when compared to the City's standard parking ratio table based on the following:

18.4.3.030 A.3. Parking Demand Analysis. The approval authority through a discretionary review may approve a parking standard that is different than the standards under subsections 18.4.3.030.A.1 (standard parking space table) and 18.4.3.030.A.2 (Unspecified Uses) as follows:

a. The applicant submits a parking demand analysis with supporting data prepared by a professional engineer, planner, architect, landscape architect, or other qualified professional;

b. The parking analysis, at a minimum, shall assess 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 independent of, the options provided under section 18.4.3.060, Parking Management Strategies.

A total of 15 two-bedroom multi-family units on independent parcels are proposed with this cottage "style" application. Within the Ashland Municipal Code (AMC) Table 18.4.3.040 – Automobile Parking Spaces by Use, identifies two-bedroom multi-family units as needing 1.75 parking spaces per unit or 26.25 total on-site parking spaces and the application only proposes 24 on-site parking spaces, one of which will be used for a dedicated shared electric vehicle to be owned and managed by the Home Owners Association. *Note: the applicants will not just be providing a regular vehicle for the car share program, but it will be a shared "electric" vehicle with the intent to not only "optimize" parking spaces, limit the need for multi-vehicle ownership and reduce vehicular miles traveled, but the goal is to also reduce carbon emissions and reduce reflective heat gain where possible.*

From the Project Planner's professional perspective, the subject application is unique or has circumstances that warrants a reasonable reduction of 2.25 less parking spaces. These include:

- The Institute of Traffic Engineers (ITE), Parking Manual 3rd Edition, identifies similar residential developments, Land Use Group #230, as having peak parking demands of 1.46 parking spaces per dwelling unit which would be 21.9 parking spaces vs. 26.25. The ITE findings identify the 33rd percentile of needing 1.38 parking spaces and the 85th percentile needing 1.68 spaces or an equivalent of 20.7 to 25.2 parking space in this application's case (attached).
- The City of Ashland's recent "Cottage Housing Ordinance" allows for one parking space if units are less than 800 square feet in size, 1.5 parking spaces per unit if less than a 1,000 square feet and 2

RECEIVED

JAN 03 2020 6 | Page

City of Ashland

parking spaces for units greater than a 1,000 square feet. If the proposal was developed under the City's adopted Cottage Housing Ordinance and not considered "single family" (explained below), the parking demand would equate to 24 parking spaces, consistent with the amount proposed herein. *Note: Of the 15 cottage units proposed, eight units are 837 square feet and four are 880 square feet or roughly 4% to 10% greater than the threshold of the single parking space provision allowed under the Cottage Housing Ordinance if the units were 800 square feet or less.*

- No on-street parking credits are being requested or granted with this application, however, there are six parking spaces located along the property's Nandina Street frontage, in addition to numerous parking spaces within a 200' distance to the site such as the area along the Kestrel Park Open Space or the single family lots on the opposite side of Nandina Street. In fact, the extremely low use of on-street parking by existing residents within the adjacent Meadowbrook Subdivision is evidence of the extremely low utilization of on-street parking.
- A key consideration for this particular project relates to the "multi-family" vs. "single-family" definitions as the latter is described under the Definitions Section of the AMC as being "a detached or attached structure containing one dwelling unit *located on its own lot*" whereas the a multi-family dwelling definition is "a dwelling in a structure or grouping of structures containing *two or more dwelling units located on one lot (emphasis added)*". In this application's case, the proposed units are to be located on their own individual lots. However, there is no distinguishable difference or evidence in actual parking demand than if all the units were on one large lot. This is important as "single family dwellings" (on their own lot) are excluded from the City's various Parking Management Strategies (AMC 18.4.3.060) which otherwise allows applications for any other type of land use within the City to apply for a 50% on-site parking reduction with the availability of on-street parking credits, alternative vehicle parking (extra bike/motorcycle parking), transit facilities credits, etc. In this particular case, there are six on-street parking spaces along the frontage of Nandina Street, three of which would address the parking minimum if the subject units were not on their own lot.
- The proposed shared electric vehicle is purposefully intended to encourage owners to *not* feel obligated to need a second vehicle but to instead rely on the shared vehicle for short local trips. And, although not all owners/tenants will desire or be able to participate in the car share program (i.e., two drivers with different working schedules or two drivers who simply prefer ultimate driving convenience), studies indicate developments with car share opportunities can reduce the need of second cars within a development by as much as 43%. In this particular case, the requested reduction in 2.25 parking spaces with the shared vehicle is less than 10%.
- Public ride share opportunities such as Zipcar or on-demand services such as Uber, Gett and Lyft are changing parking demand nationally, as much as 27% and expected to climb to 40% by 2040.

The above points are an overall analysis intended to look at the various parking circumstances and trends associated with the property or technology and evidence the demand for 26.25 parking spaces (1.75 parking spaces per unit) is not necessary for this particular application and that the 24 on-site parking spaces provided will suffice, especially when one considers the mitigating benefits the shared vehicle

RECEIVED

JAN 03 2020

7 | Page

City of Ashland

provides, understands there are six available on-street parking spaces that would otherwise be considered if the subject cottages were not “technically” on their own tax lots and the fact that new ride share technologies, such as Zipcar, Uber and Lyft, are quickly emerging causing parking ratios in multi-family developments to trend lower than current code ratios.

In conclusion, the response to the criterion for a Parking Demand Analysis, AMC 18.4.3.030 A.3.b (inserted on Page #6) and addressed herein finds the average parking demand for the proposed 15 two-bedroom unit cottages is less than code whereas the 24 on-site parking spaces as proposed and another six available along the Nandina Street frontage are adequate.

The analysis points to the fact the Institute of Traffic Engineers (ITE) Parking Generation manual identifies parking studies showing a ratio that is less than current code for similar uses and because the applicants are proposing a unique opportunity by providing an electric car and proposing a car sharing program located on-site, owned and operated by the development’s Home Owners Association, the parking demand is less 1.75 parking spaces per two-bedroom unit and that current trends of other “off-site” ride share programs such as Uber and Lyft are continuing to have an impact on the demand for vehicular ownership and on-site parking, consistent with the Institute of Traffic Engineers adopted ratios and consistent with the City’s recent parking reduction decision with the adoption of the Cottage Housing Ordinance. Further, the combined nature of changing demographics (smaller households, demand for more independent living, shifting budgets, etc.) and the lightning quick technological advancements in the smart technology and vehicle industry are rapidly reducing the ratio of cars per household. As such, the analysis justifies what is an equivalent of 2.25 spaces or less than 10% parking reduction.

Bike Parking: The project’s bike parking will be provided within each unit’s designated parking space within the carport structure’s storage area. Initially a bike parking barn was proposed to be located near the open space area or trash enclosure area, but the applicants design team decided the open space would be compromised. The CC&Rs will specifically exclude bike parking on porches to avoid visual clutter, but mainly to encourage social interaction with neighbors.

Solar Access: Similar to the adjacent subdivision to the north (Meadowbrook Subdivision, PA-2003-158), the applicants are requesting some solar flexibility which would allow a shadow from a southern unit to extend 4’ above the finished floor of the adjacent building to the north per the provisions allowed under 18.4.8.040 B. Solar Access Performance Standard, which essentially permits proposals to pre-define the height/shadow allowances of the units to ensure the adopted solar access standards are being complied with. In typical cases, the solar code is based on 6’ tall fences being placed 6’ from the unit (i.e., the yard setback) which would, in theory, cast a shadow 4’ above the finished grade of the northern house. In this cottage style site plan, there are no proposed fences in-between buildings that would produce a similar effect, but the shadow from the adjacent unit would be cast as if a 6’ fence was present.

In addition, there are two additional points to clarify on this matter. First, the extended shadow does not fall onto adjacent properties off the premises as the area to the north is a public right-of-way. Secondly, the applicants are proposing to include solar panels on each of the cottage unit’s roof with the intent to be NET ZERO, which in theory is to produce equal or more electricity than the unit consumes. As such, the

- Electric: Electric service is available from Nandina Street or Nest Box Way. All new services will be underground. Civil Engineering drawings will be provided at the time of the Final Plan application.
- Sanitary Sewer: The property is to be served by a 8” sanitary sewer main in both Nandina as well as the planned alley.
- Water: The property is served by an 8” water main in Nandina Street.
- Storm Drainage: The property is to be served by storm water lines in both the alley and Nandina Street. Storm water is to be collected into the subdivision’s storm water detention pond located within the dedicated open space area directly west of Kestrel Park. The detention facility provides an on-site facility capable of accommodating a 25 year storm event in accordance with the Rogue Valley Storm Water Quality Design Manual.

Time Schedule of the Development: The project’s infrastructure installation is currently under way and construction for this particular phase is to commence immediately thereafter.

III. PROJECT FINDINGS OF FACT:

The following information has been provided by the applicants to help the Planning Staff, Planning Commission and neighbors better understand the proposed project. In addition, the required *findings of fact* have been provided to ensure the proposed project meets the requirements and procedures outlined in the Ashland Municipal Code (AMC) pertaining to the Performance Standards Options Subdivision requirements in Chapter 18.3.9 and Site Development and Design Standards Chapter 18.4.

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

Section 18.3.9.040 A.3 Outline Plan for Performance Standards Options Subdivision Criteria

3. Approval Criteria for Outline Plan. The Planning Commission shall approve the outline plan when it finds all of the following criteria have been met.

a. The development meets all applicable ordinance requirements of the City.

Unless otherwise noted herein, the applicants contend the proposed subdivision meets all applicable ordinance requirements of the City of Ashland.

That said, the Purpose Statement of the Performance Standards Option Subdivision (AMC 18.3.9.010) “*is to allow an option for more flexible design than is permissible under the conventional zoning codes. The design should stress energy efficiency, architectural creativity, and innovation; use the natural features of the landscape to their greatest advantage; provide a quality of life equal to or greater than that provided*

in developments built under the standard zoning codes; be aesthetically pleasing; provide for more efficient land use; and reduce the impact of development on the natural environment and neighborhood”.

Through the use of flexible design, the applicants have:

- 1) *Stressed energy efficiency, architectural creativity and innovation:* The applicants are proposing to construct Earth Advantage Platinum homes, Net Zero homes and generate attractive architectural housing facades that is consistent with the existing architectural styles and mass of the adjoining subdivisions;
- 2) *Used the natural features of the landscape to their greatest advantage:* The proposed cottages are one phase of the Kestrel Park Master Plan which includes the parent parcel’s natural features such a nearby wetland as well as the future Bear Creek Greenway area to the west and incorporated these features in the development plans. The subject site is relatively void of natural features;
- 3) *Provide for a quality of life equal to or greater than that provided in developments built under the standard zoning codes:* The applicants have generated a plan that incorporates the site’s natural elements where possible and embraced the “human scale” concepts of the North Mountain Neighborhood Plan (connectivity, use of alleys, street facing homes, etc.).
- 4) *Provide for more efficient land use:* The mixture of housing types within the planned range of densities in an integrated pattern improves transportation options and maximizes community interaction;
- 5) *Reduces the impact of development on the natural environment and neighborhood:* The entire North Mountain Neighborhood Plan is predicated upon the natural topography and taking care of to preserve the site’s significant natural features such as the Bear Creek Greenway. The applicants contend the preservation and enlargement of the site’s wetland is further evidence of preserving the site’s natural features and integrating the proposed subdivision into the neighborhood.

b. Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.

All of the site’s utilities will extend to the subject property from the various public utility easements and street rights-of way surrounding the site. Based on discussions with the various service providers, there is adequate capacity to serve the proposed development. All utilities will extend to and through the property as identified on the Conceptual Utility Plan, including to the south end of the property where it abuts the Spartan Ashland Stella Real Estate, LLC. property, Tax Lot 2800, where infrastructure, utilities and roads are expected to continue to North Mountain Avenue as contemplated under the North Mountain Neighborhood Plan. At the time of the application’s Final Plan submittal, Civil Engineered drawings will be submitted identifying specific utility information.

c. The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.

RECEIVED

JAN 03 2020

City of Ashland

To the most reasonable extent of the applicants' abilities, physical constraints of the property, North Mountain Neighborhood Overlay Plan and the adopted North Mountain Neighborhood's development standards, the applicants contend that the existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified and such significant features have been included in the open space, common areas, and unbuildable areas of the development.

d. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.

The subject property is a phased area within the Kestrel Park Subdivision which has been designed to be consistent with the North Mountain Area Master Plan, land use specifications and planned and existing street locations. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.

e. There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.

As noted, after the development's streets, wetland and storm water management facilities are to be completed, prior to signature of the final plat for the Kestrel Park Subdivision, which this is a phase of. The large open space area between Kestrel Parkway and Bear Creek will be dedicated to the City of Ashland's Parks and Recreation Department per the North Mountain Neighborhood Plan. Private agreements as they relate to the maintenance of the wetland mitigation area and storm water filtration ponds will be executed at the time of the Master Plan's final plat. The other common open space areas, including the site's large wetland and riparian buffer area will be owned and managed by the subdivision's Home Owner's Association (HOA), which this phase will be a part of. The subject cottage phase will also have its own HOA regulating on-site management issues, but pay their proportional share of association dues to be paid by the master association for items such as planting strip maintenance, storm water detention maintenance, etc.

f. The proposed density meets the base and bonus density standards established under this chapter.

The density proposed herein is consistent with the allocated densities established with the Kestrel Park Subdivision Master Plan as illustrated on Page #3 which is consistent with the area's base density which includes a "requirement" that such density be 75% to 110% of the zone's identified dwelling units per acre.

In this case, the subdivision has 2.75 acres of R-1 17.5 land (Single Family - Area #1 – Lots #1 – 11) with a base density of 3.6 units per acre and a required range of density that is between 7.42 units and 11.88 units. The approved density in the initial phase was for 11 single family units within the North Mountain Single Family zone (Area #1) and four homes within the North Mountain Multi-Family zone (Area #2). This particular area of the subdivision (Area #3) is 1.41 acres with a base density of 12 units per acre or 16.92 dwelling units. As such, the required range of density would be from 12.69 to 18.61 and the applicants propose 15 units.

RECEIVED

JAN 03 2020

City of Ashland

The remaining density in NM-MF Kestrel Park Subdivision = (-4 Area #2, -15 Area #3) = 23.66 – 48.25 dwelling units based on AMC 18.3.5.040 F. requiring 75% to 110% of base density to be met. Each of the remaining phases will also be subject to a Site Review Permit and will include justification the range of density as required under the North Mountain Plan is being complied with.

g. The development complies with the Street Standards.

All surrounding streets, including the adjacent alley to the subject property, are currently under construction and comply with City Street Standards.

Section 18.3.9.040 A2.k. Written Statement for Outline Plan Subdivisions

k. A written statement which will contain an explanation of:

i. The character of the proposed development and the manner in which it has been designed to take advantage of the Performance Standards Concept.

The proposal has been designed in accordance with the purpose statement of the Performance Standards Options subdivision, as well as many recent policies and codes adopted to address Ashland's land use building inventory needs, housing needs, efficient use of the land, environmental considerations, neighborhood context and be aesthetically pleasing to the community and tenants with the intent to provide an improved quality of life when compared to conventional zoning developments.

ii. The proposed manner of financing.

The proposed manner of financing will occur through conventional loans and personal investment capital.

iii. The present ownership of all the land included within the development.

See attached application information.

iv. The method proposed to maintain common open areas, buildings and private thoroughfares.

The method proposed to maintain common open areas, shared vehicle and private thoroughfares will be via a Home Owners Association, including the incorporation of private restrictions and maintenance provisions (CC&R's), all of which will be included at the time of the Final Plat.

v. The proposed time schedule of the development.

The general time schedule of the development will occur in the spring of 2020 and be completed towards the end of the summer.

11.03.2020
11.03.2020

vi. The findings of the applicant showing that the development meets the criteria set forth in this Ordinance and the Ashland Comprehensive Plan.

As noted herein, the proposal complies with the City's Land Use Ordinance and Comprehensive Plan. No exceptions or variances are proposed with this application. The applicants have gone to significant lengths to address not only the adopted standards, but include innovative conservation elements addressing policies and goals of the City's Climate Energy and Action Plan. As such, the proposal complies with the City's development standards and pertinent development criteria.

AMC 18.3.5.030 C. North Mountain Neighborhood Supplemental Approval Criteria

Supplemental Approval Criteria. In addition to the criteria for approval required by other sections of this ordinance, applications within the NM district shall also meet all of the following criteria.

1. The application demonstrates conformity to the general design requirements of the North Mountain Neighborhood Plan, including density, transportation, building design, and building orientation.

To the best of the applicants' abilities, the submitted subdivision plan demonstrates conformity to the general design requirements of the North Mountain Neighborhood Plan, including density, transportation, building design, and building orientation.

2. The application complies with the specific design requirements as provided in the North Mountain Neighborhood Design Standards.

The application complies with the specific design requirements as provided in the North Mountain Neighborhood Design Standards as noted in AMC 18.3.5.100 A. #1 – 8.

Section 18.5.2.050 Site Design Review 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.

To the best of the applicant's knowledge all City regulations of the underlying NM-MF zone are or will be complied with. All building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards have been evaluated and re-evaluated to ensure consistency with the applicable provisions of the Ashland Municipal

RECEIVED

14 | Page

JAN 03 2020

Code. The applicants are not requesting any exceptions or variances.

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

To the best of the applicant's knowledge, the proposal complies with all applicable overlay zone requirements which include the North Mountain Neighborhood Design Standards of Chapter 18.3.5.100.

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.

To the best of the applicant's knowledge, the proposal complies with all applicable Site Development and Design Standards which include provisions for access management, building orientation, parking configuration, etc. The application's various plans have been primarily based on the City's Site Development and Design Standards.

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.

To the best of the applicant's knowledge, the proposal complies with all 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. Multiple meetings have occurred with the City's various department heads / staff and other utility providers and at no time was there any indication adequate capacities of any public facilities are in question.

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

Not applicable. No exceptions are proposed.

18.4.2.030 Building Placement, Orientation, and Design - Multi-Family Residential Development

18.4.2.030 Residential Development

A. Purpose and Intent. For new multi-family residential developments, careful design considerations must be made to assure that the development is compatible with the surrounding neighborhood. For example, the use of earth tone colors and wood siding will blend a development into an area rather than causing contrast through the use of overwhelming colors and concrete block walls.

As noted, multiple concept plans were explored prior to committing to the proposed plan, including

the addition of a 16th unit, but was eventually removed due in part to parking and concern about support. The plans have also been revised from initial concept designs to include better orientation towards Nandina Street which have provided street facing facades similar to the rest of the neighborhood. In the end, the applicants contend the proposed plan, is far superior then the original concept plans and will provide much needed housing to the community.

1. Crime Prevention and Defensible Space.

a. Parking Layout. Parking for residents should be located so that distances to dwellings are minimized. However, avoid designs where parking areas are immediately abutting dwelling units because there is little or no transition from public to private areas. Parking areas should be easily visible from adjacent areas and windows.

Although not necessarily the design team's primary consideration, consideration of defensible space is always a point of discussion. In this particular case, the parking area is along the alley, consistent with not only the North Mountain Neighborhood Plan and Site Design Standards, but also various transportation policies of the City. The area will be lit by a single parking light pole with ambient light coming from the units themselves. The surrounding density, including the proposed housing on the opposite side of the alley, and orientation of the cottages provides a reasonable level of neighborly security.

b. Orientation of Windows. Windows should be located so that vulnerable areas can be easily surveyed by residents.

Windows have been located so that vulnerable areas can be easily surveyed by residents.

c. Service and Laundry Areas. Service and laundry areas should be located so that they can be easily observed by others. Windows and lighting should be incorporated to assure surveillance opportunities. Mail boxes should not be located in dark alcoves out of sight. Barriers to police surveillance such as tall shrubs and fences should be avoided.

There are no common service or laundry areas within the proposed development. However, appropriately placed windows and lights are planned to be incorporated throughout the project to minimize uncomfortable zones and to promote natural surveillance opportunities. Mail box location has yet to be determined, but surveillance will be a consideration when discussing with the Ashland Postmaster.

d. Hardware. Reliance solely upon security hardware in lieu of other alternatives is discouraged.

The applicants are aware of this provision and do not intend to rely on any security hardware at this time.

e. Lighting. Site development should utilize lighting prudently. More lighting does not necessarily mean better security. Lighting should be oriented so that areas vulnerable to crime are accented.

The applicants intend to light the project sparingly and intend to incorporate down lighting techniques and fixtures. Low luminary emitting lights will be provided along all common area sidewalks.

f. Landscaping. Plant materials such as high shrubs should be placed so that surveillance of semi-public and semi-private areas is not blocked. Thorny shrubs will discourage crime activity. Low shrubs and canopy trees will allow surveillance, hence, reduce the potential for crime.

The applicants are aware of this provision and have chosen plant material and location based on the local climate, water conservation techniques, maintenance and surveillance.

B. Applicability. Except as otherwise required by an overlay zone or plan district, the following standards apply to residential development pursuant to section 18.5.2.020. See conceptual site plan of multi-family development in Figure 18.4.2.030 (see below).

C. Building Orientation. Residential buildings that are subject to the provisions of this chapter shall conform to all of the following standards. See also, solar orientation standards in section 18.4.8.050.

1. 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.

The applicants firmly believe a successful development is one that is not only livable and appreciated by the tenants, but one that also respects the adjacent rights-of-way in relation to human scale design. In this case, the two buildings along Nandina Street are oriented towards the street and include porches and direct sidewalk links to their entrances. Further, the mass of each building was specifically placed in this location in order to “appear” similar to other single family homes within the North Mountain Neighborhood, and not necessarily multi-family or cottages like.

2. 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.

Automobile circulation and off-street parking is located off the alley, not between any buildings and the streets. The applicants have included a landscaping plan that includes some screening techniques from Nandina to the parking area so as to mitigate the parking lot’s appearance.

3. 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.

Not applicable as there is no build-to line or maximum front setback.

D. Garages. The following standards apply to garages, carports, canopies, and other permanent and temporary structures used for parking or storing vehicles, including those parking and vehicle storage structures accessory to detached single-family dwellings. The standards are intended to

RECEIVED

JAN 03 2020

City of Ashland

balance residents' desire for a convenient, safe, and private vehicle access to their homes with the public interest in maintaining safe and aesthetically pleasing streetscapes. The standards therefore promote pedestrian safety and visibility of public ways, while addressing aesthetic concerns associated with street-facing garages. For the purpose of this subsection, a garage opening is considered to be facing a street where the opening is parallel to or within 45 degrees of the street right-of-way line.

1. 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.

All planned spaces and carports are oriented from the alley and do not face the public street.

2. 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.

All carports are oriented internally and none face a public street.

E. 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.

All proposed building materials are commonly found throughout Ashland and all paint colors are intended to be earth tone, but for minor instances for accent treatments. In no case are bright neon-type colors which are intended to attract attention will be used.

F. 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.

The project's landscaping plan identifies street trees, 1 per 30', of street frontage on Nandina Street. All trees have been chosen by the Ashland Street Tree Guide.

G. Landscaping and Recycle/Refuse Disposal Areas. Landscaping and recycle/refuse disposal areas shall be provided pursuant to chapter 18.4.4.

Landscaping and recycle/refuse disposal areas will be provided pursuant to chapter 18.4.4. The plans identify a recycle and refuse area along the alley, easily accessible for Ashland Recology service equipment. Such areas are also screened from public view via walls and a gate.

H. Open Space. Residential developments that are subject to the provisions of this chapter shall conform to all of the following standards.

1. Recreation Area. An area equal to at least eight percent of the lot area shall be dedicated to open

space for recreational use by the tenants of the development.

Roughly 9% of the cottage development is dedicated as recreational space, not including the unit's large front porches. In addition, the applicants have attempted to create both common and private recreational spaces in order to provide this particular "multi-family" development and its tenants a comfortable urban living environment. The recreational spaces are well thought-out and provide dual purpose by articulating the building's architecture, enhance the public right-of-way and provide open space with limited fencing for comfort.

2. Surfacing. Areas covered by shrubs, bark mulch, and other ground covers that do not provide suitable surface for human use may not be counted towards this requirement.

All surface areas within the identified recreational space areas are useable and suitable for human activity.

3. Decks and Patios. Decks, patios, and similar areas are eligible for open space.

A combination of recreational spaces are proposed in this development which include porches on each unit and a passive butterfly garden near the center for assembly opportunities.

4. Play Areas. Play areas for children are required for projects of greater than 20 units that are designed to include families. Play areas are eligible for open space.

Not applicable as the proposal is for 15 cottage style units, but it's important to note the property is part of the Kestrel Park Subdivision which will include a six acre public natural area and the eventual Bear Creek Greenway. In addition, Kestrel Park, a dedicated and improved public park, is less than a five minute walk.

Section 18.4.4 Landscaping, Lighting, and Screening – Site Design Review:

18.4.4.030 Landscaping and Screening

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

The proposal complies with this standard. As noted on the Landscape Plan, all portions of the lot are landscaped that do not have buildings, driveways or parking areas.

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

The proposal complies with this standard and the NM-MF zone's maximum 75% lot coverage. Further, the landscaping plan has been designed by a certified landscape designer and tree arborist who has worked within the Rogue Valley for over 30 years who is very capable of identifying plant choices that are best suited for the property based on not only climate, but also the site's physical characteristics. The plantings have all been chosen to cover their respective landscape areas by 50% within the 1st year and 90% after five years.

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

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

The subject property is void of existing trees.

2. Plant Selection.

a. Use a variety of deciduous and evergreen trees, shrubs, and ground covers.

A variety of deciduous and evergreen trees, shrubs, and ground covers have been selected for this application.

b. Use plants that are appropriate to the local climate, exposure, and water availability. The presence of utilities and drainage conditions shall also be considered.

The Landscape Designer has used plants appropriate to the local climate. The landscaping plan identifies plants and trees located in areas for optimum purpose such as shade, privacy, aesthetic and exposure for the purpose of water conservation.

c. Storm Water Facilities. Use water-tolerant species where storm water retention/detention or water quality treatment facilities are proposed.

The project's storm water facility is to be located within the planned storm water detention pond within the Kestrel Park open space area. The final design will be similar to the storm water pond within the improved section of the City's park (Kestrel Park) which now appears as a natural wetland.

d. Crime Prevention and Defensible Space. Landscape plans shall provide for crime prevention and defensible space, for example, by using low hedges and similar plants allowing natural surveillance of public and semi-public areas, and by using impenetrable hedges in areas where physical access is discouraged.

The proposed landscape plans do not include tall plantings of hedges along walkways in order to encourage comfortable and safe pedestrian activity.

e. Street Trees. Street trees shall conform to the street tree list approved by the Ashland Tree Commission. See the Ashland Recommended Street Tree Guide.

All proposed street trees were chosen from the Ashland Recommended Street Tree Guide.

3. Water Conserving Landscaping. Commercial, industrial, non-residential, and mixed-use developments that are subject to chapter 18.5.2 Site Design Review, shall use plants that are low water use and meet the requirements of 18.4.4.030.I Water Conserving Landscaping.

Not applicable as the application is for residential, multi-family housing. However, the project's Landscape Designer has chosen water conservation landscaping plants throughout the project.

4. Hillside Lands and Water Resources. Landscape plans for land located in the Hillside Lands overlay must also conform to section 18.3.10.090 Development Standards for Hillside Lands, and in the Water Resources overlay must also conform to section 18.3.11.110 Mitigation Requirements for Water Resource Protection Zones.

Not applicable as the subject property is not within a designated hillside or water resource area.

5. Screening

a. Evergreen shrubs shall be used where a sight-obscuring landscape screen is required.

b. Where a hedge is used as a screen, evergreen shrubs shall be planted so that not less than 50 percent of the desired screening is achieved within two years and 100 percent is achieved within four years. Living groundcover in the screen strip shall be planted such that 100 percent coverage is achieved within two years.

No site-obscuring landscaping is necessary, but if it is determined during construction one should be necessary, the applicants will use an evergreen type of shrub.

6. Plant Sizes

a. Trees shall be not less than two-inch caliper for street trees, and 1.5-inch caliper for other trees at the time of planting.

b. Shrubs shall be planted from not less than one gallon containers, and where required for screening shall meet the requirements of 18.4.4.030.C.5 Screening.

All street trees will be 2" caliper and all others 1.5" caliper per the above standard. All plants are at least one-gallon.

03/03/2021
10:11:11 AM

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

No existing trees exist on the subject property.

E. Street Trees. The purpose of street trees is to form a deciduous canopy over the street. The same effect is also desired in parking lots and internal circulation streets; rows of street trees should be included in these areas where feasible. All development fronting on public or private streets shall be required to plant street trees in accordance with the following standards and chosen from the recommended list of street trees.

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

All street trees are proposed to be planted in the adjacent planting strips paralleling Nandina Street. All street trees will include irrigation and planted in accordance with the standards of the Community Development Department. All irrigation and maintenance of the trees and groundcover within the planting strips will be the responsibility of the Home Owners Association.

2. Spacing and Placement of Street Trees

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

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

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

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

e. Street trees shall not be planted closer than 2.5 feet from the face of the curb. Street trees shall not be planted within two feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees, or tree wells, shall be at least 25 square feet; however, larger cuts are encouraged

because they allow additional air and water into the root system and add to the health of the tree. Tree wells shall be covered by tree grates in accordance with City specifications.

g. Street trees planted under or near power lines shall be selected so as to not conflict with power lines at maturity.

h. Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation, where approved pursuant to section 18.4.6.040 Street Design Standards, may be utilized to save existing street trees, subject to approval by the Staff Advisor.

To the best of the applicant's ability, the above street tree standards can and will be met. The proposed project is a collaboration of many professionals, including a Landscape Designer and Civil Engineer, who have reviewed the City's street tree standards and designed the project accordingly.

3. Pruning. Street trees, as they grow, shall be pruned to provide at least eight feet of clearance above sidewalks and 12 feet above street roadway surfaces.

The applicants will include this or similar language within the eventual Home Owner Association documents in order to maintain proper clearance.

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

Not applicable as there are no existing trees on this parcel.

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

1. Landscaping.

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

A total of seven percent of the parking lot is landscaped and does include shade trees for every seven uncovered spaces in order to create a canopy effect as well as break-up the surface mass of asphalt.

b. The tree species shall be an appropriate large canopied shade tree and shall be selected from the street tree list approved by the Ashland Tree Commission to avoid root damage to pavement and utilities, and damage from droppings to parked cars and pedestrians. See the Ashland Recommended Street Tree Guide.

The parking lot trees have been chosen from the City's Recommended Street Tree Guide.

c. The tree shall be planted in a landscaped area such that the tree bole is at least two feet from any curb or paved area.

The trees within the parking area are to be planted in landscaped islands with curbing on either side, but such that the tree bole is at least two feet from any curb or paved area.

d. The landscaped area shall be distributed throughout the parking area and parking perimeter at the required ratio.

The landscaping within the parking area is distributed.

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

The application complies and is consistent with this planting standard.

2. Screening.

a. Screening Abutting Property Lines. A five foot landscaped strip shall screen parking abutting a property line. Where a buffer between zones is required, the screening shall be incorporated into the required buffer strip, and will not be an additional requirement.

The projects parking spaces do not sit directly adjacent to a residential zone as the trash enclosure is between the parking spaces and the adjoining property.

b. Screening Adjacent to Residential Building. Where a parking area is adjacent to a residential building it shall be setback at least eight feet from the building, and shall provide a continuous hedge screen.

The distance from the parking spaces to the cottage units exceed 8' and is landscaped along the parking area's entirety.

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

1. Recycle and Refuse Container Screen. Recycle and refuse containers or disposal areas shall be screened from view by placement of a solid wood fence or masonry wall five to eight feet in height to

limit the view from adjacent properties or public rights-of-way. All recycle and refuse materials shall be contained within the screened area.

The project's recycle and refuse area will be screened by an enclosed block wall with metal gate.

2. Outdoor Storage. Outdoor storage areas shall be screened from view, except such screening is not required in the M-1 zone.

No outdoor storage is proposed.

3. Loading Facilities and Service Corridors. Commercial and industrial loading facilities and service corridors shall be screened when adjacent to residential zones. Siting and design of such service areas shall reduce the adverse effects of noise, odor, and visual clutter upon adjacent residential uses.

No loading or service facilities are proposed.

4. Mechanical Equipment. Mechanical equipment shall be screened by placement of features at least equal in height to the equipment to limit view from public rights-of-way, except alleys, and adjacent residentially zoned property. Mechanical equipment meeting the requirements of this section satisfy the screening requirements in 18.5.2.020.C.3.

a. Roof-mounted Equipment. Screening for roof-mounted equipment shall be constructed of materials used in the building's exterior construction and include features such as a parapet, wall, or other sight-blocking features. Roof-mounted solar collection devices are exempt from this requirement pursuant to subsection 18.5.2.020.C.3.

b. Other Mechanical Equipment. Screening for other mechanical equipment (e.g., installed at ground level) include features such as a solid wood fence, masonry wall, or hedge screen.

At this preliminary juncture, it's not anticipated any mechanical equipment will be visible from the adjacent rights-of-way. All mechanical equipment relating to HVAC units will be on the side or to the rear of each unit.

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

The project's Landscape Designer will ensure the landscaping and irrigation systems will work as planned.

18.4.4.050 Outdoor Lighting

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

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

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

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

All proposed lighting will be “down lit” to minimize any direct illumination onto adjacent cottage units or neighbors.

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

The light pole within the parking area of the alley will not exceed 14 feet in height and all internal lighting will be bollard or Malibu-style ground lights.

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

Applicants are aware of this lighting standard and will comply.

4. Install light fixtures where they will not obstruct public ways, driveways, or walkways. Where a light standard must be placed within a walkway, maintain an unobstructed pedestrian through zone per Americans with Disabilities Act (ADA) compliance.

Applicants are aware of this lighting standard and will comply.

5. Except as permitted for signs, direct outdoor light fixtures downward and have full shielding to minimize excessive light spillover onto adjacent properties.

Applicants are aware of this lighting standard and will comply.

6. For streetlight requirements, see subsection 18.4.6.040.D.18.

RECEIVED
JAN 03 2020
City of Ashland

All street lighting has been approved by the City of Ashland with the recently approved Kestrel Park Subdivision Civil plans.

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

All proposed lighting will be maintained in good condition, or otherwise replaced by the developments Home Owners Association.

Other:

There are numerous studies and articles on the internet and in print relating to the future of transit, specifically car and ride sharing programs by municipal agencies and private developers looking to infrastructure and land efficiencies and improve housing livability and affordability. Below is a short list of relevant and interesting articles relating to car sharing and new technologies and their implications on behavior, economics, environment, municipal policies and "parking codes":

<https://www.sciencedaily.com/releases/2019/03/190320102022.htm> A study by the University of Colorado finds that 26.4 percent of Uber/Lyft riders would have driven and needed a parking space if the ride-hailing services did not exist.

<https://ccdcboise.com/wp-content/uploads/2016/02/Document-D3-City-Carshare-Best-Practices.pdf> A study of six developments with private car sharing in the City of San Francisco. The study relates to recently implemented code requirements requiring car share programs.

<https://www.planetizen.com/node/72448> A study from KPMG predicts that the U.S. will go from a majority multi-car household to one where only 43% of households have more than one motor vehicle by 2040, and rideshare and car-share, along with demographic changes, will play key roles.

<https://urbanland.uli.org/development-business/developers-reduce-parking-via-car-sharing/> An article relating to various municipalities allowing for parking reductions for developments with private ride sharing vehicles.

https://www.vtppi.org/filosa_carsharing.pdf

An Urban & Environmental Policy and Planning paper from Tufts University that analyzes the desired alternative to inefficient parking regulations and identifies strategies that aim to avoid oversupply and instead encourage strategies that seek to give individuals an alternative to driving and thereby reduce parking demand.

<https://www.nerdwallet.com/blog/insurance/uber-vs-driving-cheapest-commute-in-20-metros/>

NerdWallet examined data from a variety of sources to compare the cost of commuting each week via ridesharing service Uber vs. a personal vehicle in the 20 largest U.S. metropolitan areas by population, to see if owning a vehicle for work is cost-effective. Although this analysis examined only two commute options, in some metro areas commuters could slash their costs by riding a bus or train, so it can pay to look at the full range of choices.

RECEIVED

JAN 03 2020

City of Ashland



Multi-family Cottage Development
KESTREL PARK COTTAGES
Nandina Street at Kestrel Park Subdivision

Conceptual Site & Architectural Design | January 3, 2020 | 11x17 Format

THESE CONCEPTUAL SCHEMATIC DRAWINGS & RENDERINGS ARE NOT FOR CONSTRUCTION
© 2020 LINDEMANN DESIGN LLC

RECEIVED
JAN 03 2020
City of Ashland

**PRELIMINARY PUD MAP
KESTREL PARK, PHASE II**

LYING SITUATE WITHIN
NORTHEAST & SOUTHEAST QUARTERS OF SECTION 4,
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON

FOR
KDA Homes LLC
604 Fair Oaks Drive
Ashland, Oregon 97520

- LEGEND**
- ▲ SURVEY CONTROL POINT, AS DESCRIBED
 - IRON PIN MONUMENT
 - ⊙ BRASS CAP MONUMENT
 - SUBJECT PROPERTY LINE
 - - - NEW LOT LINES
 - BOUNDARY LINE
 - CENTERLINE
 - - - EASEMENT LINE
 - x - x - FENCELINE
 - - - WATER LINE
 - - - BURIED NATURAL GAS LINE
 - - - BURIED TELEPHONE LINE
 - - - BURIED CABLE TV LINE
 - - - BURIED IRRIGATION LINE
 - - - STORM DRAIN LINE
 - - - SANITARY SEWER LINE
 - - - OVERHEAD POWER LINE
 - - - BURIED POWER LINE
 - ⊖ ROCK WALL
 - CONTOUR LINE
 - GUY ANCHOR
 - ⊙ PP POWER POLE
 - ⊠ POWER TRANSFORMER
 - ⊠ POWER PEDESTAL CABINET
 - ⊠ ELECTRIC METER
 - ⊠ HEAT PUMP
 - ⊠ AREA LIGHT
 - ⊠ WATER METER
 - ⊠ WATER VALVE
 - ⊠ FIRE HYDRANT
 - ⊠ CATCH BASIN
 - ⊠ CURB INLET
 - ⊠ STORM DRAIN MANHOLE
 - ⊠ SANITARY SEWER MANHOLE
 - ⊠ CLEANOUT
 - ⊠ TELEPHONE PEDESTAL
 - ⊠ GAS METER
 - ⊠ GAS VALVE
 - ⊠ IRRIGATION BOX
 - ▨ CONCRETE SURFACE
 - ▨ ASPHALT SURFACE
 - ▨ BUILDING
 - ▨ PUBLIC UTILITY EASEMENT
 - ☀ CONIFER TREE (AS DESCRIBED)
 - ☀ DECIDUOUS TREE (AS DESCRIBED)

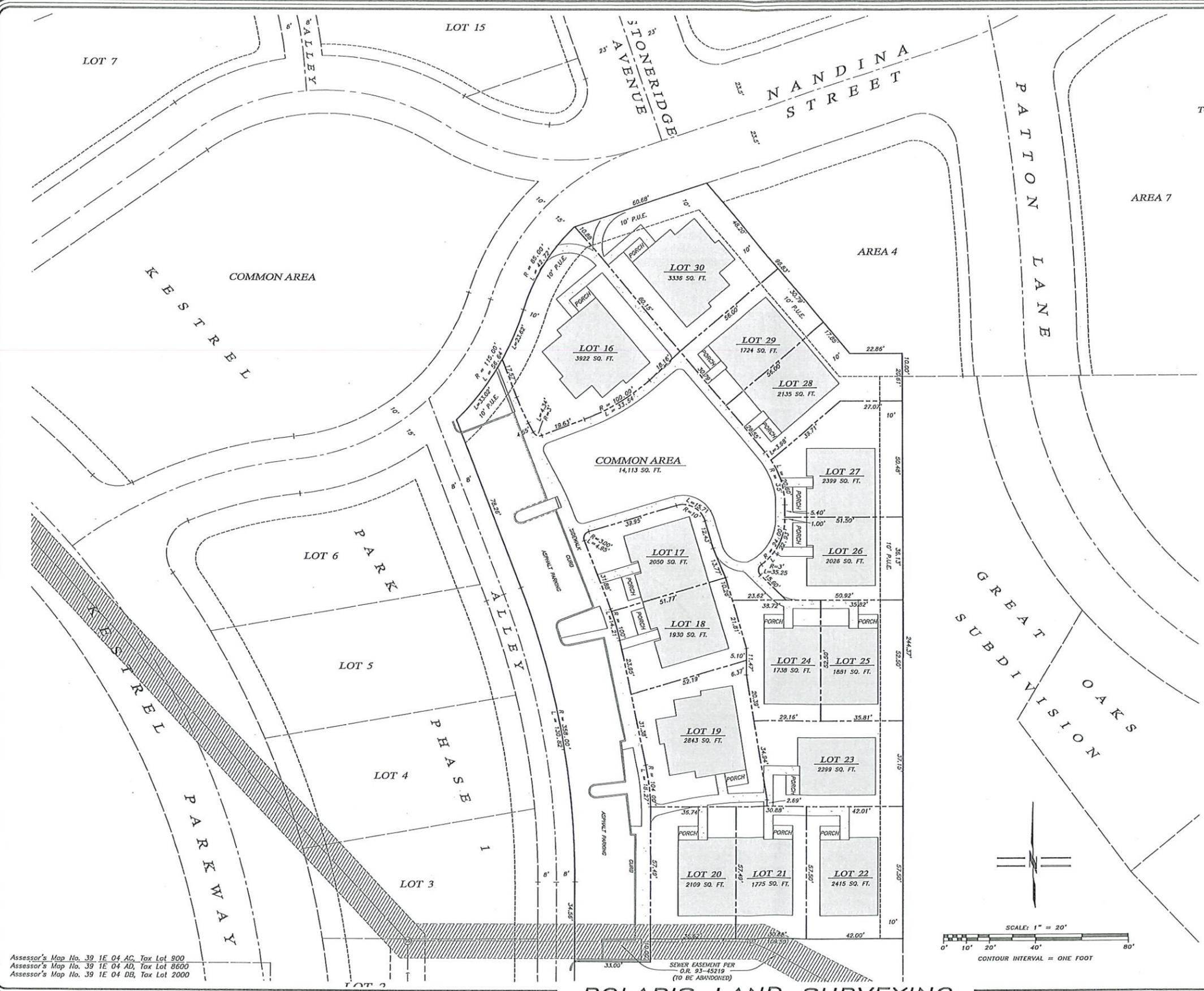
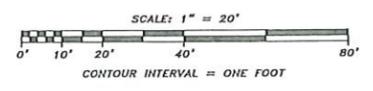
SURVEY NOTES

THE BASIS OF VERTICAL CONTROL FOR THIS SURVEY IS A CITY OF ASHLAND BENCHMARK, BEING A 2-1/2" BRONZE DISK IN A MONUMENT WELL LOCATED IN THE CENTERLINE INTERSECTION OF NORTH MOUNTAIN AVENUE AND FAIR OAKS AVENUE. BENCHMARK ELEVATION = 1833.95', BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929, ADJUSTED IN 1956 (NGVD 2956).

EXPOSED UTILITY STRUCTURES SHOWN HEREON WERE FIELD LOCATED DURING THE PERFORMANCE OF THIS SURVEY. BURIED UTILITY LOCATIONS WERE DETERMINED BY UTILIZING A COMBINATION OF FIELD SURVEYED PAINT MARKS AND "AS-BUILT" RECORD DRAWINGS FURNISHED BY THE RESPECTIVE UTILITY COMPANY REPRESENTATIVES. ARE APPROXIMATE AND SHOWN HEREON FOR GRAPHIC PURPOSES ONLY. FIELD VERIFICATION OF ALL BURIED UTILITIES MUST BE PERFORMED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.

REGISTERED
PROFESSIONAL
LAND SURVEYOR
PRELIMINARY COPY
OREGON
JULY 14, 1918
SHAWN KAUFMANN
2003 LS
RENEWAL DATE: 6/30/2021

SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009
DATE: JANUARY 6, 2020
PROJECT NO. 840-13



Assessor's Map No. 39 1E 04 AC, Tax Lot 800
Assessor's Map No. 39 1E 04 AD, Tax Lot 8600
Assessor's Map No. 39 1E 04 DB, Tax Lot 2000

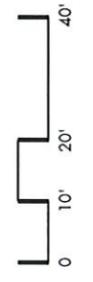
POLARIS LAND SURVEYING

RECEIVED
JAN 08 2020
City of Ashland



LOT SIZE	48,527.5 S.F.
SITE HARDSCAPE	10,383.4 S.F. (21.4%)
CONDITIONED SPACE	13,550.5 S.F. (27.9%)
TOTAL IMPERVIOUS	23,933.9 S.F. (49.3%)
LANDSCAPE	24,593.5 S.F. (50.7%)
OUTDOOR REC. SPACE	5,192.3 S.F. (10.7%)
COMMON	4,347.0 S.F. (9.0%)
PRIVATE	845.3 S.F. (1.7%)

SITE PLAN
SCALE: 1"=30'-0"



THE DRAWING IS SCALABLE IF PRINTED AT 100% SIZE ON 11x17 PAPER

RECEIVED
03 2020
City of Ashland



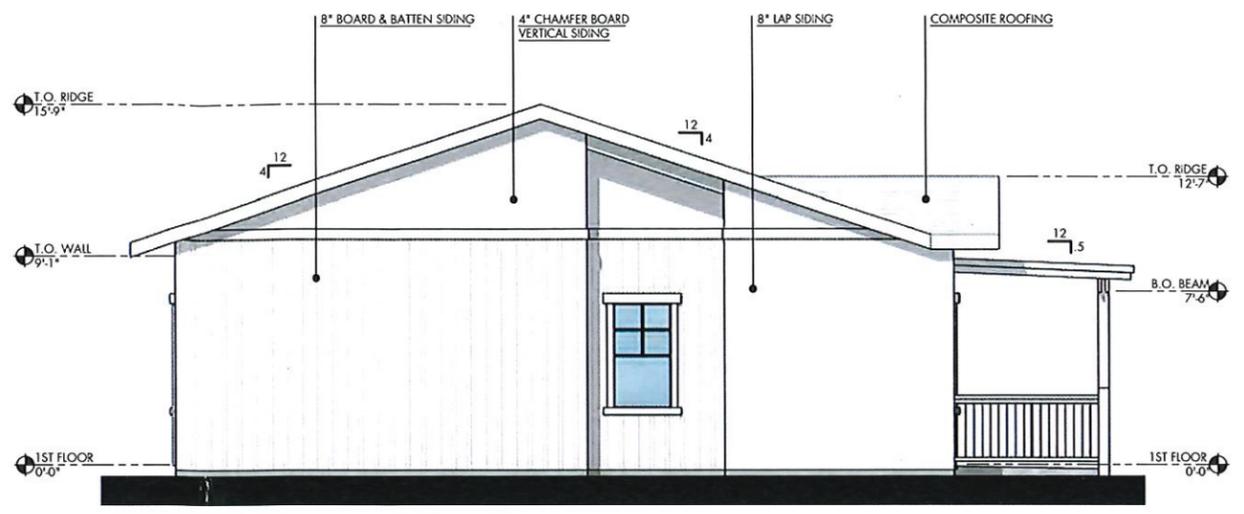
KESTREL PARK COTTAGES

Cottage Housing Outline Plan
Applicant: KDA Homes

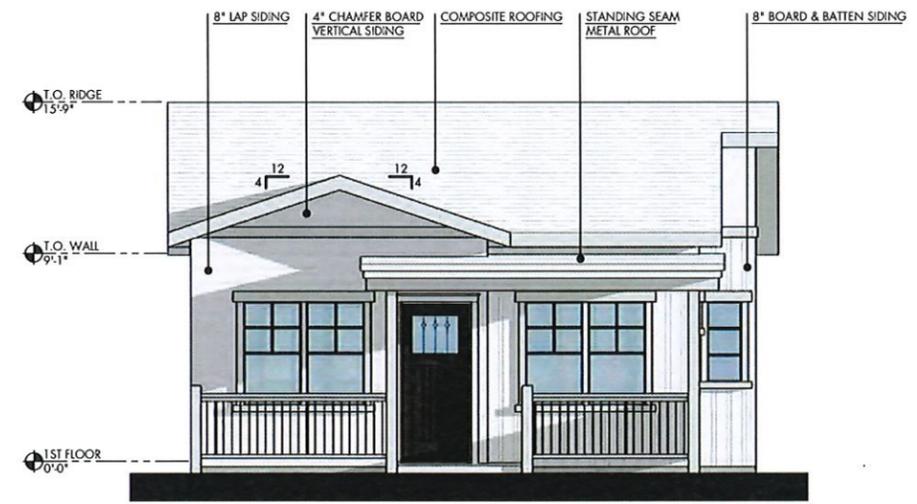
Proposed Site Plan



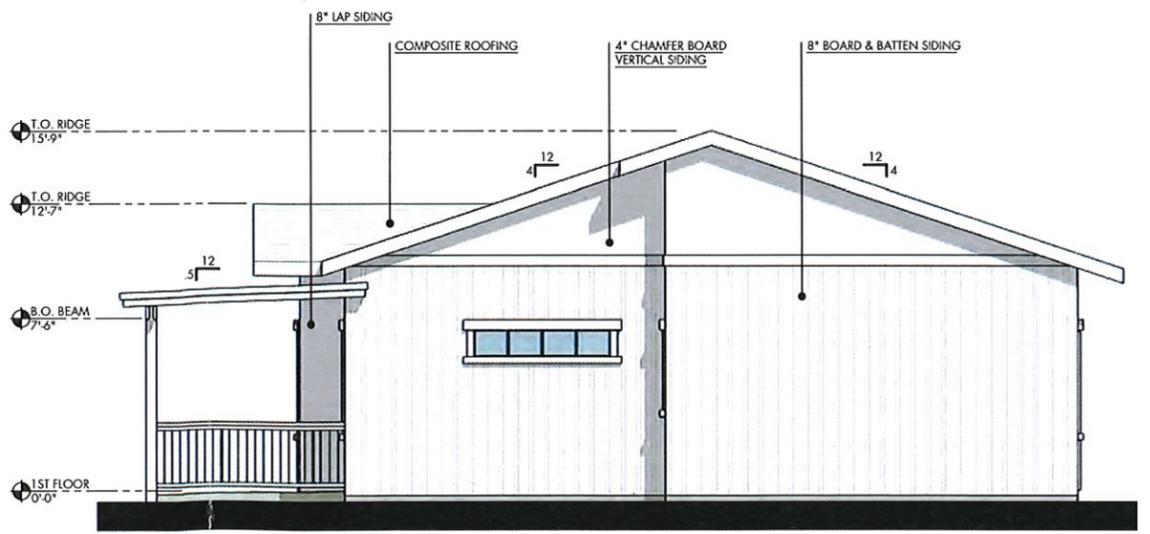
1 REAR ELEVATION
SCALE: 1/8"=1'-0"



3 LEFT ELEVATION
SCALE: 1/8"=1'-0"

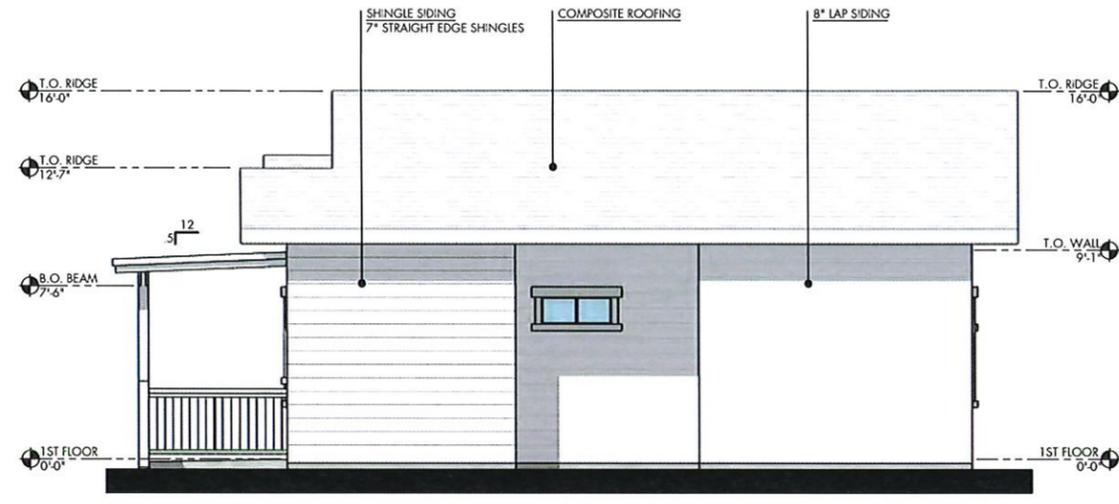


2 FRONT ELEVATION
SCALE: 1/8"=1'-0"

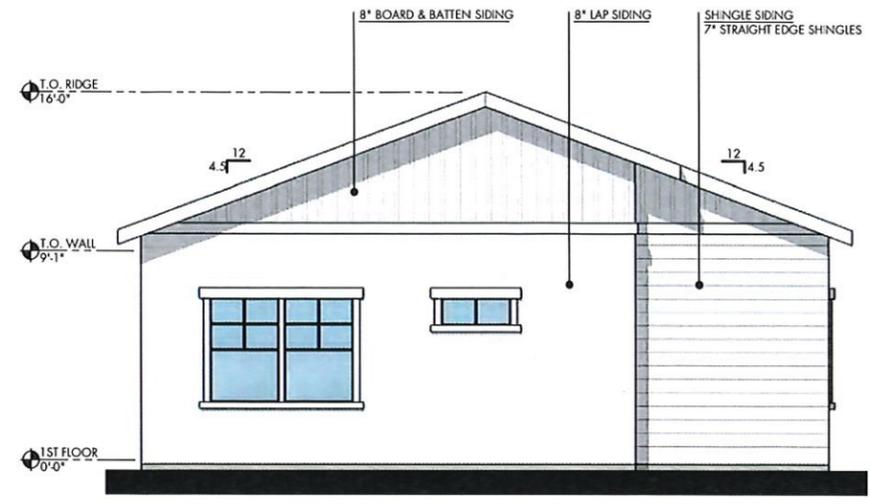


4 RIGHT ELEVATION
SCALE: 1/8"=1'-0"

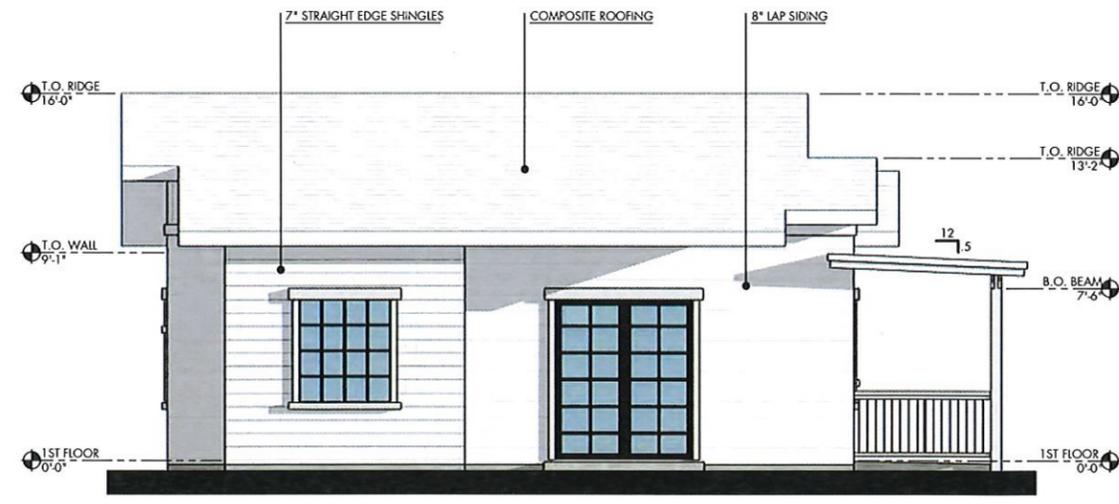
RECEIVED
JAN 03 2020
City of Ashland



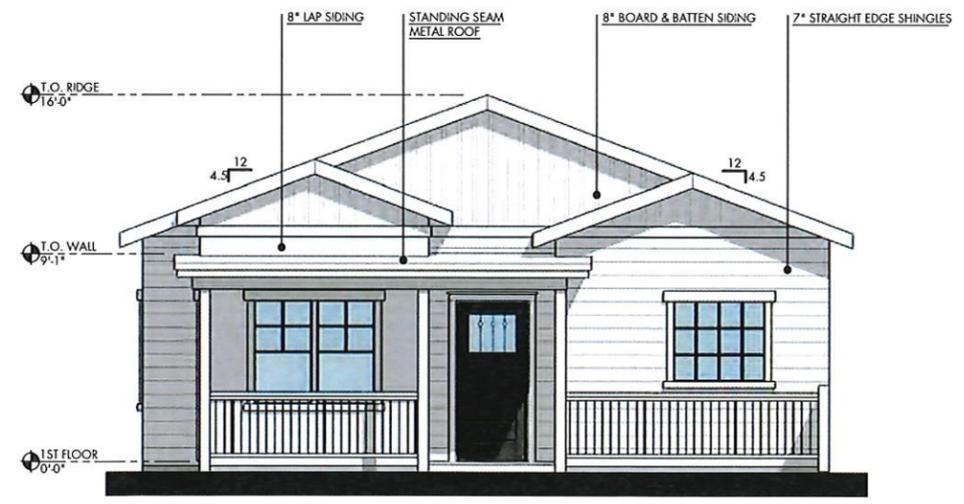
1 RIGHT ELEVATION
SCALE: 1/8"=1'-0"



3 REAR ELEVATION
SCALE: 1/8"=1'-0"



2 LEFT ELEVATION
SCALE: 1/8"=1'-0"

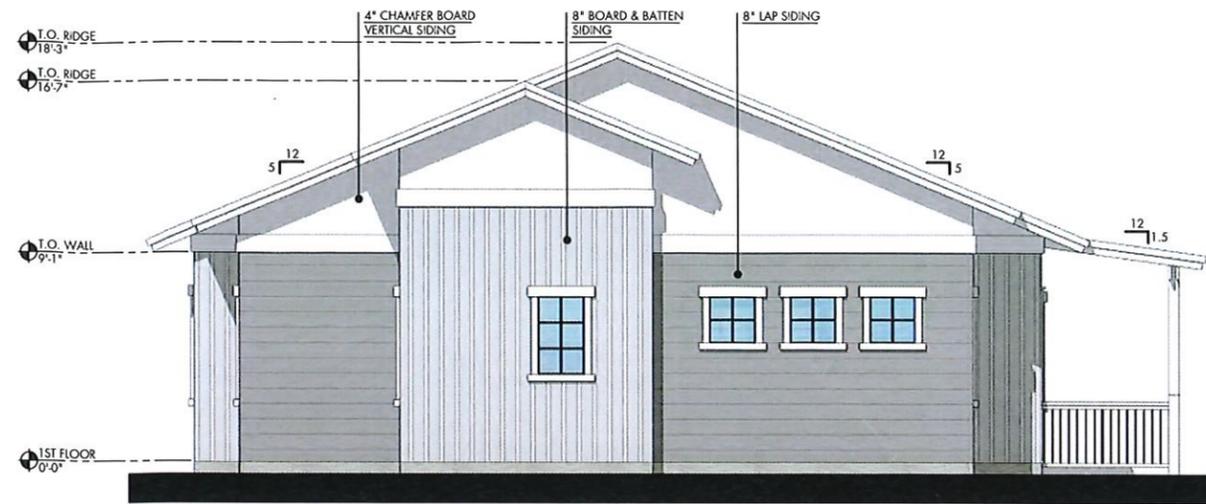


4 FRONT ELEVATION
SCALE: 1/8"=1'-0"

RECEIVED
JAN 03 2020
City of Ashland



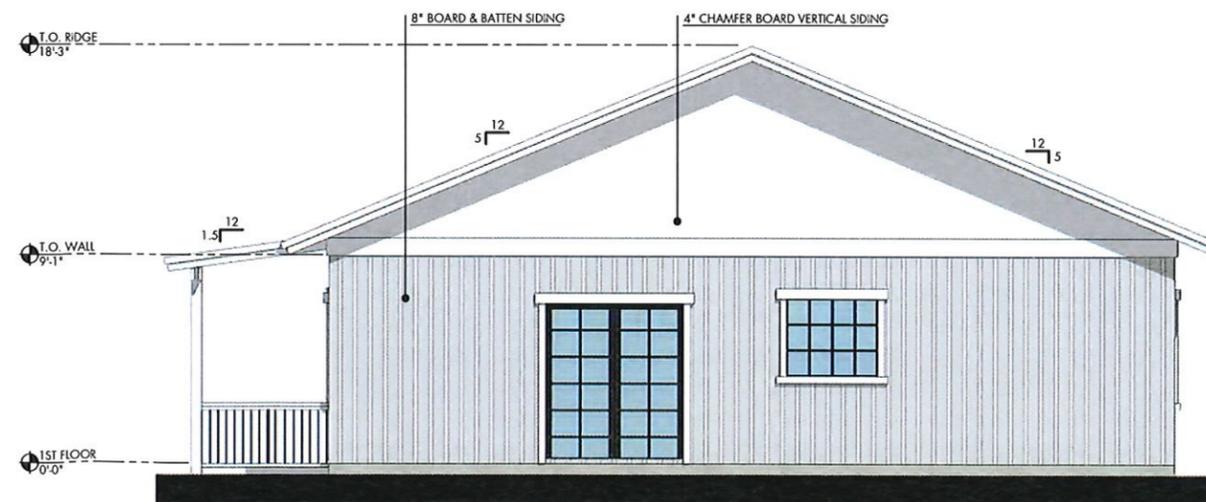
1 FRONT ELEVATION
SCALE: 1/8"=1'-0"



3 LEFT ELEVATION
SCALE: 1/8"=1'-0"

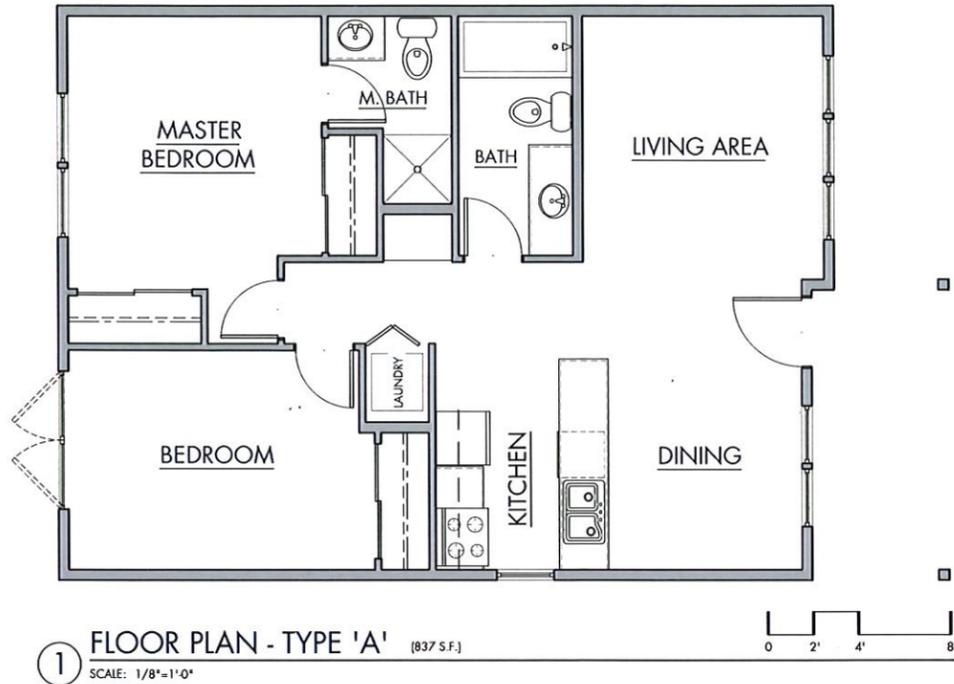


2 REAR ELEVATION
SCALE: 1/8"=1'-0"

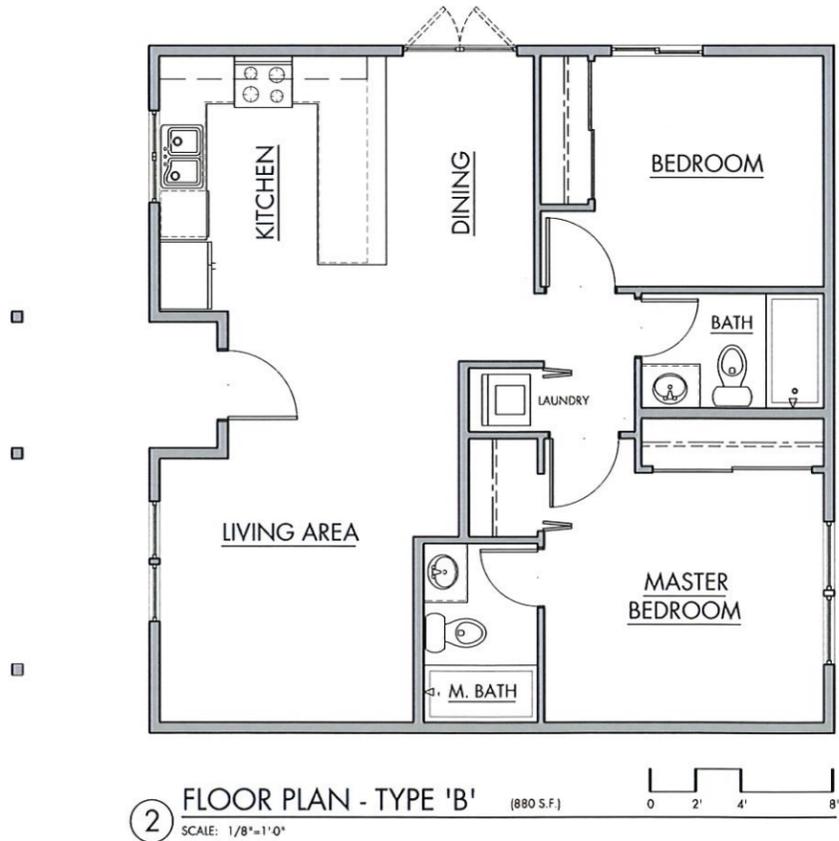


4 RIGHT ELEVATION
SCALE: 1/8"=1'-0"

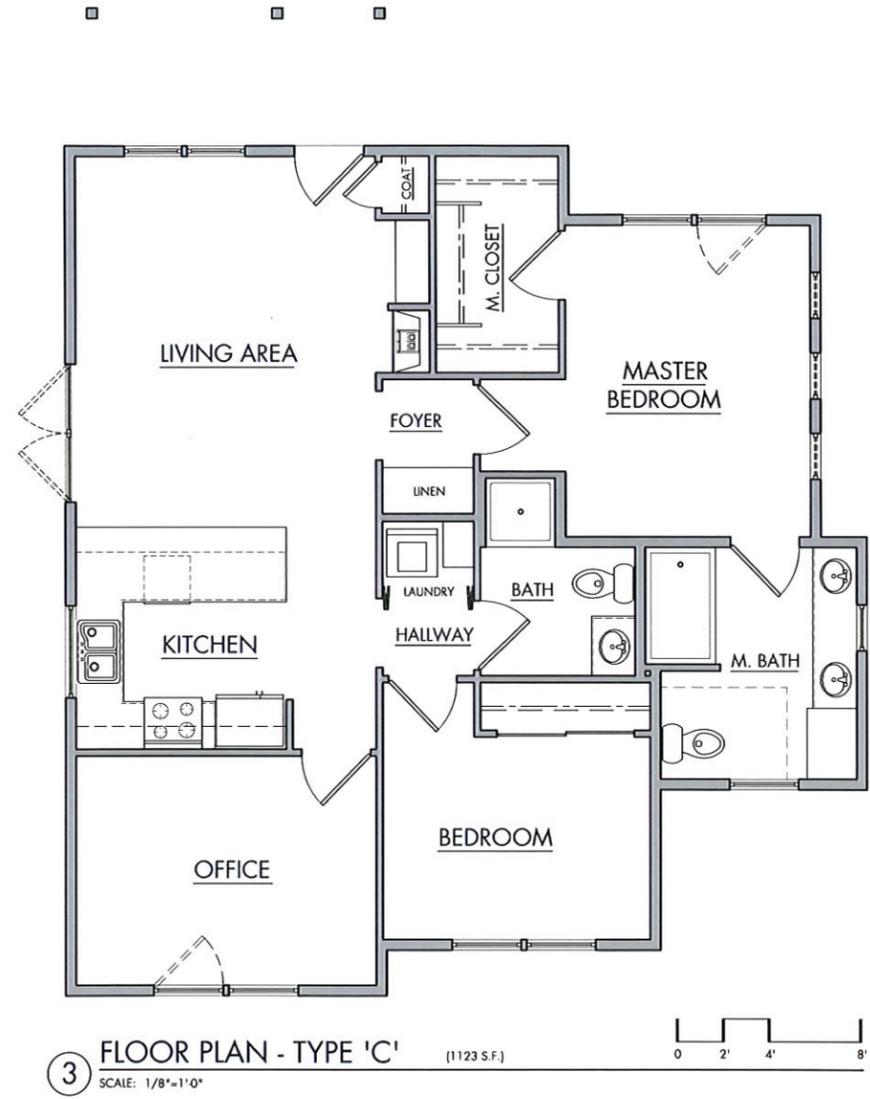
RECEIVED
JAN 03 2023
City of Ashland



1 FLOOR PLAN - TYPE 'A' (837 S.F.)
SCALE: 1/8"=1'-0"

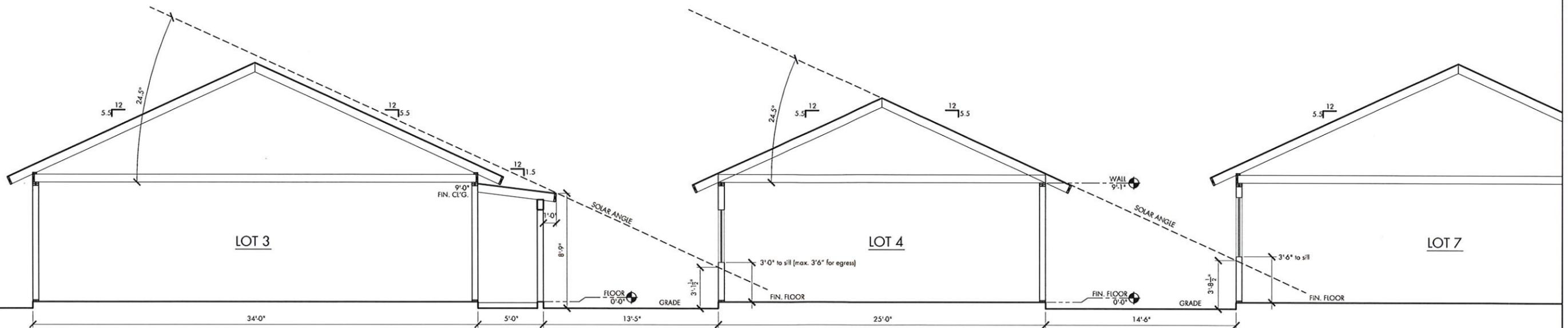


2 FLOOR PLAN - TYPE 'B' (880 S.F.)
SCALE: 1/8"=1'-0"



3 FLOOR PLAN - TYPE 'C' (1123 S.F.)
SCALE: 1/8"=1'-0"

RECEIVED
JAN 03 2023
City of Ashland



1 NORTH-SOUTH SITE SECTION (typical solar access setbacks)
SCALE: 1/8"=1'-0"

RECEIVED
JAN 03 2020
City of Ashland

**PRELIMINARY PUD MAP
KESTREL PARK, PHASE II**

LYING SITUATE WITHIN
NORTHEAST & SOUTHEAST QUARTERS OF SECTION 4,
TOWNSHIP 39 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON

FOR
KDA Homes LLC
604 Fair Oaks Drive
Ashland, Oregon 97520

- LEGEND**
- ▲ SURVEY CONTROL POINT, AS DESCRIBED
 - IRON PIN MONUMENT
 - ⊙ BRASS CAP MONUMENT
 - SUBJECT PROPERTY LINE
 - - - NEW LOT LINES
 - BOUNDARY LINE
 - CENTERLINE
 - EASEMENT LINE
 - x-x-x- FENCELINE
 - - - WATER LINE
 - - - BURIED NATURAL GAS LINE
 - - - BURIED TELEPHONE LINE
 - - - BURIED CABLE TV LINE
 - - - BURIED IRRIGATION LINE
 - - - STORM DRAIN LINE
 - - - SANITARY SEWER LINE
 - - - OVERHEAD POWER LINE
 - - - BURIED POWER LINE
 - ROCK WALL
 - CONTOUR LINE
 - GUY ANCHOR
 - ⊙ PP POWER POLE
 - ⊙ PT POWER TRANSFORMER
 - ⊙ PC POWER PEDISTAL CABINET
 - ⊙ EM ELECTRIC METER
 - ⊙ HP HEAT PUMP
 - ⊙ AL AREA LIGHT
 - ⊙ WM WATER METER
 - ⊙ WV WATER VALVE
 - ⊙ FH FIRE HYDRANT
 - ⊙ CB CATCHBASIN
 - ⊙ CI CURB INLET
 - ⊙ SM STORM DRAIN MANHOLE
 - ⊙ SS SANITARY SEWER MANHOLE
 - ⊙ CL CLEANOUT
 - ⊙ TP TELEPHONE PEDESTAL
 - ⊙ GM GAS METER
 - ⊙ GV GAS VALVE
 - ⊙ IB IRRIGATION BOX
 - ▨ CONCRETE SURFACE
 - ▨ ASPHALT SURFACE
 - ▨ BUILDING
 - ▨ PUBLIC UTILITY EASEMENT
 - ☀ CONIFER TREE (AS DESCRIBED)
 - ☀ DECIDUOUS TREE (AS DESCRIBED)

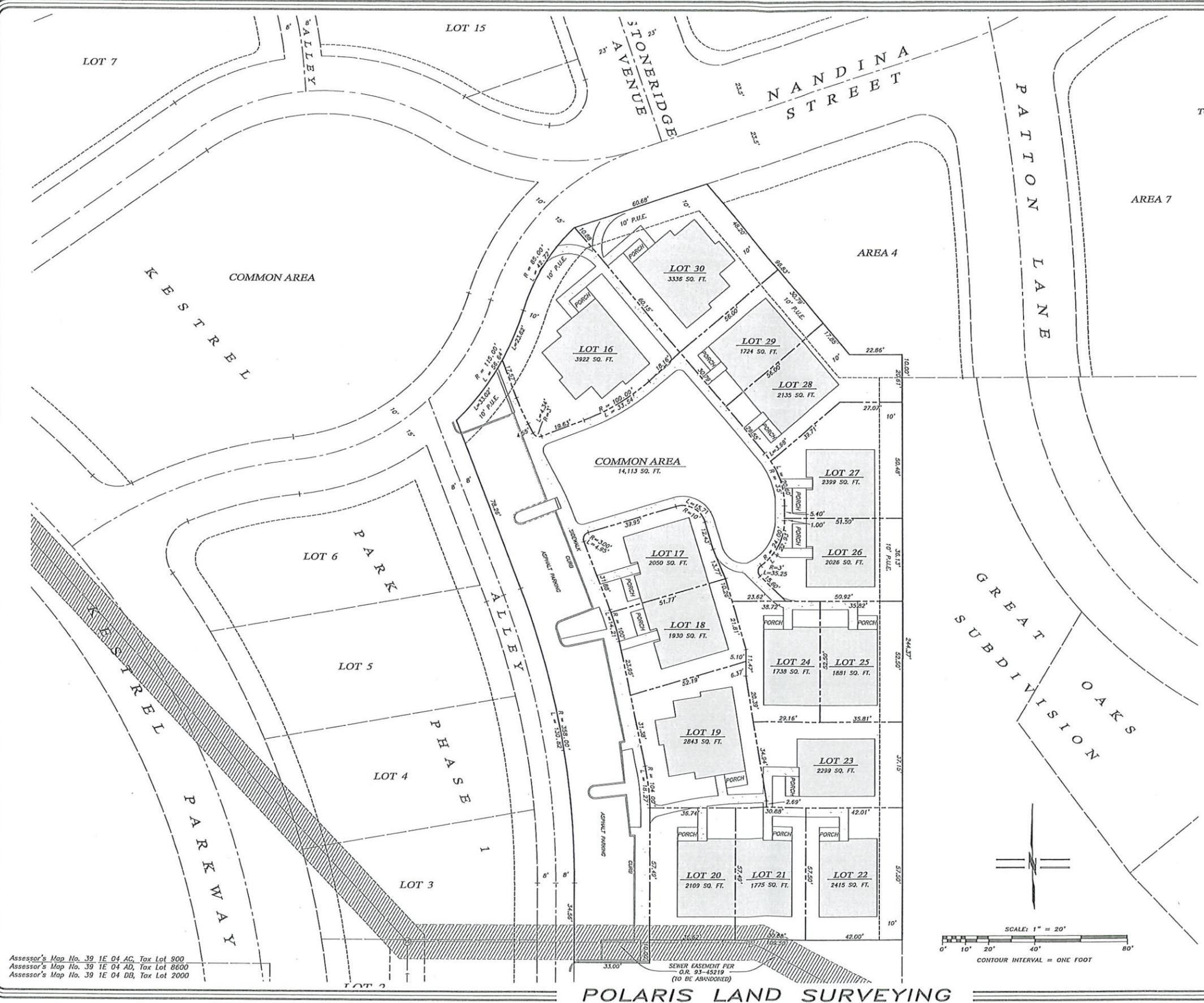
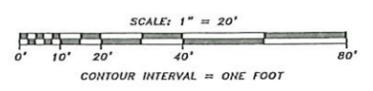
SURVEY NOTES

THE BASIS OF VERTICAL CONTROL FOR THIS SURVEY IS A CITY OF ASHLAND BENCHMARK, BEING A 2-1/2" BRONZE DISK IN A MONUMENT WELL LOCATED IN THE CENTERLINE INTERSECTION OF NORTH MOUNTAIN AVENUE AND FAIR OAKS AVENUE. BENCHMARK ELEVATION = 1833.95', BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929, ADJUSTED IN 1955 (NGVD 2950).

EXPOSED UTILITY STRUCTURES SHOWN HEREON WERE FIELD LOCATED DURING THE PERFORMANCE OF THIS SURVEY. BURIED UTILITY LOCATIONS WERE DETERMINED BY UTILIZING A COMBINATION OF FIELD SURVEYED PAINT MARKS AND "AS-BUILT" RECORD DRAWINGS FURNISHED BY THE RESPECTIVE UTILITY COMPANY REPRESENTATIVES. ARE APPROXIMATE AND SHOWN HEREON FOR GRAPHIC PURPOSES ONLY. FIELD VERIFICATION OF ALL BURIED UTILITIES MUST BE PERFORMED PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITIES.

REGISTERED
PROFESSIONAL
LAND SURVEYOR
PRELIMINARY COPY
OREGON
JULY 16, 1954
SHAWN KAMPWANN
2345 LE
RENEWAL DATE: 6/30/2021

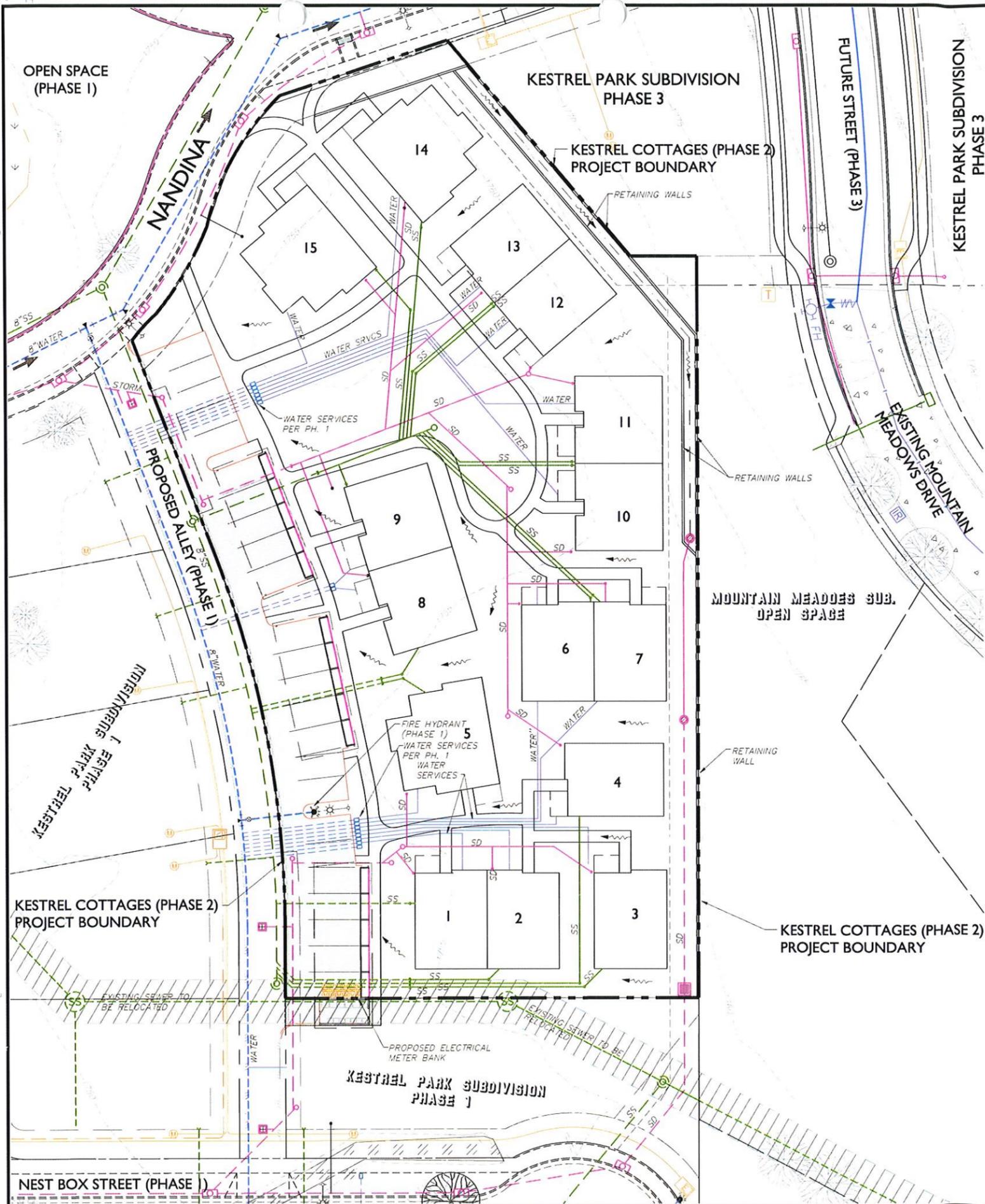
SURVEYED BY:
POLARIS LAND SURVEYING LLC
P.O. BOX 459
ASHLAND, OREGON 97520
(541) 482-5009
DATE: JANUARY 6, 2020
PROJECT NO. 840-13



Assessor's Map No. 39 1E 04 AC, Tax Lot 900
Assessor's Map No. 39 1E 04 AD, Tax Lot 8600
Assessor's Map No. 39 1E 04 DB, Tax Lot 2000

POLARIS LAND SURVEYING

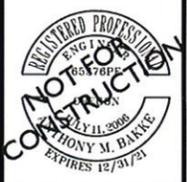
RECEIVED
JAN 08 2020
City of Ashland



- LEGEND**
- WATER MAIN (KESTREL PARK SUB, PH1)
 - STORM DRAIN (KESTREL PARK SUB, PH1)
 - SANITARY SEWER MAIN (KESTREL PARK SUB, PH1)
 - EXISTING SEWER MANHOLE
 - EXISTING STORM CATCH BASIN
 - ⊕ EXISTING FIRE HYDRANT
 - EXISTING WATER SERVICE
 - PROPOSED STORM DRAIN
 - PROPOSED WATER
 - PROPOSED SEWER SERVICE
 - PROPOSED SURFACE DRAINAGE DIRECTION
 - ⊙ ELECTRICAL METERS
 - DRY UTILITIES (ELECTRICAL, GAS, CATV, TELEPHONE, ETC)



DRAWN BY:	MWK	DATE:	01/20
CHECKED BY:	MWK	DATE:	01/20
APPROVED:		DATE:	
APPROVED:		DATE:	
APPROVED:		DATE:	



RECEIVED
 JAN 03 2021
 City of Ashland



NO.	REVISION	DATE	BY

CONSTRUCTION ENGINEERING CONSULTANTS, INC.

PROJECT NO. _____

THE COTTAGES AT KESTREL PARK (PHASE 2)
 CONCEPTUAL DRAINAGE & UTILITY PLAN

DRAWING NO. _____

1 OF 1

ASHLAND PLANNING DIVISION STAFF REPORT

February 11, 2020

PLANNING ACTION: PA-L-2019-00007

APPLICANT: City of Ashland

ORDINANCE REFERENCES: AMC 18.4.2 Building Placement, Orientation, and Design
AMC 18.6.1 Definitions

REQUEST: An Ordinance amendment to the Site Design and Use Standards plaza space requirements (Chapter 18.4.2.040.D(2)) within the C-1-D (downtown) zone and Downtown Design Standards overlay, and to provide a new definition for Detail Site Review Plaza Spaces (Chapter 18.6.1). The proposal includes removing the requirement that large scale buildings (10,000 square feet or greater) within the downtown area provide an outdoor plaza space that is a minimum of 10% of the building's floor area.

I. Relevant Facts

A. Background

On October 15, 2019, the Ashland City Council directed staff and the Planning Commission to evaluate the existing plaza space requirements in consideration of how amending the standard could potentially encourage new multi-story development within downtown Ashland while preserving continuity of the historic pattern of development.

The Planning Commission discussed the existing requirements for plaza space in the Detail Site Review (DSR) overlay and specific application within the downtown area on August 27th and December 10th, 2019 at Study Sessions.

The Historic Commission discussed the proposed amendments to the plaza space requirements at their regular meeting on January 8, 2020.

Public Notice

Notification regarding the proposed plaza space ordinance public hearings was published in the Ashland Tidings on January 17, 2020. A direct mailing was sent to the owners of 149 properties within the downtown area that would potentially be affected by the proposed amendment. The newspaper notice and direct mailing included the Planning Commission and City Council hearing dates (February 11, 2020 and March 17, 2020 respectively), an outline of the proposed amendment including a list of common questions and answers, and a link to a dedicated webpage (www.ashland.or.us/plazaspaces) where citizens can find additional background information about the proposed amendment. These two public hearings provide an opportunity for the public to review and comment on the proposed amendments, and for decision makers to consider those comments as they deliberate on the final amendments to

the Ashland Land Use Ordinance (ALUO).

Notice was provided to the Oregon Department of Land Conservation and Development (DLCD) on 12/27/2019, at least 35 days before the first evidentiary hearing, in accordance with Oregon Administrative Rule (OAR) OAR 660- 018-0020.

Providing opportunities for public involvement as described above is consistent with citizen involvement goals and policies for land use actions in Comprehensive Plan Goal 1 [Citizen Involvement] and Chapter 18.5.1 of the ALUO. As of the date of this report, three written comments have been received by the Community Development Department and they are included as attachments to this report.

Type III Legislative Land Use Process

Amendments to the ALUO are made through a Type III legislative land use review process. The Planning Commission will hold a public hearing to consider proposed amendments and will make a recommendation to the City Council. The City Council will hold a subsequent public hearing to consider the proposed amendments. After closing the public hearing, the City Council will deliberate and make a final decision. Within five days of the City Council's final action on the proposed amendments, the Community Development Director will provide written notice of the decisions to any parties entitled to notice. A City Council decision can be appealed to the Oregon Land Use Board of Appeals (LUBA) if a person with standing files a Notice of Intent to Appeal within 21 days of the date the decision is reduced to writing and bears the necessary signatures of the decision makers.

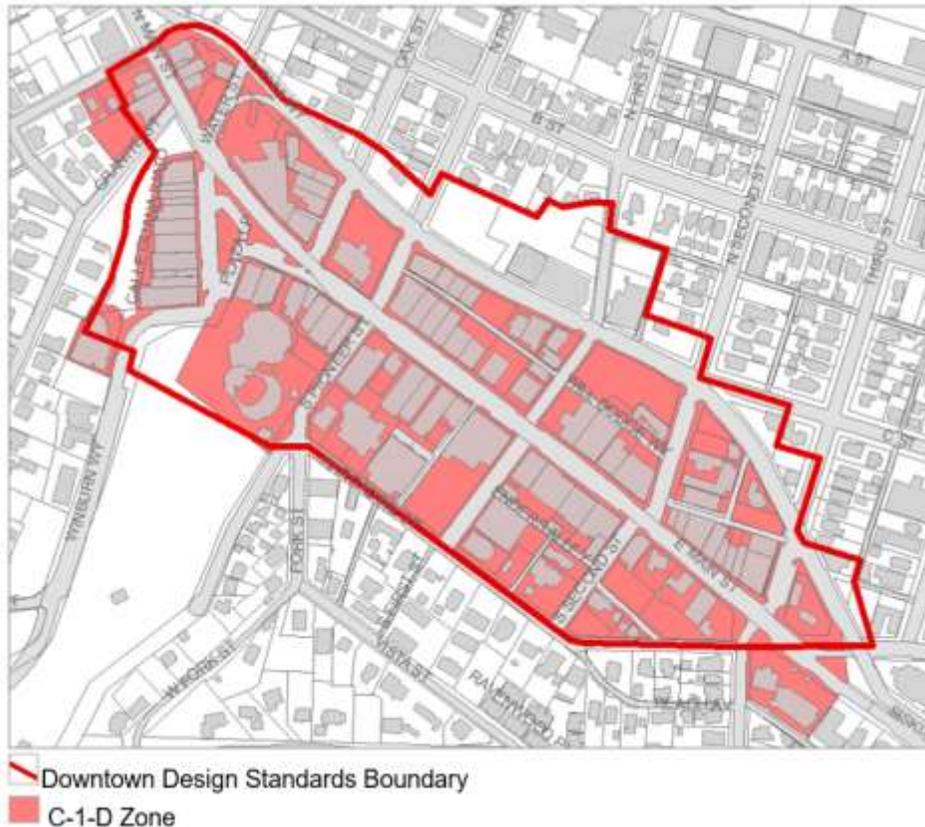
B. Ordinance Amendments

The proposed ordinance amendments, as they would appear in the Ashland Land Use Ordinance (ALUO), are provided in full as an attachment to this report.

Summary of Proposed Amendments

Within the Detail Site Review overlay plaza spaces currently must be incorporated into projects when building's square footage is greater than 10,000 square feet. This required plaza space is to be equal to 10% of the building's total gross floor area and must incorporate four out of six listed design elements as outlined in [18.4.2.040.D.2\(b\)](#). This standard currently applies to large scale commercial developments within specific areas (Detail Site Review overlay) throughout the City including the downtown.

The draft ordinance amendment presented for consideration would result in no longer requiring the inclusion of plaza space for new buildings, with floor areas of 10,000 or greater, in the downtown for properties that are zoned C-1-D, or are within the Downtown Design Standards boundary.



The proposed code amendment would remove the plaza space requirement in the downtown area, but it would still apply in other commercially zoned areas outside the downtown within the Detail Site Review Overlay (A Street, Ashland Street and Siskiyou Boulevard, North Main Street and sections of Hersey Street).

To clarify that such plaza spaces are on private property, and not technically “public”, the terminology in the draft ordinance has been changed to consistently refer to “plaza space” instead of “public plaza space”. Although private plaza spaces are seemingly accessible to members of the public these sites are subject to private landowner restrictions, which may cause confusion regarding allowable use and access by the general public. The draft ordinance further proposes a change to the Ashland Land Use Ordinances Chapter 18.6.1 [Definitions] to newly provide the following definition for such plaza spaces to provide clarity on this subject:

Detail Site Review Plaza Space: An open area under private ownership intended to meet the requirements of Large Scale Project standards within the Detail Site Review Overlay.

Staff has received some general questions from the public as to whether the proposed changes to the plaza space requirement would allow for taller buildings in the downtown, increase the maximum size of buildings allowed, impact the central Plaza, or newly require buildings to be built up to the sidewalk’s edge. The following bullet points address these concerns:

- The proposed amendment *does not* change height limits in the downtown area. Those height limits will stay as is, which are: 40-foot maximum height limit; 55-foot maximum height limit when approved through a conditional use permit procedure.

- The proposed amendment *does not* change the maximum building size within the C-1 and C-1-D zones which is 45,000sq.ft.
- Public open spaces such as the central Plaza, the open space in front of the Black Swan Theatre, Calle Guanajuato, the public pedestrian corridor adjacent to the McGee-Fortmiller Building (142 East Main Street) extending from East Main Street to the Public Parking Structure, would be unaffected by the proposed amendment. Other public rights-of-way or parks properties within the downtown would also be unaffected by the proposed amendment.
- The existing downtown design standards ([18.4.2.060C.2](#)) currently require that buildings shall maintain a zero setback from the sidewalk or property line, although ground level entries should be recessed from the public right-of-way and have detailing and materials that create a sense of entry. These design standards would be unchanged by the proposed changes regarding plaza space within the downtown area.

Change in Circumstances or Conditions

AMC 18.5.9.020.B permits legislative amendments to meet changes in circumstances and conditions. The Planning Commission makes a recommendation to the City Council and the City Council makes the final decision.

Statewide and Local Goals

Comprehensive Plan Economy Element (Chapter VII)

Goal 7.03.3 Policy 2.c:

The City shall design the Land Use Ordinance to provide for specific development guidelines which will ensure that: 2) New development or redevelopment in the Historic District will be compatible with the character of the district.

Comprehensive Plan Historic Sites and Structures Element (Chapter I)

Goal: To preserve historically significant structures and sites in Ashland

Policy I-7: The City shall develop and implement through law design guidelines for new development as well as for alteration of existing structures within the historic interest areas for structures and areas that are historically significant.

In review of the existing requirements for plaza space, as part of the design standards for new large scale development and alterations to existing large scale buildings within the downtown, it was found that application of these standards within the downtown could have the effect of disrupting the historic pattern of development and breaking the continuity of buildings having their front façades built to the sidewalk's edge and to the side lot lines.

The development of the plaza standards was initially considered to apply city wide in all Detail Ste Review overlay areas without special consideration of the downtown historic interest area. Most existing historic buildings in the downtown have frontage directly at the sidewalk edge. Opportunities for infill and redevelopment within this area should develop consistent with this established historic pattern to protect the historic character of the area and promote interaction between the activity in the building and the people on the street. Proposed amendments to the plaza space standards have been presented in the attached draft ordinance to more effectively

direct future development, and redevelopment, within the downtown to be compatible with the historic character of the district.

II. Procedural

18.5.9.020 Applicability and Review Procedure

Applications for Plan Amendments and Zone Changes are as follows:

B. Type III. It may be necessary from time to time to make legislative amendments in order to conform with the Comprehensive Plan or to meet other changes in circumstances or conditions. The Type III procedure applies to the creation, revision, or large-scale implementation of public policy requiring City Council approval and enactment of an ordinance; this includes adoption of regulations, zone changes for large areas, zone changes requiring comprehensive plan amendment, comprehensive plan map or text amendment, annexations (see chapter 18.5.8 for annexation information), and urban growth boundary amendments. The following planning actions shall be subject to the Type III procedure.

1. Zone changes or amendments to the Zoning Map or other official maps, except where minor amendments or corrections may be processed through the Type II procedure pursuant to subsection 18.5.9.020.A, above.
2. Comprehensive Plan changes, including text and map changes or changes to other official maps.
3. Land Use Ordinance amendments.
4. Urban Growth Boundary amendments.

III. Conclusions and Recommendations

Removing the existing requirement that plaza spaces be located on individual privately-owned properties associated with large scale developments, within the C-1-D and Downtown Design Standards, overlay will further the objective of protecting the historic character of the area while promoting appropriate mixed use developments within the Ashland's downtown area.

The historic characteristics of the downtown area are not present in other commercial areas of the City where the plaza standard applies. As a commercial area listed on the National Register of Historic Places, with considerable pedestrian activity due to its concentration of commercial uses, most historic buildings in the downtown are built up to the sidewalk edge. Opportunities for infill and redevelopment within the context of this historic area should develop consistent with the established historic pattern of development to protect the character of the area. A continuous "street-wall" provided by buildings constructed up to their front and side property lines promotes interaction between the commercial activity in the buildings and the people on the street. Incorporating a plaza space, to meet the existing requirement, often results in the need for offsets, jogs, or distinctive changes in a building's footprint. This can present design challenges, add to development costs and result in a less efficient building design.

Plaza spaces developed within the downtown area on individual private properties, as part of meeting site design standard requirements, do not necessarily function to provide the general public with opportunities for relief and respite from the urban fabric. Public open spaces used to

create a prominent civic component within the downtown area are best placed in identified central locations and highly visible focal points and should be open to the public at large.

The proposed amendments are consistent with applicable Comprehensive Plan goals, policies and implementation methods. Given this, the proposed amendments better achieve the goals and policies of the Comprehensive Plan than the existing language.

Historic Commission

The Historic Commission reviewed the draft ordinance on January 8, 2020 and recommend approval of the ordinance.

Planning Commission

The Planning Commission will review the proposed ordinance on February 11, 2020, and their formal recommendation to the Council regarding the ordinance will be presented to the City Council at the public hearing scheduled for March 17, 2020. A representative from the Planning Commission is invited to provide the Commission's recommendations to the during the public hearing before the City Council.

Potential Motions:

I move to recommend that the City Council approve the proposed amendments to Chapter 18.4.2 of the Ashland Land Use Ordinance. This motion is based on findings and conclusions in the staff report, and findings in support of the application made during deliberations on this matter.

*I move to recommend that the City Council approve the proposed amendments to Chapter 18.4.2 of the Ashland Land Use Ordinance with the following changes _____.
This motion is based on findings and conclusions in the staff report, and findings in support of the application made during deliberations on this matter.*

Attachments:

- Draft Ordinance amending Plaza Space Standards
- Public Comment
 - [Thalden letter](#) dated March 12, 2019
 - [Falkenstein letter](#) dated October 13, 2019
 - [Stitham letter](#) dated December 02, 2019
 - [Fields letter](#) dated December 6, 2019
- Meeting Minutes
 - [Draft Historic Commission Minutes 01/08/2020](#)
 - [Planning Commission Study Session Minutes 12/10/2019](#)

ORDINANCE NO. [2020-xxxx]

**AN ORDINANCE AMENDING THE SITE DESIGN AND
USE STANDARDS FOR LARGE SCALE PROJECTS TO ADDRESS
PLAZA SPACE REQUIREMENTS WITHIN THE C-1-D ZONE AND
DOWNTOWN DESIGN STANDARDS OVERLAY.**

Annotated to show ~~deletions~~ and **additions** to the code sections being modified. Deletions are **~~bold lined through~~** and additions are in **bold underline**.

WHEREAS, Article 2. Section 1 of the Ashland City Charter provides:

Powers of the City The City shall have all powers which the constitutions, statutes, and common law of the United States and of this State expressly or impliedly grant or allow municipalities, as fully as though this Charter specifically enumerated each of those powers, as well as all powers not inconsistent with the foregoing; and, in addition thereto, shall possess all powers hereinafter specifically granted. All the authority thereof shall have perpetual succession.

WHEREAS, the above referenced grant of power has been interpreted as affording all legislative powers home rule constitutional provisions reserved to Oregon Cities. City of Beaverton v. International Ass'n of Firefighters, Local 1660, Beaverton Shop 20 Or. App. 293; 531 P 2d 730, 734 (1975); and

WHEREAS, the City of Ashland Comprehensive Plan includes policy I-7 which states that, “The City shall develop and implement through law design guidelines for new development as well as for alteration of existing structures within the historic interest areas for structures and areas that are historically significant.”

WHEREAS, the downtown area is a historically significant commercial area with considerable pedestrian activity due to its concentration of commercial uses. Most existing historic buildings have frontage directly at the sidewalk edge. Opportunities for infill and redevelopment within this area should develop consistent with this established historic pattern to protect the historic character of the area and promote interaction between the activity in the building and the people on the street.

WHEREAS, requirements for plaza space, as part of the design standards for new large scale development and alterations to existing large scale buildings within the downtown, can have the effect of disrupting the historic pattern of development and breaking the continuity of buildings having their front façades built to the sidewalk’s edge and to the side lot lines.

WHEREAS, public plaza spaces used to create a prominent civic component within the downtown area are best placed in identified central locations and highly visible focal points, to provide opportunities for relief and respite from the urban fabric.

WHEREAS, plaza spaces developed within the downtown area on individual private properties, as part of meeting site design standard requirements, do not function to provide the general public with opportunities for relief and respite from the urban fabric.

WHEREAS, the City of Ashland Historic Commission considered the proposed amendments to the Ashland Municipal Code, Land Use Ordinances and Site Design and Use Standards at a regular meeting on January 8, 2020, and following deliberations recommended approval of the amendments;

WHEREAS, the City of Ashland Planning Commission considered the proposed amendments to the Ashland Municipal Code, Land Use Ordinances and Site Design and Use Standards at a duly advertised public hearing on February 11, 2020, and following deliberations recommended approval of the amendments;

WHEREAS, the City Council of the City of Ashland conducted a duly advertised public hearing on the above-referenced amendments on March 17, 2020; and

WHEREAS, the City Council of the City of Ashland, following the close of the public hearing and record, deliberated and conducted first and second readings approving adoption of the Ordinance in accordance with Article 10 of the Ashland City Charter.

WHEREAS, the City Council of the City of Ashland has determined that in order to protect and benefit the health, safety and welfare of existing and future residents of the City, it is necessary to amend the Ashland Municipal Code and Land Use Ordinance in manner proposed, that an adequate factual base exists for the amendments, the amendments are consistent with the comprehensive plan and that such amendments are fully supported by the record of this proceeding.

THE PEOPLE OF THE CITY OF ASHLAND DO ORDAIN AS FOLLOWS:

SECTION 1. The above recitations are true and correct and are incorporated herein by this reference.

SECTION 2. The Additional Standards for Large Scale Projects within the Site Design and Use Standards [Building Placement, Orientation, and Design] section of the Ashland Land Use Ordinance is hereby amended as follows:

18.4.2.040.D. Additional Standards for Large Scale Projects. In the Detail Site Review overlay, developments that are greater than 10,000 square feet in gross floor area or contain more than 100 feet of building frontage shall, in addition to complying with the standards for Basic (18.4.2.040.B) and Detail (18.4.2.040.C) Site Review, above, conform to the following standards. See conceptual elevation of large scale development in Figure 18.4.2.040.D.1 and conceptual site plan of large scale development in Figure 18.4.2.040.D.2.

1. Orientation and Scale.

- a. Developments shall divide large building masses into heights and sizes that relate to human scale by incorporating changes in building masses or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.
- b. Outside of the Downtown Design Standards overlay, new buildings or expansions of existing buildings in the Detail Site Review overlay shall conform to the following standards.
 - i. Buildings sharing a common wall or having walls touching at or above grade shall be considered as one building.
 - ii. Buildings shall not exceed a building footprint area of 45,000 square feet as measured outside of the exterior walls and including all interior courtyards. For the purpose of this section an interior courtyard means a space bounded on three or more sides by walls but not a roof.
 - iii. Buildings shall not exceed a gross floor area of 45,000 square feet, including all interior floor space, roof top parking, and outdoor retail and storage areas, with the following exception.
Automobile parking areas located within the building footprint and in the basement shall not count toward the total gross floor area. For the purpose of this section, basement means any floor level below the first story in a building. First story shall have the same meaning as provided in the building code.
 - iv. Buildings shall not exceed a combined contiguous building length of 300 feet.
- c. Inside the Downtown Design Standards overlay, new buildings or expansions of existing buildings shall not exceed a building footprint area of 45,000 square feet or a gross floor area of 45,000 square feet, including roof top parking, with the following exception.
Automobile parking areas locate within the building footprint and in the basement shall not count toward the total gross floor area. For the purpose of this section, basement means any floor level below the first story in a building. First story shall have the same meaning as provided in the building code.

2. **Public- Detail Site Review Plaza Spaces Standards.**

- a. One square foot of plaza ~~or public~~ space shall be required for every ten square feet of gross floor area, except for the fourth gross floor area.
- b. **Within the, C-1-D zone or Downtown Design Standards Overlay, no plaza space shall be required.**
- ~~b.c.~~ **A plaza or public spaces shall incorporate at least four of the following elements.**
 - i. Sitting Space – at least one sitting space for each 500 square feet shall be included in the plaza. Seating shall be a minimum of 16 inches in height and 30 inches in width. Ledge benches shall have a minimum depth of 30 inches.
 - ii. A mixture of areas that provide both sunlight and shade.
 - iii. Protection from wind by screens and buildings.
 - iv. Trees – provided in proportion to the space at a minimum of one tree per 500 square feet, at least two inches in diameter at breast height.

- v. Water features or public art.
- vi. Outdoor eating areas or food vendors.

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

SECTION 3. The Definitions Chapter of Ashland Land Use Ordinance is hereby amended as follows:

Definitions

18.6.1.P

Plaza. An open public space.

Detail Site Review Plaza Space: An open area under private ownership intended to meet the requirements of Large Scale Project standards within the Detail Site Review Overlay.

SECTION 4. Severability. The sections, subsections, paragraphs and clauses of this ordinance are severable. The invalidity of one section, subsection, paragraph, or clause shall not affect the validity of the remaining sections, subsections, paragraphs and clauses.

SECTION 5. Codification. Provisions of this Ordinance shall be incorporated in the City Comprehensive Plan and the word “ordinance” may be changed to “code”, “article”, “section”, or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Sections 1, 4-5) need not be codified. In preparing this ordinance for publication and distribution, the City Recorder shall not alter the sense, meaning, effect, or substance of the ordinance, but within such limitations, may:

- (a) Renumber sections and parts of sections of the ordinance;
- (b) Rearrange sections;
- (c) Change reference numbers to agree with renumbered chapters, sections or other parts;
- (d) Delete references to repealed sections;
- (e) Substitute the proper subsection, section, or chapter numbers;
- (f) Change capitalization and spelling for the purpose of uniformity;
- (g) Add headings for purposes of grouping like sections together for ease of reference; and
- (h) Correct manifest clerical, grammatical, or typographical errors.

The foregoing ordinance was first read by title only in accordance with Ashland Municipal Code §2.04.090 on the _____ day of _____, 2020, and duly PASSED and ADOPTED this _____ day of _____, 2020.

Melissa Huhtala, City Recorder

SIGNED and APPROVED this ____ day of _____, 2020.

John Stromberg, Mayor

Reviewed as to form:

David Lohman, City Attorney



March 12, 2019

To the Mayor and City Council
20 E. Main Street
City of Ashland, Oregon 97520
cc: Kelly Madding, City Administrator

Re: Ashland City Hall Proposal vs Ashland Land Use Ordinance

Dear Mayor and City Council,

Ordinances have consequences. And, bad ordinances have negative consequences.

Currently, there is a downtown planning ordinance that is so onerous, even the city won't abide by it.

City Municipal Code 18.4.2.040 D 2 a (attached) requires "One square foot of plaza space shall be required for every ten square feet of gross floor area," which is 10% of the total square footage of the first three floors of a downtown building to be dedicated to public open space. For a three-story building, that would be 30% of the first-floor footprint of buildings on Main Street to be left in public open space.

The proposed downtown city hall plan provides an excellent opportunity to reconsider this grievous ordinance, as it is evident that the city has to violate its own ordinance to make any sense of a new city hall building.

This ordinance, which essentially is a forced taking of private land for public purpose without compensation, is totally inappropriate. Further, and more important, I believe this ordinance does the exact opposite of the city's intention for the character of downtown. What we want to encourage is a continuous downtown streetscape. The creation of more plazas (like the one in front of the Black Swan) or side alleyways (like the one between Starbucks and Earthly Goods) break the streetscape and replicate the biggest problem areas that we have downtown with regard to safety and gathering places for transients.

Even worse, I believe this ordinance makes it financially unfeasible to develop or re-develop any buildings in the downtown area. I know for a fact it has been a deterrent that has discouraged developers from developing in the downtown. I believe it has been substantially responsible for the lack of any development downtown beyond one condo building during the past unprecedented ten-year growth in the economy.

The city hall plan demonstrates the inappropriateness of this ordinance. As clarification I have attached ORW's proposed site plan for a new city hall building downtown, and in red I have shown the actual building footprint that would be allowed under this ordinance. It would reduce the proposed 4-story building square footage from 15,500 sf to under 11,700 sf, with a building footprint of approximately 3,000 sf, far smaller than the proposed at 4,000 sf or the existing 3,967 sf.

They say the best way to get rid of a bad ordinance is to enforce it. I for one, will insist that the city follow their ordinance. However, it would be far better to eliminate it completely, which is my strong recommendation and my request.

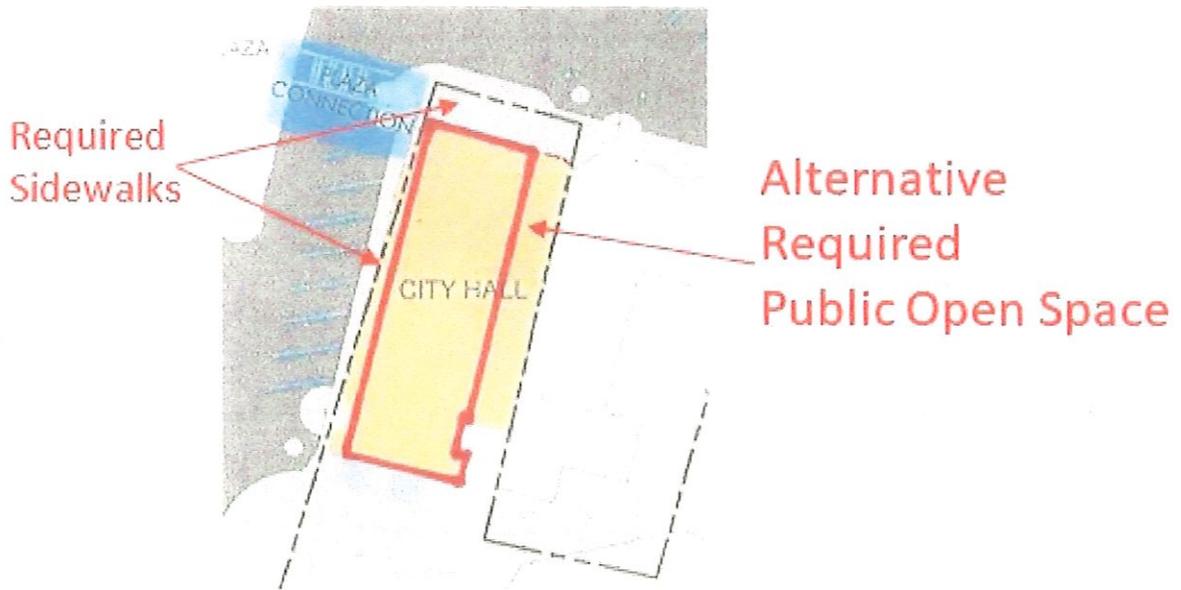
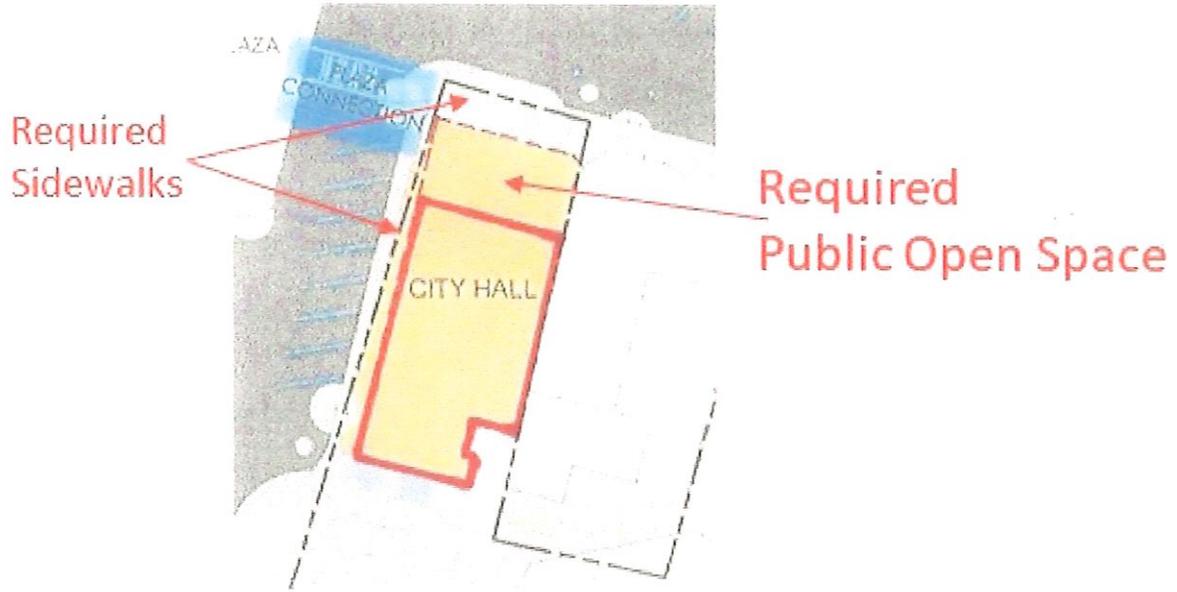
Sincerely,

A blue ink signature of Barry Thalden, written in a cursive style, with a long horizontal flourish extending to the right.

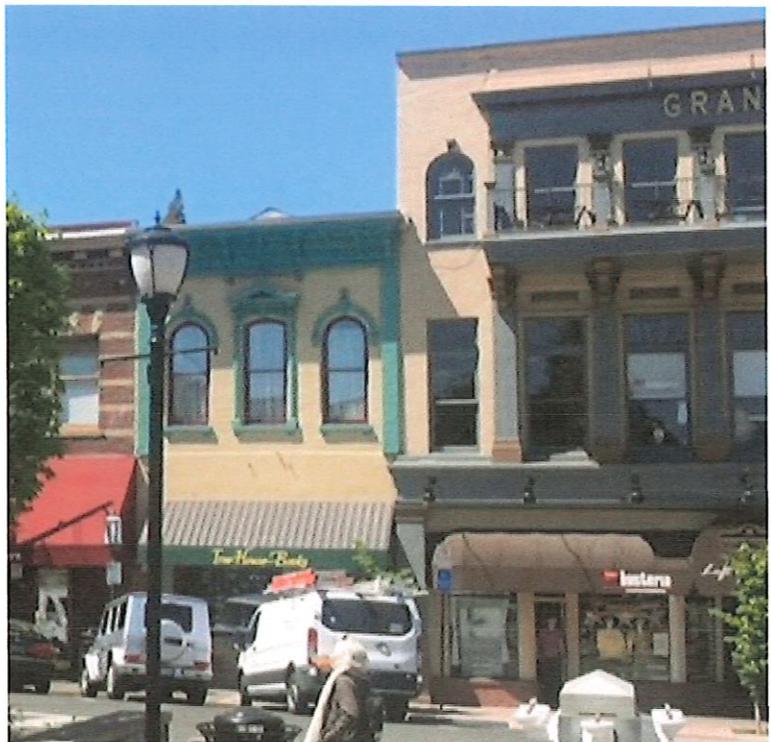
Barry Thalden, AIA, FASLA

550 Ashland Loop Road Ashland, Oregon 97520
(702) 860-5000 bthalden@thalden.com

City Hall Site Plan Alternatives per Land Use Ordinances



What is the vision for Downtown Ashland?



A continuous Retail / Restaurant Streetscape

Or



A series of Public Alleyways and Transient Gathering Areas

Chapter 18.4.2
BUILDING PLACEMENT, ORIENTATION, AND DESIGN

18.4.2.040 Non-Residential Development

D. Additional Standards for Large Scale Projects. In the Detail Site Review overlay, developments that are greater than 10,000 square feet in gross floor area or contain more than 100 feet of building frontage shall, in addition to complying with the standards for Basic (18.4.2.040.B) and Detail (18.4.2.040.C) Site Review, above, conform to the following standards. See conceptual elevation of large scale development in Figure 18.4.2.040.D.1 and conceptual site plan of large scale development in Figure 18.4.2.040.D.2.

1. Orientation and Scale.

.

2. Public Spaces.

a. One square foot of plaza or public space shall be required for every ten square feet of gross floor area, except for the fourth gross floor area.

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

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

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

iii. Protection from wind by screens and buildings.

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

v. Water features or public art.

vi. Outdoor eating areas or food vendors.

From: james falkenstein [<mailto:falkenprops@gmail.com>]
Sent: Sunday, October 13, 2019 10:07 PM
To: City Council <council@ashland.or.us>; John Stromberg <john@council.ashland.or.us>
Cc: Kelly Madding <kelly.madding@ashland.or.us>; Bill Molnar <bill.molnar@ashland.or.us>; cfowlkes@rosebudmedia.com
Subject: Concent Agenda Item Falkenstein can't make it to.

Initiation of an Ordinance Amendment Relating to Plaza and Public Space Standards

I am attaching my response to Barry Thalden's letter to the Planning Commission. I don't know Barry, but I do love the hanging flower baskets that I hear he is a major supporter of. But... he shouldn't be telling the city that The Plaza needs looser development standards so that more, and bigger, buildings can be built more easily and cheaper in The Plaza.

This is absolutely not a Consent Agenda Item.

Jim Falkenstein

Jim Falkenstein

October 13, 2019

To the Mayor and City Council
20 E. Main Street
City of Ashland, Oregon 97520
Cc: Kelly Madding, City Administrator

Re: Consent Agenda Item to prepare amendments of the Land Use Ordinance to address the applicability of the public space (plaza) standards for large scale buildings within the Downtown Design Standard Overlay.

Dear Mayor and City Council,

Ordinances are important and should not be dismissed by one SOU board member with architecture credentials.

Currently, there is a downtown planning ordinance (18.4.2.040) that restricts large scale building because – “As the historic scale of buildings was, and remains, a key element that defines community character, there was concern that large buildings could potentially undermine Ashland’s charm.” This ordinance is NOT a “forced taking of private land for public purpose without compensation,” as stated by Barry Thalden.

“What we want to encourage is a continuous downtown streetscape,” is the overarching assumption of Mr. Thalden’s personal opinion, but in no way a fact, or a community request, or an op-ed written by anyone ever.

However, it seems that the Director of Community Development wants to fast track this. “Although the Planning Commission’s discussion explored how this public space standard could be reconsidered throughout the City’s Detail Site Review Zones, staff believes the issue raised relating to downtown property could be addressed more expeditiously by focusing on its application within the downtown and historic district areas at this time. This would allow the code amendments to specifically consider the impact on proposed multi-story developments within the context of the downtown historic district. A review of the application of the plaza requirement in other areas of the City could be undertaken as a separate action as a future date.”

That mumbo-jumbo means that Ashland City Staff wants to “prepare amendments to the Land Use Ordinance to address the applicability of the public space (plaza) standards for large scale buildings within the Downtown Design Standard Overlay.”

The preparation of amendments before any public awareness of an issue is the reason for public outrage and public forum declarations of “we feel blindsided” comments. **Following this broken process is a major cause of our present scenario of animosity and public disillusionment.**

This is a substantial change in construction and development regulations in Ashland’s most public space. To bury it as a Consent Agenda item is the root of all evil. My strong recommendation is to forcefully deny this item. Remove it from the consent agenda, and require significant public outreach before it is even discussed by council again.

Sincerely,


Jim Falkenstein, BS Forestry, MA Communications, Blossom View Estates HOA VP,
Firewise MoTo, AshlandTrails.com founder, Razzie nominee, BRAG, IMPORTANT-
NESS, BS

540 Lakota Way Ashland, Oregon 97520
541-708-0185 falkenprops@gmail.com

What is the vision for Downtown Ashland?



**A continuous Retail/Restaurant Streetscape
Or.....**



A series of Public Alleyways and Transient Gathering Areas

From: Susan Stitham [mailto:omm1961@gmail.com]

Sent: Friday, December 20, 2019 2:12 PM

To: Bill Molnar <bill.molnar@ashland.or.us>

Cc: paulabrown@ashland.or.us

Subject: Proposed Change in Downtown Zoning

Good afternoon, after reading the column by Jim Falkenstein in today's ASHLAND TIDINGS, I have a number of questions that I was unable to answer by visiting your website.

What exactly would be permitted within the designated downtown area that is now prohibited in terms of new construction? Would there be any limits to the heights of buildings? Could existing public space be eliminated by renovation of an older building?

I am confident that the members of the Ashland Planning Council are well aware that the charm of Ashland didn't stop being a serious factor in 1993 and that it doesn't come from tall buildings crammed cheek to jowl in uniform lines along the street. And that "charm" is what brings tourists and their money to Ashland businesses, not to mention folks who chose to live here. As a citizen and taxpayer, I would have to hear something a lot more substantial than one commissioner's alleged, very naive, statement: *"I feel comfortable that the developers will provide [public spaces] at the right spot"* in order to support removing the existing requirements which appear to have served Ashland well.

I am familiar with the (often undue) influence that developers have on planning commissions in other locations where I have lived; I would not like to think that this is the case here in Ashland.

I would appreciate any specific information you could send me in response to my questions at the beginning of this email.

Thank you for your attention, Susan Stitham

622 Helman St.

John Fields Plaza Space Requirements Letter 12/06/2019

From: John Fields <goldenfields22@gmail.com>
Sent: Friday, December 06, 2019 10:02 AM
To: Brandon Goldman <brandon.goldman@ashland.or.us>

Subject: Re: Ashland Planning Commission meeting - private plaza spaces topic

Hi Brandon

You can lead a horse to water but you can't make him drink. Plaza space is either beneficial to the developer's intended use or the city should figure out how create public space.

The Mahar building, First place, is a good example of a fenced in private plaza that serves no positive purpose. If it's public it can serve the general population and really get some use. As private space it is only useable for the one building. I never see it being used. If there is no a dining area or open invitation to enjoy the plaza area it's gratuitous. I don't find all the security railing and no trespassing signs around this private space as a Positive contribution to the streetscape or beneficial to the building or downtown.

That area probably cost \$100,000 in the lost street frontage and improvements. The patrons prefer sitting on the sidewalk.

I think public mini park/plaza space is great within dense, urban core but mandating design standards takes a lot of freedom away from the designers that could actually make the intended design better.

Buildings "learn" over time. They will either be modified to better accommodate real needs or if so poorly designed they will be redeveloped. That's how cities grow and great cities are created. It's a layered cake. I find our mandatory standards are filled with unintended consequences. Guidelines and education are quite beneficial. Social engineering is a a mixed bag and has a very high governmental cost.

Even with all our over-site, bad buildings happen. How much worse would they be if we had fewer specific requirements. I guess that's the risk.

I see a major obstacles in how our downtown and city can thrive. Ashland's marginal and seasonal economy cannot support the quality of buildings required by the growing building code demands, and planning standards.

I think plazas need to be public or a space that the building developer sees as intrinsic to the value of their design. Otherwise we are just encouraging superfluous amenities that just drive up cost.

I had foot surgery Wednesday and will be out of commission for the next six weeks so I won't be available to come to the PC study session. My opinion is that we should encourage great building designs and look for opportunities for public space but back off of the mandatory requirements for private space. Our downtown is small enough that we should identify where we want it and look for opportunities for public space and work towards acquiring it.

Thanks,

John Fields
Golden-Fields Construction and Design Ltd.
541-944-2262

ASHLAND HISTORIC COMMISSION
DRAFT Meeting Minutes
January 8, 2020

Community Development/Engineering Services Building – 51 Winburn Way – Siskiyou Room

CALL TO ORDER:

Shostrom called the meeting to order at 6:00pm in the Siskiyou Room at the Community Development and Engineering Offices located at 51 Winburn Way, Ashland OR 97520.

Commissioners Present:	Council Liaison:
Skibby	Rich Rosenthal - ABSENT
Whitford	Staff Present:
Von Chamier	Maria Harris; Planning Dept.
Hovenkamp	Regan Trapp; Secretary
Swink	
Emery	
Babin	
Giordano	
Shostrom	
Commissioners Absent:	ALL PRESENT

APPROVAL OF MINUTES:

Whitford motioned to approve minutes for November 6, 2019. Emery seconded. Voice vote. ALL AYES. Motion passed. Giordano abstained.

PUBLIC FORUM:

Huelz Gutcheon, 2253 Hwy 99, addressed the Commission about placing information regarding conservation on the table outside the Siskiyou Room (ie; solar panels and electric vehicles).

COUNCIL LIAISON REPORT:

Council Liaison Rosenthal was absent so no report was given. Trapp sent Commission "City Council Outcomes" via email.

DISCUSSION ITEMS:

- Update on draft ordinance amendments on downtown plaza requirements
 - Presentation given by Brandon Goldman (**shown as exhibit A**)

Shostrom opened the public hearing for comments.

Jim Falkenstein, 540 Lakota Way, addressed the Commission regarding the draft ordinance. Mr. Falkenstein agrees with the concept but has concerns that it inhibits development. He went on to say that the Commission needs to address design standards for the draft ordinance before the meeting in February. He would like to see more coordination and discussions with the different Commissions.

Shostrom closed the public hearing and opened to the Commission for comments.

Giordano motioned to approve the update on draft ordinance amendments. Swink seconded. Voice vote. ALL AYES. Motion passed.

PLANNING ACTION REVIEW:

PLANNING ACTION: PA-T1-2019-00087

SUBJECT PROPERTY: 123 Church Street

OWNER/APPLICANT: Judith Barnes/John Green

DESCRIPTION: This is a request for a Conditional Use Permit to authorize the expansion of a structure that is non-conforming with regard to side yard setbacks as provided in AMC 18.1.4.030.B. The applicant proposes an approximate 525 square foot addition to the rear of the house. The existing house sits approximately 33" from the southern property line where there is a standard of six-feet. **COMPREHENSIVE PLAN DESIGNATION:** Single-Family Residential; **ZONING:** R-1-7.5; **ASSESSOR'S MAP #:** 391E08AA; **TAX LOT:** 3700

Shostrom recused himself from the hearing due to ex-parte contact.

Harris gave the staff report for PA-T1-2019-00087.

Skibby opened the public hearing for PA-T1-2019-00087.

The applicant for PA-T1-2019-00087 was not present.

Skibby closed the public hearing and opened to the Commission for their comments.

After a short discussion regarding eaves, fire code issues, setback from property lines, and the reason for the variance being ADA accessibility, the Commission rendered their decision.

Emery motioned to approve PA-T1-2019-00087 with recommendations (see below). Hovenkamp seconded. Voice vote. ALL AYES. Motion passed

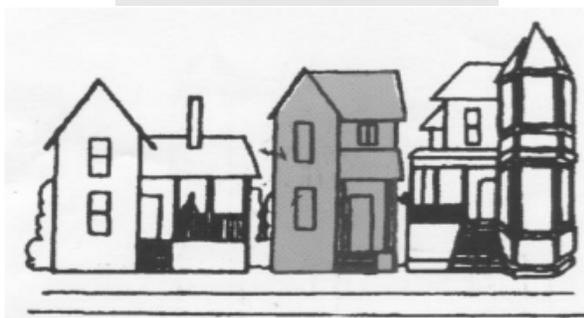
RECOMMENDATIONS FOR 123 Church:

The Historic Commission recommends approving the application, specifically including the two hand drawn elevations received 12/20/2019, as proposed with the following recommendations. The Historic Commission does not recommend approval of elevations A2 and A3 dated 12/18/2019 and received 12/20/2019 because of inconsistencies with the depiction of the existing structure and with the applicable standards for Historic District Development.

Historic District Design Standards (AMC 18.4.2.050.B)

7. Rhythm of Openings.

RECOMMENDED



Pattern or rhythm of wall to door/window openings on the primary façade or other visually prominent elevation is maintained. Maintain compatible width-to-height ratio of bays in the façade.

AVOID



A pattern or rhythm of window/door openings that is inconsistent with adjacent historic buildings.

It is unclear from the application whether the second-story windows on the north elevation will be altered, removed or replaced. The Historic Commission recommends size, style, casing, proportion and spacing of any changes to the second story windows match the existing structure, as well as the pattern of window/door openings on the proposed addition match the existing structure.

Rehabilitation Standards for Existing Buildings and Additions (AMC 18.4.2.050.C.2)

- b. *Original architectural features shall be restored as much as possible, when those features can be documented.*

The fascia and frieze and trim and corner boards should match the type and size on the existing building.

- c. *Replacement finishes on exterior walls of historic buildings shall match the original finish. Exterior finishes on new additions to historic buildings shall be compatible with but not replicate, the finish of the historic building.*

The Historic Commission recommends the addition match the siding on the existing building.

- g. *Replacement windows in historic buildings shall match the original windows. Windows in new additions shall be compatible in proportion, shape and size, but not replicate original windows in the historic building.*

The Historic Commission recommends the window style (i.e., single-hung, double-hung) and size match the windows on the existing building. Vinyl windows may be used but the Historic Commission recommends using a color other than bright white.

The Historic Commission recommends the window and door casings should match the type and size on the existing building.

Other

The Historic Commission recommends checking with a design professional or City of Ashland Building Division regarding fire safety requirements since the addition is proposed at 36" from the property line (e.g., treatment for eaves closer than 36" from property line, wall treatment, window/door requirements).

NEW ITEMS:

- Review board schedule.
- Project assignments for planning actions.
- Historic Preservation Week, May 17th – 23rd 2020
 - **Awards Ceremony** – Pioneer Hall, May 19, 2020 – Ceremony to start at 12:30pm.

COMMISSION ITEMS NOT ON AGENDA:

- Shostrom gave an update on the map project.
- Babin brought up growing concerns about the City Hall project.

OLD BUSINESS:

Harris discussed the appeal filed for 145 N. Main and the process involved.

Review Board Schedule

January 9th	Terry, Ellen, Tom
January 16th	Terry, Ellen, Piper
January 23rd	Terry, Sam, Bill
January 30th	Terry, Beverly, Dale
February 6th	Terry, Keith (will fill as needed)

Project Assignments for Planning Actions

PA-2017-00235	114 Granite/ 9 Nutley – Work has started	Shostrom
PA-2017-00200	165 Water – Extension to PA submitted	ALL
PA-2017-01294	128 Central– Work has started	Emery & Swink
PA-2017-02351/ 00026	549 E. Main – Work has started	Swink & Emery
PA-T1-2018-00033	160 Helman – No building permit	Shostrom
PA-T1-2018-00038	111 Bush – No building permit	Whitford
PA-T1-2019-00050	346 Scenic Drive – Plans in review	Emery
PA-T1-2019-00052	533 Rock – Permit issued	Babin
PA-T2-2019-00009	158, 160, 166 and 166 ½ North Laurel Street	Shostrom
PA-T1-2019-00064	176 Harrison	Swink
PA-T1-2019-00067	59 Sixth Street	Skibby
PA-T1-2019-00051	154 Oak Street	Whitford
PA-T1-2019-00080	145 N. Main	Whitford
PA-T1-2019-00087	123 Church Street	Hovenkamp

ANNOUNCEMENTS & INFORMATIONAL ITEMS:

Next meeting is scheduled February 5, 2020 at 6:00pm

There being no other items to discuss, the meeting adjourned at 8:26 pm

Respectfully submitted by Regan Trapp



Detail Site Review Overlay

Plaza Space Requirements Downtown

Planning Commission
2/11/2020

Detail Site Review Overlay
Applicability (maps located in ALU0 18.4.2)



- North Main, Historic District and Oak Street
- Siskiyou Boulevard, Ashland Street and Walker Avenue
- Ashland Street and Tolman Creek Road
- Crowson Road



Existing Plaza Space Standards

- Applies in the Detail Site Review overlay
- Applies to Large Scale Buildings (10,000sq.ft. or larger)
- Requires 10% of the buildings gross floor area (up to 3 stories) to be plaza space.
- Requires specific design elements.

2



Downtown Applicability

Downtown Design Standards Boundary

4



Downtown Applicability

Downtown C-1-D Zone

5



Downtown Applicability

Downtown Design Standards Boundary & C-1-D zone

7



Downtown Applicability

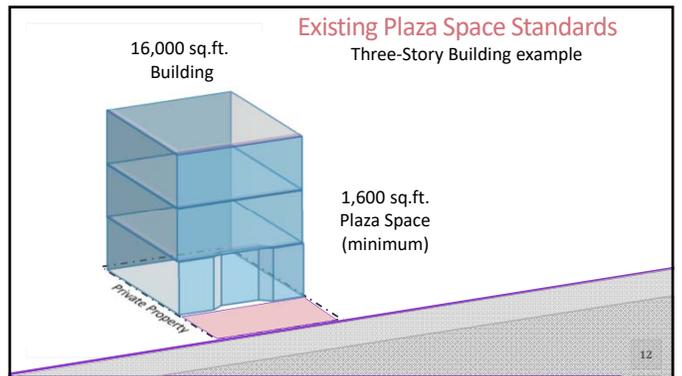
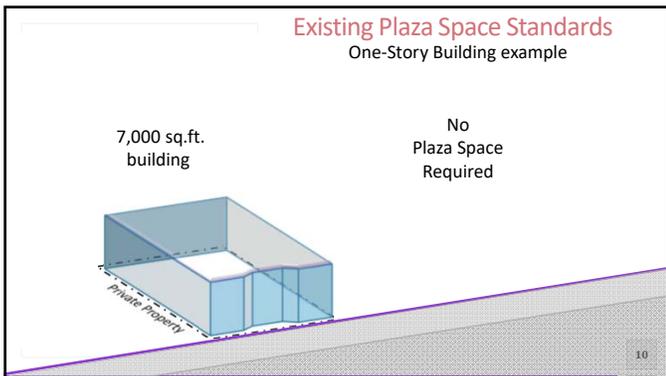
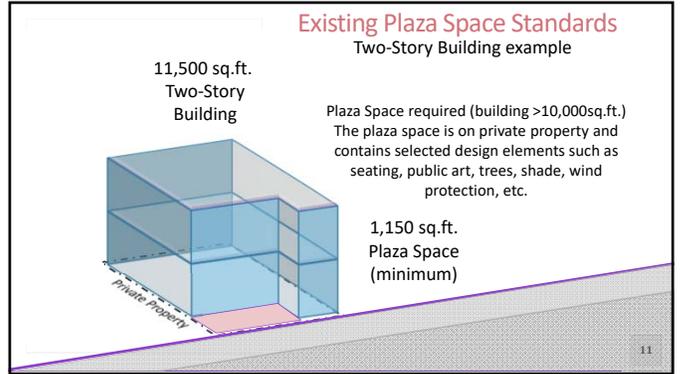
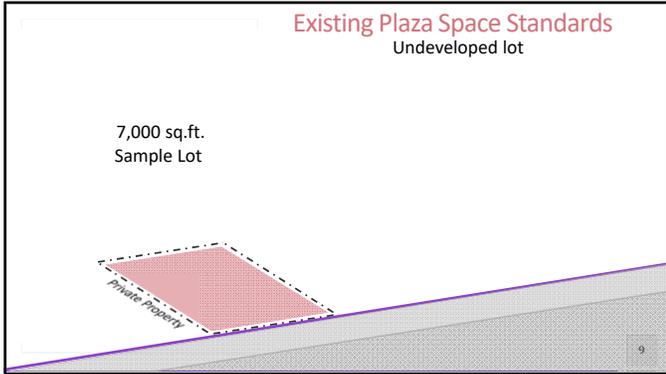
Downtown Design Standards Boundary & C-1-D zone

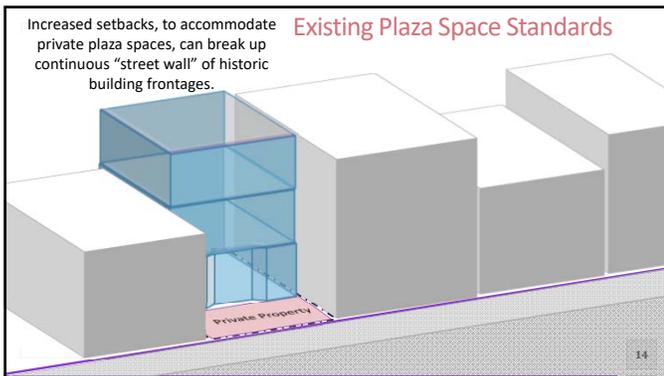
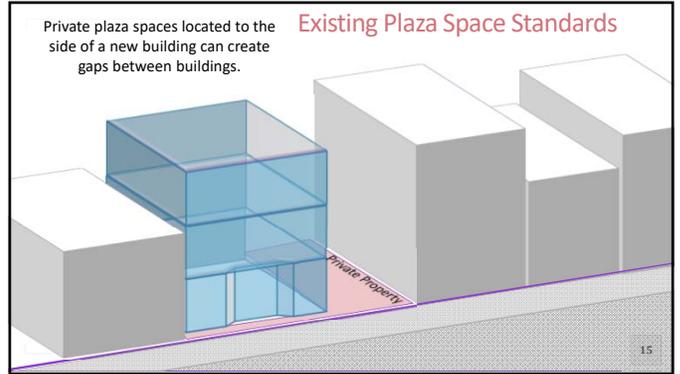
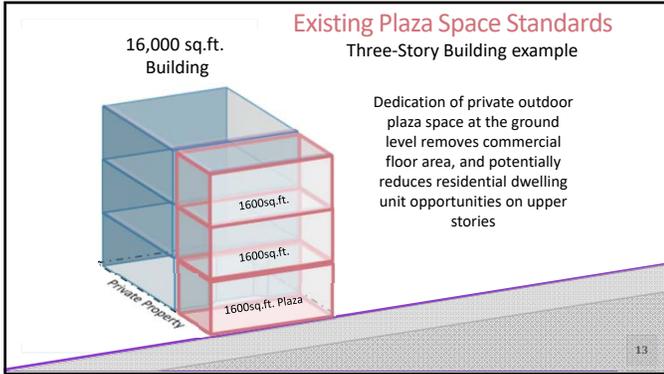
6

Discussion Items

				
Public - Private Use	Ground Floor Area	Multi Story Development	Historic Development Pattern	Design Implications
Private Outdoor Space for Cafes, sitting, landscaping, public art	Ground floor area reduced to accommodate plaza spaces	Increasing plaza space requirement due to additional stories (10% of 1 st , 2 nd , and 3 rd stories)	Traditional rhythmic spacing of historic buildings	Functional spaces, construction costs, design constraints

8





Proposed Amendment
18.4.2.040.D.b
Within the, C-1-D zone or Downtown Design Standards Overlay, no plaza space shall be required.

Amends the plaza space standards to no longer apply in the downtown area for new or redeveloped large scale buildings over 10,000sq.ft.

- o Plaza space no longer required thus private open-spaces will only be provided voluntarily.
- o Maintains the character and historic pattern of development along N. Main Street where buildings are built to the sidewalk and to the lot lines on either side.
- o Floor area reductions attributable to required plaza space for multi-story developments are eliminated, thus increases potential gross floor area on new or redeveloped buildings.
- o Reduces potential constraints to redevelopment and multi-story development.
- o Potential increase in the visual mass of buildings as a result of the elimination of ground level offsets in the building façade formerly designed and intended to accommodate plaza spaces.

16

Public open space and the downtown central Plaza

Public Plaza

- The proposed plaza space amendment does not remove public open space or the downtown central Plaza.
- The proposed code amendment relates to private outdoor space on individual properties.



17

Downtown Design Standards and Regulations

Building Size

- The proposed plaza space amendment does not change existing maximum building size allowed.
- “Inside the Downtown Design Standards overlay, new buildings or expansions of existing buildings shall not exceed a building footprint area of 45,000 square feet or a gross floor area of 45,000 square feet” (18.4.2.040.D.1.c)

19

Downtown Design Standards and Regulations

Building Height



- The proposed plaza space amendment does not change the maximum building height within the downtown area.
- Buildings in the downtown (C-1-D zone) are permitted to be 40 feet in height, or up to 55 feet with approval of a Conditional Use Permit. (18.2.6.030)

18

Downtown Design Standards and Regulations

Setbacks

- The proposed plaza space amendment does not change existing setback requirements within the downtown area. (18.2.6.030)
- Buildings in commercial zones (including the downtown) currently have no minimum setbacks or yard requirements.

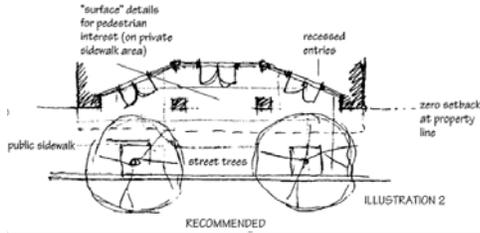


20

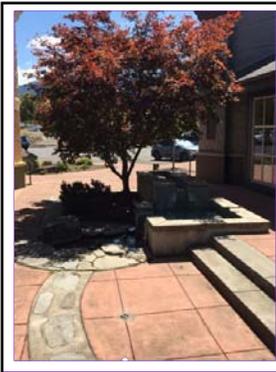
Downtown Design Standards and Regulations

Setbacks

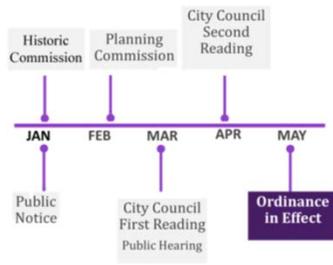
- Buildings in the downtown overlay are to be built up to the front and side property lines reflective of the historic pattern of development.



21



Timeline for Public Hearings (2020)



22

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
REGULAR MEETING
MINUTES
December 10, 2019

I. 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:

Troy Brown, Jr.
Michael Dawkins
Alan Harper
Haywood Norton
Roger Pearce
Lynn Thompson

Staff Present:

Bill Molnar, Director
Brandon Goldman, Senior Planner
Derek Severson, Senior Planner
Dana Smith, Executive Assistant

Absent Members:

Melanie Mindlin

Council Liaison:

Stefani Seffinger, absent

II. ANNOUNCEMENTS

Community Development Director Bill Molnar announced the Commission's annual report to the City Council was rescheduled to December 17, 2019 at 6:00 p.m.

III. AD-HOC COMMITTEE UPDATES - None

IV. CONSENT AGENDA

A. Approval of Minutes

1. November 12, 2019 Regular Meeting

Commissioner Thompson/Dawkins m/s to approve the minutes of November 12, 2019. Voice Vote: all AYES. Motion passed.

V. PUBLIC FORUM

Huelz Gutcheon/Ashland/Spoke on electric vehicles and solar panels.

VI. TYPE II PUBLIC HEARINGS

PLANNING ACTION: PA-T2-2019-00015

SUBJECT PROPERTY: 459 Russell Street

OWNER/APPLICANT: KDA Homes, LLC/Laz Ayala

DESCRIPTION: A request for Site Design Review approval to construct a 13,816 square foot, two-story mixed-use building on the property located at 459 Russell Street (Lot 2 of the Falcon Heights subdivision). The proposed building will include a 4,837 square feet of ground floor commercial space, and a total of 13 residential studio units (497 s.f.) on the ground and second floors. The application includes a Property Line Adjustment between Lots 1 and 2, and an Exception to the Site Development and Design Standards in order to utilize existing parking installed with the subdivision which does not comply with more recent parking lot treatment standards in AMC 18.4.3.080.B.5. *[The current application would supersede the previously approved PA-T2-2018-00001 which granted approval to consolidate Lots 1 and 2 of the subdivision to develop a single 22,469 square foot building. The current proposal also illustrates conceptual development of Lot 1 with floor plans, elevations and*

landscape details, but these are conceptual and not being reviewed or approved here.]
COMPREHENSIVE PLAN DESIGNATION: Employment; ZONING: E-1, Detail Site Review Overlay;
ASSESSOR'S MAP #: 391E 09AA; TAX LOT: 2800 & 2801.

Chair Pearce read the rules of the Public Hearing.

Ex Parte Contact

Commission Harper and Chair Pearce declared no ex parte. Commissioner Norton, Brown and Thompson had no ex parte and one site visit. Commissioner Dawkins had no ex parte but had run past the site.

Staff Report

Senior Planner Derek Severson provided a presentation (see attached):

- Proposal.
- Vicinity Map.
- Falcon Heights Subdivision.
- 2006 Aerial photo.
- Lot illustrations and photos.
- Elevation Drawings.
- Site Plan.
- Proposed Utility & Drainage Plan.
- Proposed Landscape Plan.
- Elevation Drawings.
- Proposed Floor Plans.
- Standard A Solar Shadow Study.
- Parking Calculation.
- Key Points for Staff.
- Clear Creek Drive plaza space illustration.

Staff recommended approved with the Conditions in the draft findings.

Questions of Staff - None

Applicant's Presentation

Mark Knox/Ashland/Spoke to the proposal and provided background on why they went back to their original plan of phased building. They had no issues with the Conditions. The proposal would build thirteen units under 500 square feet (sq. ft.).

Laz Ayala/Ashland/Spoke to housing trends getting smaller. The proposal would build housing the city lacked.

Questions of the Applicant

Mr. Knox confirmed there were two separate lots with most of the density on one. They would have a deed restriction specifying density as well as commercial and plaza space. Commissioner Harper suggested making the condition for the deed restriction clear. Mr. Ayala clarified the intent was having two one-story buildings. The second building would have 30% residential and 70% commercial on the ground level. Building would occur in phases.

Public Testimony - None

Rebuttal by Applicant - None

Deliberations & Decision

Commissioner Harper/Norton m/s to approve PA-T2-2019-00015, as presented by staff with the Conditions. Roll Call Vote: Commissioner Pearce, Norton, Brown, Dawkins, Harper and Thompson, YES. Motion passed.

VII. DISCUSSION ITEMS

A. **Requirements for plaza space in the Downtown Detail Site Review (DSR) overlay and C-1-D zone**

Senior Planner Brandon Goldman provided a presentation (see attached):

- Detail Site Review Overlay – Plaza Space Requirements Downtown.
- Existing Plaza Space Standards.
- Detail Site Review Overlay Applicability.
- Downtown Applicability.
- Downtown Applicability C-1-D Zone.
- Discussion Items; Public-Private Use, Ground Floor Area, Historic Development Pattern, Multi Story Development, Design Implications.
- Option 1: 18.4.2.040.D.b would eliminate the requirement for any private plaza space in the downtown area for new or redeveloped buildings.
- Option 2: 18.4.2.040.D.b would require one square foot of plaza space in the downtown area to apply to the area of the ground floor only, for a building 10,000 square feet or greater.
- Timeline for Public Hearings (2020).

Mr. Molnar provided legislative history on the large-scale development standards. Commissioner Thompson voiced concern it would increase density and parking challenges. She suggested having a downtown parking analysis done or establishing an LID to resolve potential parking issues. Staff would include the suggestion in the recommendation to City Council. Parking was not required on the north side of Lithia Way. On the south side of Lithia Way in the C-1-D zone it was not required unless it was traveler's accommodations.

Commissioner Brown explained why Option 1 was more viable. Current plaza areas in the downtown were under used or over used depending on the time of the day or year. He supported having the building facades flush with the street. Overhangs would change the vertical sense of the city.

Public Testimony

Barry Thalden/Ashland/Submitted a document into the record (see attached). He explained why he supported eliminating the plaza space requirement.

Mark Knox/Ashland/Agreed with Mr. Thalden's testimony and spoke in support of Option 1.

Laz Ayala/Ashland/Supported changing the plaza requirements. He addressed parking concerns. Transportation needs would rely more on shared transportation in the future eliminating the need for more parking.

The Commission discussed their support of Option 1.

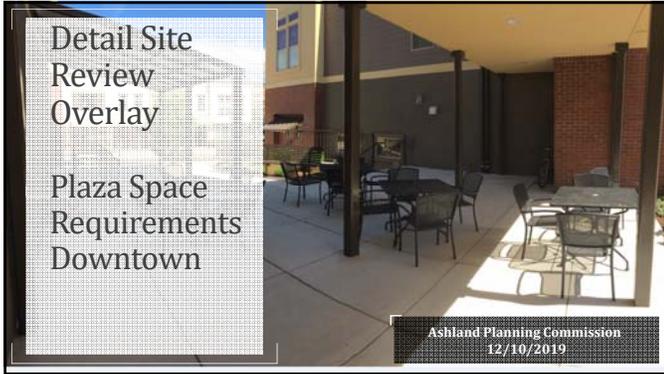
Commissioner Harper/Brown m/s to recommend to City Council Option 1 as outlined by staff including Commission comments. Voice Vote: ALL AYES. Motion passed.

Commissioner Norton suggested a future study session that would look at improvements to existing parking, then address future parking needs.

VIII. ADJOURNMENT

Meeting adjourned at 8:09 p.m.

*Submitted by,
Dana Smith, Executive Assistant*



Existing Plaza Space Standards

- Applies in the Detail Site Review overlay
- Applies to Large Scale Buildings (10,000sq.ft. or larger)
- Requires 10% of the buildings gross floor area (up to 3 stories) to be plaza space.
- Requires specific design elements.

PC-12/10/2019 2

Detail Site Review Overlay
Applicability (maps located in ALUO 18.4.2)

- North Main, Historic District and Oak Street
- Siskiyou Boulevard, Ashland Street and Walker Avenue
- Ashland Street and Tolman Creek Road
- Crowson Road

Downtown Applicability

Downtown Design Standards Boundary

PC-12/10/2019 4



Downtown Applicability

Downtown C-1-D Zone

5



Downtown Applicability

Downtown Design Standards Boundary & C-1-D zone

6



Downtown Applicability

Downtown Design Standards Boundary & C-1-D zone

7

Discussion Items

				
Public - Private Use	Ground Floor Area	Historic Development Pattern	Multi Story Development	Design Implications
Private Outdoor Space for Cafes, sitting, landscaping, public art	Ground floor area reduced to accommodate plaza spaces	Traditional rhythmic spacing of historic buildings	Increasing plaza space requirement due to additional stories (10% of 1 st , 2 nd , and 3 rd stories)	Functional spaces, construction costs, design constraints

8

Option 1

18.4.2.040.D.b

Within the, C-1-D zone or Downtown Design Standards Overlay, no plaza space shall be required.

Eliminates requirement for any private plaza space in the downtown area for new or redeveloped buildings.

- Eliminates required plaza space thus private open-spaces will only be provided voluntarily.
- Maintains the character and historic pattern of development along N. Main Street where buildings are built to the sidewalk and to the lot lines on either side.
- Floor area reductions attributable to required plaza space for multi-story developments are eliminated, thus increases potential gross floor area on new or redeveloped buildings.
- Reduces potential constraints to redevelopment and multi-story development.
- Potential increase in the visual mass of buildings as a result of the elimination of ground level offsets in the building façade formerly designed and intended to accommodate plaza spaces.

Option 2

18.4.2.040.D.b

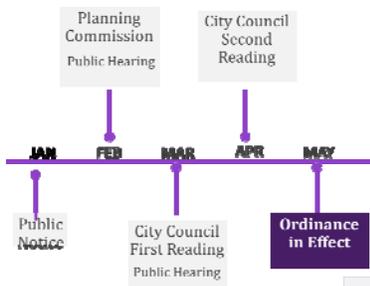
Within the C-1-D zone or Downtown Design Standards Overlay, one square foot of plaza space shall be required for every ten square feet of the gross floor area of the first floor only.

Reduce the requirement for private plaza space in the downtown area to apply to the area of the ground floor only, for a building 10,000 square feet or greater.

- Maintains some plaza space for outdoor commercial activities and seating, landscaping, public art, etc.
- Reduces total gross floor area that can be developed due to percentage of lot area that must be reserved as plaza space.
- Reduces available ground floor commercial space.
- Construction cost increases possible in order to cantilever upper stories over a designated plaza space, or alternatively a reduction of upper story floor area due to incorporating a horizontal offset to accommodate the plaza space.
- Floor area reductions attributable to required plaza space for multi-story developments are reduced compared to the existing plaza space standard.



Timeline for Public Hearings (2020)



What is the vision for Downtown Ashland?

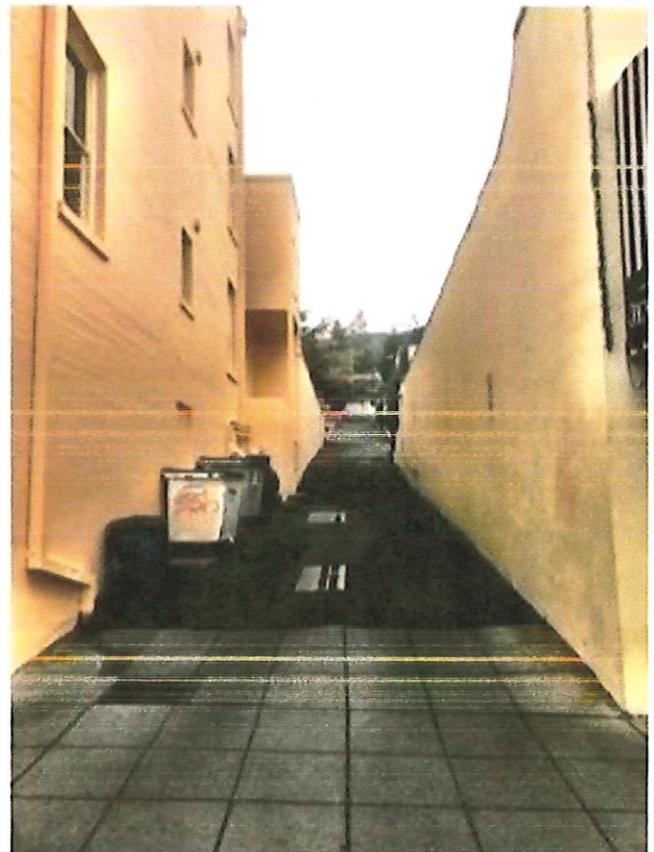
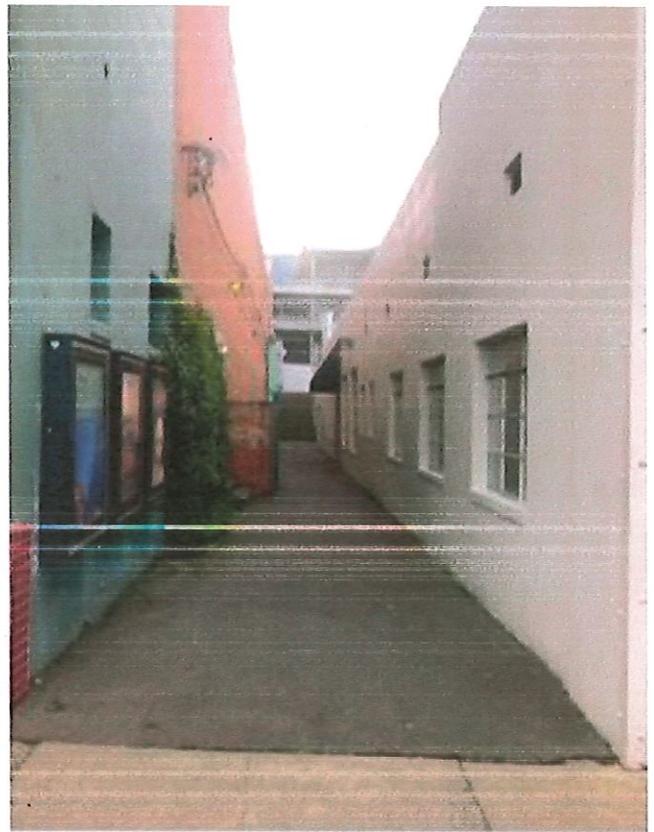


A continuous Retail / Restaurant Streetscape

Or



A series of Public Alleyways and Transient Gathering Areas



Downtown Ashland Public Spaces