



Planning Commission Agenda

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

February 14, 2023

AGENDA

- I. **CALL TO ORDER:** 7:00 p.m., Civic Center Council Chambers, 1175 E. Main Street

- II. **ANNOUNCEMENTS**

- III. **CONSENT AGENDA**
 - A. Approval of December 13, 2022 Minutes

- IV. **PUBLIC FORUM**

Note: If you wish to discuss an agenda item, please contact PC-public-testimony@ashland.or.us by February 14, 2023, 10 a.m. to register to participate electronically. To speak to an agenda item in person you must fill out a speaker request form at the meeting and will then be recognized by the Chair to provide your public testimony. Written testimony can be submitted in advance or in person at the meeting.

If you are interested in watching the meeting via Zoom, please utilize the following link:
<https://zoom.us/j/92132268888>

- V. **TYPE II PUBLIC HEARINGS**

PLANNING ACTION: PA-T2-2023-00038
SUBJECT PROPERTY: 2308 Ashland Street
APPLICANT & OWNER: MCA Architecture / Les Schwab
DESCRIPTION: A request for Site Design Review approval to modernize and expand the existing Les Schwab tire facility. The proposal includes remodeling the existing overhang/work area and replacing it with a vestibule addition and new façade enhancing the Ashland St. Frontage. Additionally, the breezeway between the two main buildings is proposed to be enclosed creating two new Bay doors and warehouse space to the rear. In addition, there is proposed site work to install ADA / Pedestrian access to the intersection of Tolman and Ashland. **COMPREHENSIVE PLAN DESIGNATION:** Commercial; **ZONING:** C-1; **MAP: 39-1E-14-BA;**
TAX LOT: 1100

- VI. **ADJOURNMENT:**

Next Meeting Date: February 28, 2023

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email scott.fleury@ashland.or.us. 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 1).



AMC 18.3.2	Croman Mill District
AMC 18.3.3	Health Care Services District
AMC 18.3.4	Normal Neighborhood District
AMC 18.3.5	N. Mountain Neighborhood District
AMC 18.5.4	Conditional Use Permits
AMC 18.6.1.030.F	Definitions

REQUEST: The proposal would amend the Ashland Land Use Ordinance to provide additional options for food trucks and food carts in a new section AMC 18.2.3.145 'Food Trucks and Food Carts.'

Staff Presentation

Senior Planner Derek Severson provided the Commission with a brief presentation on the current state of draft ordinance PA-L-2022-00015. He detailed the current limited allowances for food trucks, which include short-term events, permitting as an accessory to an existing use, or with a Conditional Use Permit (CUP). Mr. Severson detailed the changes that staff had proposed to the allowances for short-term events and CUPs, but that the accessory to an existing use criteria would remain unchanged. As proposed, the Ministerial Permits would allow up to three food trucks in an approved plaza space or parking area at a time, with any exceptions requiring a Site Design Review. Mr. Severson stressed that food trucks or carts would not be permitted in residential areas, but that the temporary use allowance currently in the Ashland Municipal Code (AMC) applies across zones and could permit food trucks in residential or downtown areas for short-term events (see attachment #1).

Deliberation and Recommendations

Commissioner Thompson expressed concern that some of the references to approved plaza space within the draft ordinance was unclear. She suggested that staff remove the term **“existing approved plaza space”** in subsection A and replace it with **“initial caps review plaza space.”** Commissioner Thompson also recommended that staff add further clarity regarding food trucks on private property or approved plaza spaces in subsection E.

Chair Norton closed the Public Hearing at 7:13 p.m.

Chair Norton reopened the Public Hearing to give late attendants to the meeting an opportunity to speak on the matter.

Chair Norton closed the Public Hearing at 7:17 p.m.

Commissioners Dawkins/Knauer m/s to recommend the draft ordinance to the City Council with the proposed clarifications. Voice Vote: all AYES. Motion passed. 5-0.

VI. TYPE I PUBLIC HEARINGS - APPEAL

- A. PLANNING ACTION:** PA-APPEAL-2022-00017 Appealing PA-T1-2022-00185
- SUBJECT PROPERTY:** 897 Hillview Drive
- APPLICANT & OWNER:** Suncrest Homes, LLC
- DESCRIPTION:** An appeal of the administrative approval of planning action #PA-T1-2022-00185, An approval for a two-lot partition of a 0.36-acre lot. The tentative partition plat submitted with the application indicates that the two resultant parcels will be 0.18 and 0.17 acres in size. The application includes detailed findings explaining how the proposal meets the relevant criteria. **COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-7.5; **MAP:** 39 1E 15 AC; **TAX LOT:** 900

Chair Norton recited the public hearing procedures for land use hearings.

Ex Parte Contact

No ex parte contact was reported. Commissioners Dawkins, Knauer, and Norton conducted site visits.

Staff Presentation

Senior Planner Aaron Anderson began by noting a clerical error regarding the notice for this item. The planning action number was noticed as "PA-APPEAL-2022-00015" and should instead have read "PA-APPEAL-2022-00017."

Mr. Anderson briefly outlined the timeline for the project, including its approval by staff on October 20, 2022 and its subsequent appeal on November 1, 2022. He drew the Commission's attention to a map of the preliminary partition plat showing an eight-foot flagpole on the property, but added that the applicant was proposing an additional two-foot easement across parcel one so in order to provide a ten-foot legal access to the lot (see attachment #2). Mr. Anderson then listed the requisite approval criteria under AMC 18.5.3.050, noting that the application had satisfied all of those criteria, and recommended that the original staff approval be upheld and the appeal denied.

Questions of Staff

Commissioner Thompson inquired if this property was considered a flag lot, to which Mr. Anderson responded that it is.

Commissioner Knauer commented that the map used in the noticing of this project seemed to indicate that the alley terminates prior to the property in question. Mr. Anderson responded that the City's GIS may suggest that, but the alley actually ends at the northern end of the lot. Commissioner Knauer requested clarification on how this partition could impact the alley in terms of vehicle access to the lot. Mr. Anderson responded that there is currently only one lot with access to the alley, which would still be the case after the partition in question, so staff saw no increase in use of the alley. Mr. Anderson elaborated that staff had spoken to the Public Works Department, whose only requirement for this project would be additional grading and laying down gravel for the alley's improvement. He added that staff does not require improvements to existing alleys. Commissioner Knauer remarked that staff's requirement for the alley to be used for vehicular access would increase its use. Mr. Anderson pointed out that the lot owner is currently permitted to use and park vehicles down the alley, an allowance which will continue after the lot is partitioned. There was general discussion about the use of the alley for vehicular access and parking.

Commissioner Thompson requested clarification regarding the required 4ft wide pedestrian access to the back parcel, noting that the proposed pedestrian access appeared to only connect to the front parcel. Mr. Anderson responded that the proposed pedestrian access would also serve the back parcel, and that the applicant would be providing a 10ft wide paved driveway, which would fulfill the pedestrian access requirements and exceed the 4ft wide minimum. Mr. Anderson referred to page 94 of the Commission's packet to show how the proposed driveway would provide vehicular and pedestrian access from Hillview Drive to parcel 2. He added that there would also be vehicular access to parcel 2 from the alley. Commissioner Knauer inquired if the driveway would run the length of the property between Hillview Drive and the alley. Mr. Anderson responded that the driveway would not provide a throughway connection to the alley from the street, but that such a connection could be approved in a future planning action if an applicant applied for it.

Chair Norton remarked that the driveway could have provided vehicular access to both parcels without the need for any access from the alley, but that had not been proposed by the applicants. Mr. Goldman pointed out that the applicants had proposed placing all three required parking spaces in front of the house, not along the alley. He added that the flag lot partition standards require that parking access from the alleyway be accommodated, but that he believed that the applicant would not be utilizing those parking spaces.

Applicant Presentation

Applicant Charlie Hamilton gave a description of the developmental process that the project had gone through thus far, and detailed his work with the City to ensure that nearby residents not be required to undergo an address change as a result of the partition. He noted nearby residents' opposition to parcel 2 having its primary access from the alley, and that that was why the driveway extension from Hillview Drive was included in the proposal. Mr. Hamilton stated that he worked to assuage many of the concerns of the neighbors opposed to the partition, including those of the appellant, Chuck Smith. He outlined how many of Mr. Smith's concerns lay with water runoff and its impact on his property at 895 Hillview Drive. Mr. Hamilton listed the ways in which he would address these issues, including a catch-basin on the northwest corner of the lot, perimeter drains for each dwelling, and

attempting to capture water runoff inundating Mr. Smith's property. Mr. Hamilton concluded by detailing how his team had conducted an unrequired neighborhood meeting in order to address concerns from local residents.

Appellant Presentation

Mr. Smith requested that the Commission uphold the appeal and deny the original application. He cited a similar partition at 893 Hillview Drive that was denied by the Commission on December 12, 2005, and detailed how the nearly fifty neighbors he spoke with opposed the current partition. Mr. Smith stated that he opposed the partition primarily due to water runoff in the neighborhood, citing the design standards dealing with surface water drainage in AMC 18.5.3.050. He provided the Commission with a presentation detailing the water damage that his property had sustained due to water runoff. He related how he had already installed curtain drains on his property due to the water runoff that passes through 897 Hillview Drive and saturates his property at 895 Hillview Drive, and requested that the applicant be required to install a French drain in order to mitigate water damage as a condition of approval. Mr. Smith detailed the drainage system that comes down from Ross Lane and connects with a dry well and drainage system along the alleyway, and stated that trees planted in the easement between 897 and 895 Hillview Drive are clogging his drain-line. He noted that the City had required that he install a wet trench with a 24inch-wide footing when he added an addition to his property. Mr. Smith then read testimony from the previous owner of 897 Hillview that was given at the December 12, 2005 Planning Commission Meeting (see attachment #4). He concluded by stating that a flag lot would be out of character with the neighborhood and requested that the Commission uphold the appeal and deny the project.

Chair Norton asked if staff was aware of the easement before the meeting. Mr. Anderson responded that staff was made aware before the meeting of the easement for the TID drainage, and that there is also City infrastructure along the easement.

Public Testimony

Keith Kleinedler/Mr. Kleinedler voiced support for the appellant, and detailed the December 12, 2005 Planning Commission Meeting. He stated that the water runoff and flooding was his main reason to oppose the partition, and pointed to the flooding that the neighborhood already sustains from the alleyway. He implored the City to make substantial improvements to the drainage systems that are unable to handle the significant amount of water runoff from Ross Lane, and from the Our Lady of the Mountain church parking lot at 987 Hillview Drive.

Applicant Rebuttal

Zac Moody stated that the Staff Report had detailed all the relevant materials. He noted that many of the appellant's issues with the project were related to stormwater, and that the City's Public Works department had identified areas that could drain water from the site to Hillview Drive. He added that additional impervious surface will be added as part of the partition, but that the added drainage systems will help to divert water from flowing onto the neighboring properties.

Addressing the issue of the subject property having too much pavement, Mr. Moody pointed out that the applicant was required to include driveways and meet other building minimum standards. He noted that the Comprehensive Plan allows for increased dwelling density in this neighborhood, particularly with the adoption of House Bill 2001. Mr. Moody stated that the proposed partition is the minimum that could be done with the parcel in light of recent house bills, but that the applicants are content with the subject plan. He added that it is the intention of the applicants to provide additional housing in the neighborhood.

Mr. Moody stated that easements are generally addressed at the final plat by a surveyor, but that he was unaware of the easement until it was raised at the meeting. He assured the Commission that the buildings would not be built over the easement, because that would have resulted in a denial of the proposal during the application process.

Mr. Moody stated that there are numerous criteria that any application has to meet in order to be approved, such as tree preservation, solar, wildfire hazard, and setbacks, and the applicant will be removing cypress trees as they pose a potential fire hazard. Other trees may be removed if they interfere with the building footprint, but there is no current plan to remove any more trees than necessary.

Mr. Moody noted that the footing issue raised by the appellant is not a partition standard or criteria, and will be addressed during the building application phase.

Mr. Moody concluded by addressing Mr. Kleinedler's comments regarding the housing approval standards. He stated that much had changed in city planning since the December 12, 2005 decision by the Commission to deny the partition of 893 Hillview Drive. He reiterated that the new proposed partition is the minimum that could be done with the parcel in light of recent code changes.

Chair Norton closed the Public Hearing and Public Record at 8:27 p.m.

Deliberations and Decision

Commissioner Dawkins sympathized with the neighbors who did not want to see the partitioning of the parcel in question, but that the main topic in question was water runoff. He stated that he would have a difficult time denying the application based on criteria that neither the applicant nor appellant could control. Commissioner Dawkins stated that he appreciated the neighbor's desire to keep the neighborhood as single dwellings only, which echoed the argument made at the 2005 meeting. Commissioner Dawkins pointed out that the water runoff was coming down the alley from the south, aided by the parking lot from the nearby church, which is something that the City could examine and address in the future.

Chair Norton noted that the applicant had proposed four voluntary conditions for approval, but that condition #1 should be removed because there would be no way for the City to enforce it.

Commissioners Knauer/Herron m/s to deny the appeal with the conditions proposed, excluding condition #1. Roll Call Vote: all AYES. Motion passed. 5-0.

Chair Norton stated that the AMC has changed in the 17 years since a similar partition was denied in 2005, and that variances and exceptions are no longer required of such applications if they meet certain criteria. He commented that the appellants are the first to come before the Commission with the new guidelines in place, and that the Commission may need to make some unpopular decisions in order to abide by recent code changes. He thanked the applicants and the appellant for their civility.

Mr. Goldman informed the Commission that staff had prepared the Findings for the item in the event that the appeal was denied, and that the Findings could be approved by the Commission at this time if it wished. He added that the first condition would be removed from the Findings in accordance with the Commission's denial of the appeal.

Commissioners Dawkins/Thompson m/s to approve the Findings with the conditions proposed, excluding condition #1. Voice Vote: all AYES. Motion passed. 5-0.

VII. OPEN DISCUSSION

Chair Norton informed the Commission that the Social Equity and Racial Justice Advisory Committee (SERJAC) had requested that a Commissioner attend a future committee meeting detailing their Commission uses the lens of social equity when making land use decisions. Councilor DuQuenne commended the Commission's earlier presentation given by Commissioner Knauer at the May 7, 2022 SERJAC meeting, and hoped that a member of the Commission would go before the Committee and provide a similar report. Commissioner Knauer commented that he would be willing to provide another presentation to SERJAC, but that any Commissioners should feel welcome to assume that duty.

Chair Norton stated that the Commission is bound to the existing code, and must remain objective when making land use decisions. Commissioner Knauer commented that it is his intention to bring SERJAC's recommendations back to the Commission to discuss how best to incorporate them into its decision-making process. Mr. Severson pointed out that the Housing Production Strategy, as well as the Climate-Friendly and Equitable Communities (CFEC) guidelines from the state, will incorporate an anti-displacement tool that will overlap with SERJAC's recommendations. Mr. Goldman detailed how the Commission must use codified code standards when examining planning actions, but that it could use its role in advising legislation to promote social equity and racial justice. Chair Norton suggested that a member of staff accompany the attending Commissioner to the SERJAC meeting. Mr. Severson pointed out that the City's CFEC representative will likely go before SERJAC before a member of the Commission will have an opportunity to attend their meeting.

Commissioner Dawkins informed the Commission that he has been diagnosed with late-stage prostate cancer. He stated that he would may need to resign his position on the Commission in the future, but that he will remain a member as long as he can. The Commission expressed appreciation for Commissioner Dawkins and offered him their support.

There was general discussion regarding approved projects that have begun construction and will provide additional housing. Mr. Goldman stated that such developments could open up houses that are currently being used by college students for group housing.

VIII. ADJOURNMENT

Meeting adjourned at 8:56 p.m.

*Submitted by,
Michael Sullivan, Executive Assistant*



Food Trucks & Food Carts

Planning Commission

December 13, 2022
Public Hearing

PLANNING COMMISSION

Food Trucks & Food Carts

As Currently Allowed

Short Term Events

AMC 18.2.2.030.H

Accessory to Existing

Conditional Use Permit

AMC 18.5.4



Food Trucks & Food Carts

As Proposed

Short Term Events

Added Section for Food Trucks Up to 1/Month

Accessory to Existing

Unchanged

Conditional Use Permit

AMC 18.5.4

Food Trucks Proposed in the Downtown



Food Trucks & Food Carts

As Proposed

Ministerial Permits

Up to 3 Carts/Trucks

Approved Plaza or Parking

Site Design Review

Pod >3

Or Outside Plaza or Parking

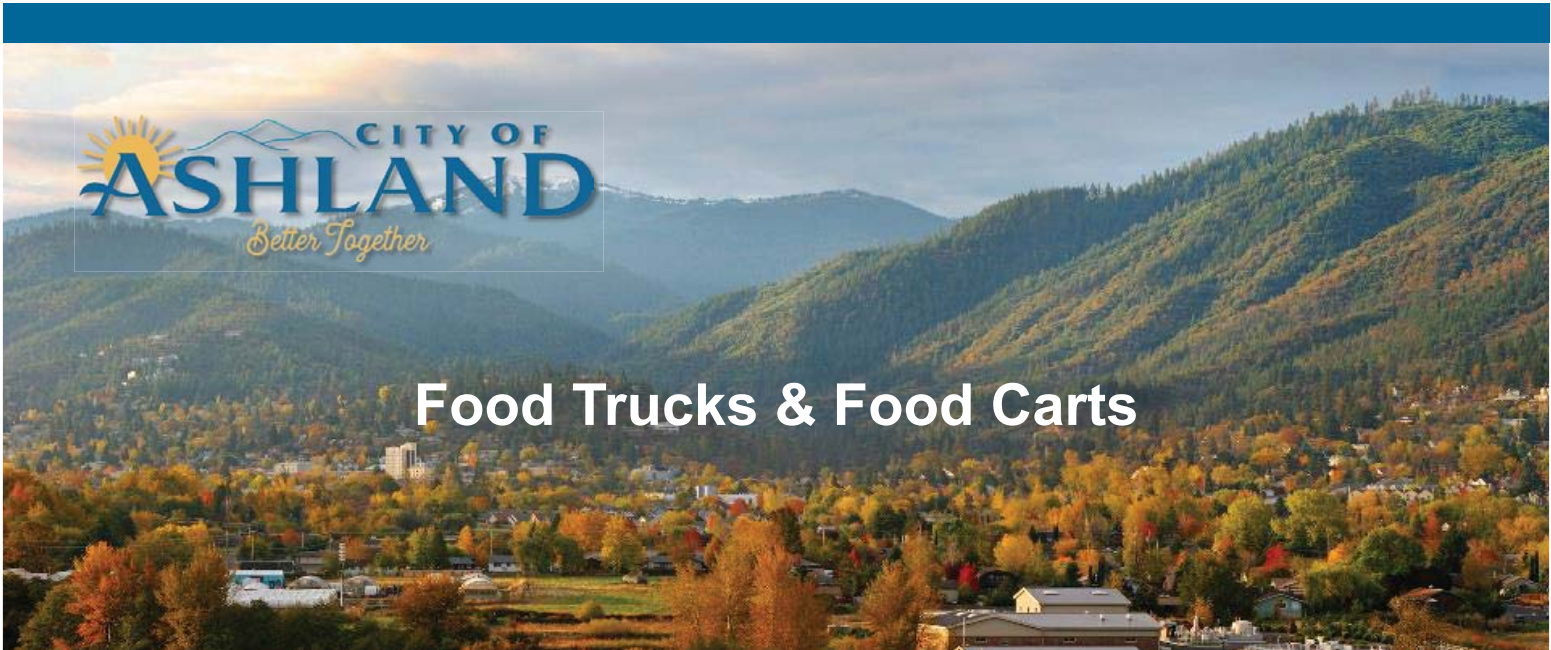
Not Allowed

*In Residential Zones**



NEXT STEPS?

Planning Commission recommendation tonight
Council hearing & ordinance February 21st



Food Trucks & Food Carts

Planning Commission

December 13, 2022
Public Hearing

897 Hillview Land Partition Appeal

CITY OF
ASHLAND

Planning Commission Appeal Hearing
December 13, 2022

SUBMITTAL DATE:	May 13, 2022
DEEMED COMPLETE DATE:	May 31, 2022
STAFF APPROVAL DATE:	October 20, 2022
APPEALED:	November 1, 2022
120-DAY DEADLINE:	<i>waived by applicant +90 days.</i>
120+90 DEADLINE:	December 30, 2022

897 Hillview Dr. Appeal

CITY OF
ASHLAND

An appeal of the Staff Advisor's approval of a request for a **Land Partition** to partition the property into two lots.

- The parent parcel is a 0.39 -acre lot.
- The tentative partition plat submitted with the application shows two parcels with an eight-foot flagpole to the street.

897 Hillview Appeal

Vicinity Map

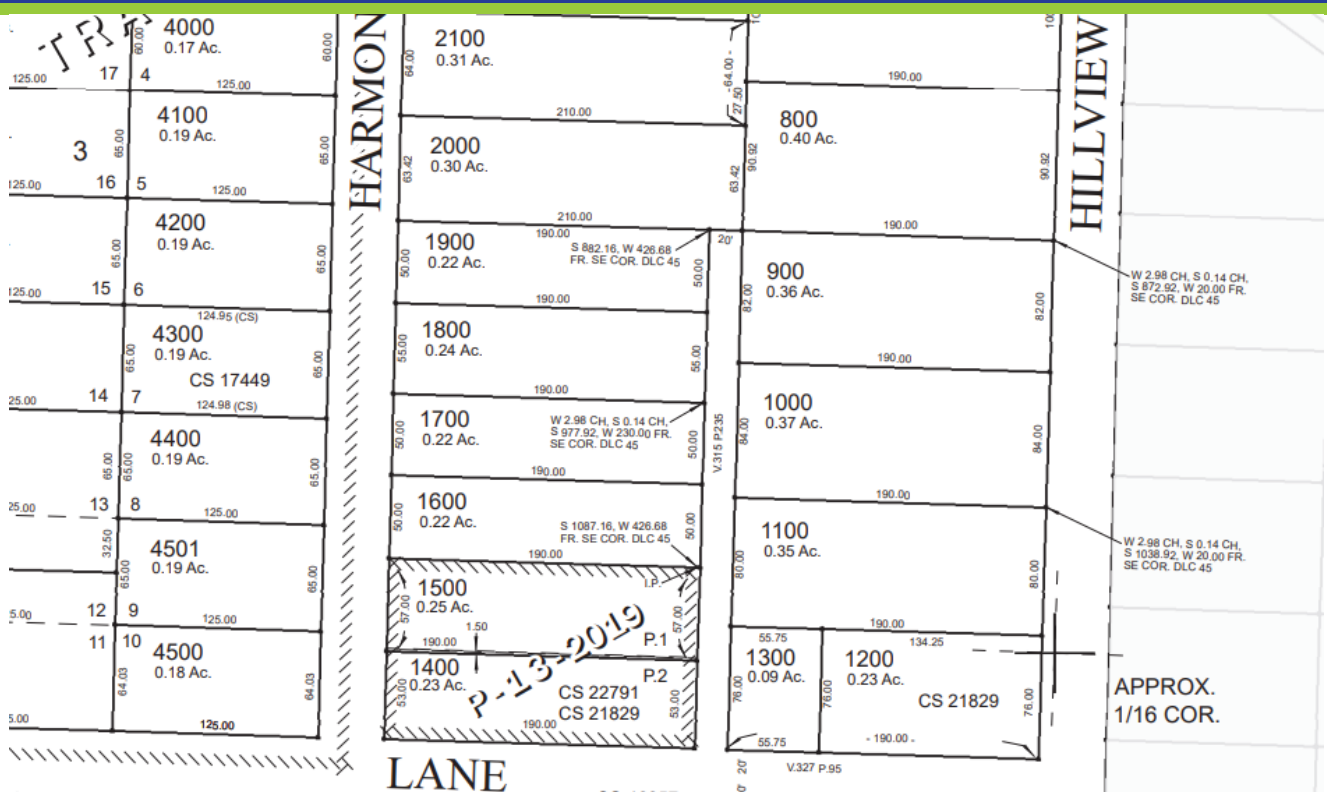
CITY OF
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897 Hillview Appeal

Vicinity Map

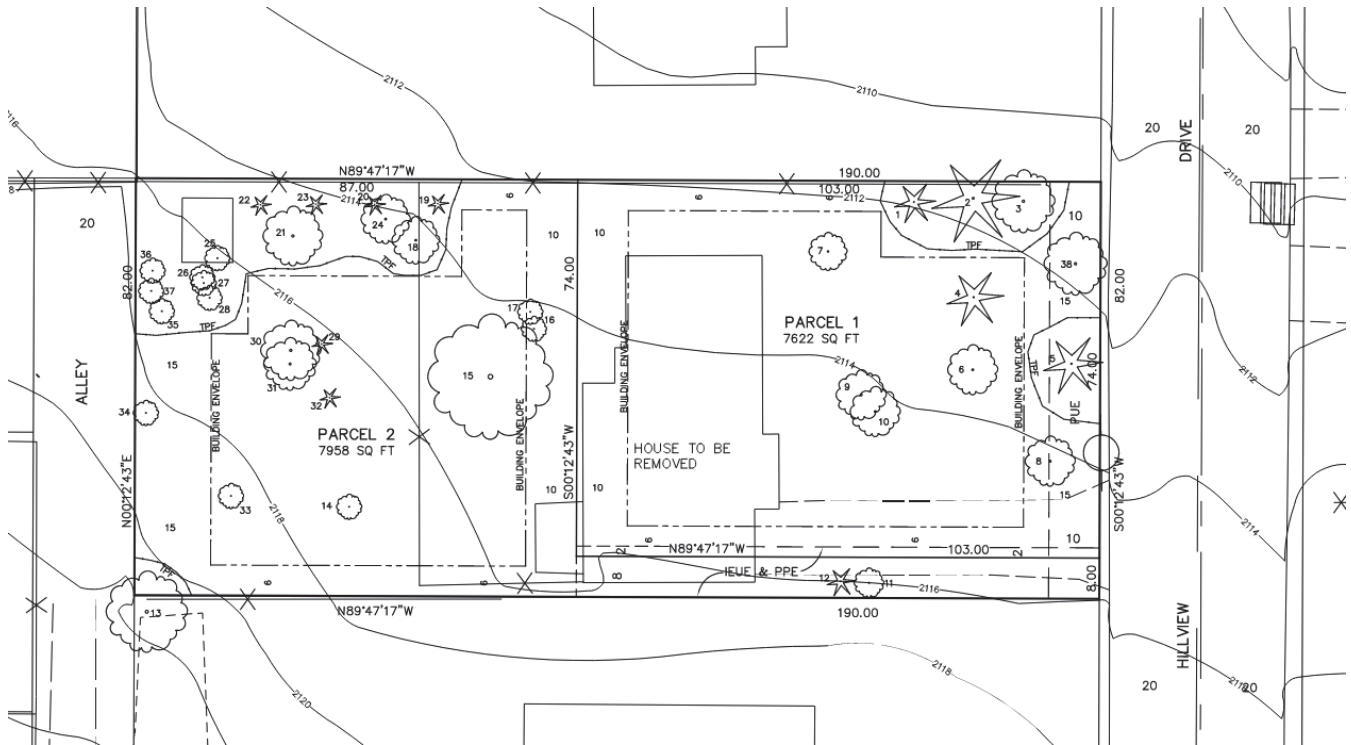
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ASHLAND



897 Hillview Appeal

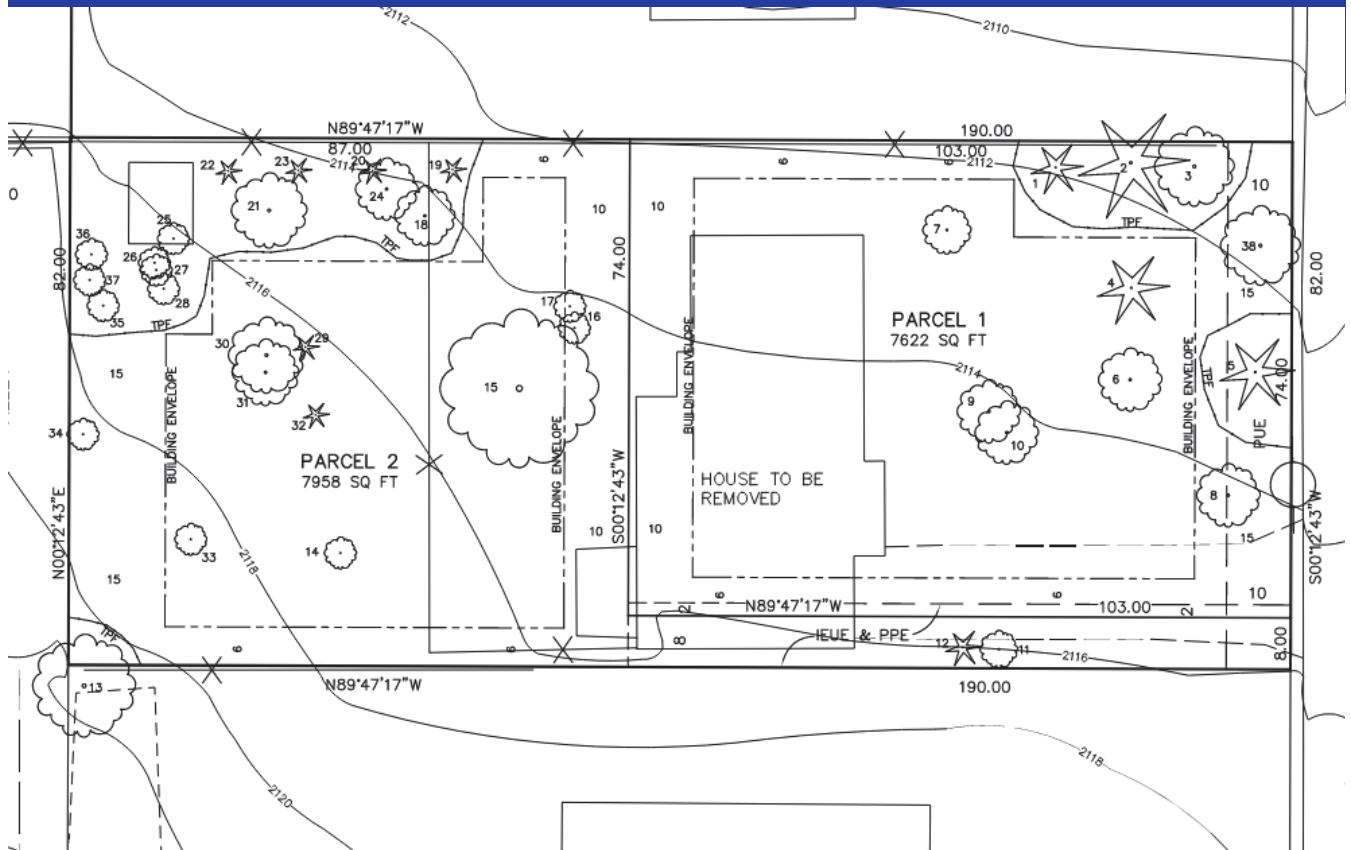
Partition Plat

CITY OF
ASHLAND



897 Hillview Appeal

CITY OF
ASHLAND



897 Hillview Appeal

18.5.3.050 Preliminary Partition Plat Criteria

The approval authority shall approve an application for preliminary partition plat approval only where all of the following criteria are met.

- A. The future use for urban purposes of the remainder of the tract will not be impeded.
- B. The development of the remainder of any adjoining land or access thereto will not be impeded.
- C. The partition plan conforms to applicable City-adopted neighborhood or district plans, if any, and any previous land use approvals for the subject area.
 - There is no neighborhood or district plan or condition of approval from previous land use actions that apply to the subject property.
- D. The tract of land has not been partitioned for 12 months.
 - The tract of land has not been partitioned for 12 months.

897 Hillview Appeal

18.5.3.050 Preliminary Partition Plat Criteria

- E. Proposed lots conform to the requirements of the underlying zone, per part [18.2](#), any applicable overlay zone requirements, per part [18.3](#), and any applicable development standards, per part [18.4](#) (e.g., parking and access, tree preservation, solar access and orientation).
 - The proposed lots conform to the base standards of the zone including lot size, lot coverage, etc.
- F. Accesses to individual lots conform to the standards in section [18.4.3.080](#) Vehicle Area Design. See also, [18.5.3.060](#) Additional Preliminary Flag Lot Partition Plat Criteria.
 - The applicant has shown that there two required parking spaces can be served off the Alley, and has provided secondary vehicular access across the eight-foot flagpole and a two-foot easement on the front lot.
- G. The proposed streets, utilities, and surface water drainage facilities conform to the street design standards and other requirements in part [18.4](#), and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications.
 - Adjacent rights-of-way have city services with adequate capacity to serve one new lot. No public improvements are proposed with the current land use action, and the applicant has proposed to sign-in favor of a future Local Improvement District for the future improvements. Public Works has confirmed that there is a six-inch storm drain main that crosses Hillview which connects to a 15-inch main and has adequate capacity

897 Hillview Appeal

CITY OF
ASHLAND

18.5.3.050 Preliminary Partition Plat Criteria (cont'd)

- H. **Unpaved Streets.**
1. **Minimum Street Improvement.** When there exists a 20-foot wide access along the entire street frontage of the parcel to the nearest fully improved collector or arterial street, as designated in the Comprehensive Plan, such access shall be improved with an asphaltic concrete pavement designed for the use of the proposed street. The minimum width of the street shall be 20-feet with all work done under permit of the Public Works Department.
- I. **Where an alley exists adjacent to the partition, access may be required to be provided from the alley and prohibited from the street.**
- J. **Required State and Federal permits, as applicable, have been obtained or can reasonably be obtained prior to development.**
- There are no State or applicable Federal permits that are applicable to the future development of the property
- K. **A partition plat containing one or more flag lots shall additionally meet the criteria in section [18.5.3.060](#).**

897 Hillview Land Partition Appeal

CITY OF
ASHLAND

**Planning Commission Appeal Hearing
December 13, 2022**

SUBMITTAL DATE:	May 13, 2022
DEEMED COMPLETE DATE:	May 31, 2022
STAFF APPROVAL DATE:	October 20, 2022
APPEALED:	November 1, 2022
120-DAY DEADLINE:	<i>waived by applicant +90 days.</i>
120+90 DEADLINE:	December 30, 2022

897 Hillview Dr. Appeal

CITY OF
ASHLAND

Appeal Issues

Subsequent to the approval, Chuck Smith appealed the application.

This appeal followed

897 Hillview Minor Land Partition

CITY OF
ASHLAND

Planning Commission Appeal Hearing
December 13, 2020

Staff Recommendation

Staff recommends that the appeal be denied and that the original staff approval be upheld with the conditions recommended in the staff report, as detailed in your packets.

Planning Action PA-11-2002-00185

897 Hillview Drive lot partition and construction of two houses.
by Charlie Hamilton of Suncrest Homes

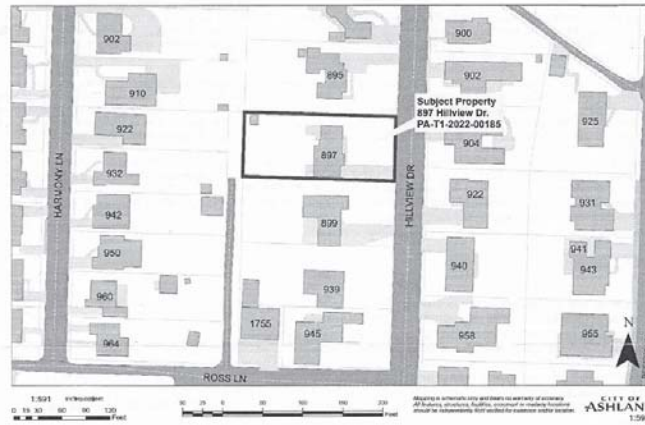
PA-APPEAL 2022-000185

Appealing: Planning Action PA-11-2002-00185



NOTICE OF PUBLIC HEARING

PLANNING ACTION: PA-APPEAL-2022-00015 Appealing PA-T1-2022-00185
SUBJECT PROPERTY: 897 Hillview Drive
APPLICANT & OWNER: Suncrest Homes, LLC
DESCRIPTION: An appeal of the administrative approval of planning action #PA-T1-2022-00185, An approval for a two-lot partition of a 0.35-acre lot. The tentative partition plat submitted with the application indicates that the two resultant parcels will be 0.18 and 0.17 acres in size. The application includes detailed findings explaining how the proposal meets the relevant criteria. **COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-7.5; **MAP:** 39 1E 15 AC, **TAX LOT:** 900



PLANNING COMMISSION HEARING: Tuesday, December 13, 2022 at 7:00 p.m.
at the Ashland Civic Center/City Council Chambers, 1175 East Main Street

I have personally talked with 50 individuals in this neighborhood on both Harmony Lane and Hillview Drive

Most do not want this lot to be split and would like to see a single house constructed on this lot.

-End of Soapbox

18.4.6.080 Storm Drainage and Surface Water Management Facilities

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

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

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

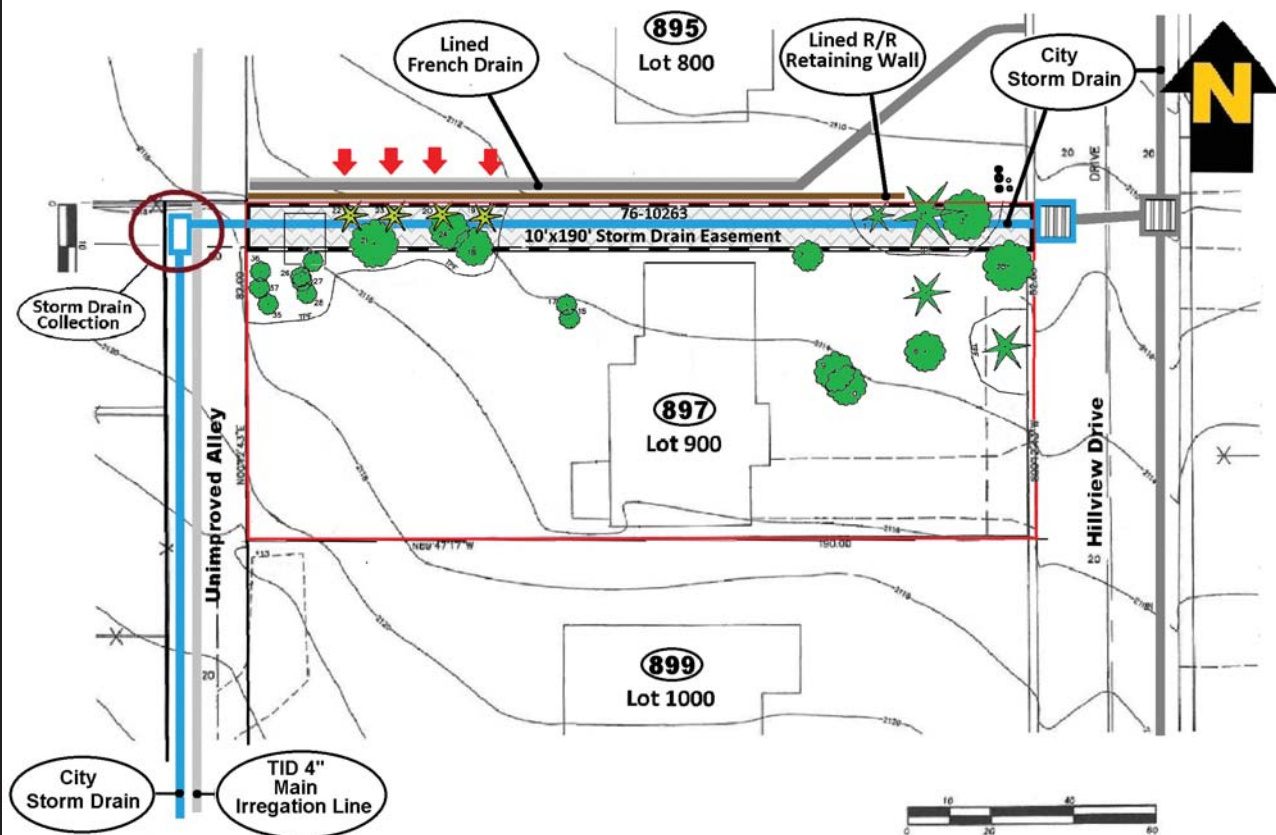
1. Alley behind 897 Hillview is swampy at various times of the year
 - a. Rain water run off...
 - b. Runoff from homes on Harmony Lane above the alley flow north-east down the alley.
 - c. The alley stops at the corner of 897 and 895 Hillview on the alley and has nowhere to go.
 - d. Historically, during the winter, rain water runoff has run through 897, 895, 893, and 873 Hillview Drive from the alley unabated.
 - i. To abate rain runoff some Hillview residents below the alley have had to install
 1. French drains
 2. 897 Hillview tree roots and runners are clogging neighbors French drain lines, reducing water runoff collection capability.
 3. Sump pumps
 4. Had to raising foundation height
 5. Had to regrade property to redirect runoff
 - e. To abate and collect water runoff.
 - i. 897 Hillview rain gutters need to be tied to city storm drain
 - ii. 897 required to install French drain along north property boundary to collect water
 - iii. French drain tied to storm drain.
 - f. City of Ashland should be required:
 - i. Construct a collection point at the end of the alley to remove water runoff through their storm drain easement through the alley.
 - ii. Make provisions on alley storm drain line to collect Harmony Lane rain gutter lines

18.5.3.040 Preliminary Plat Submissions

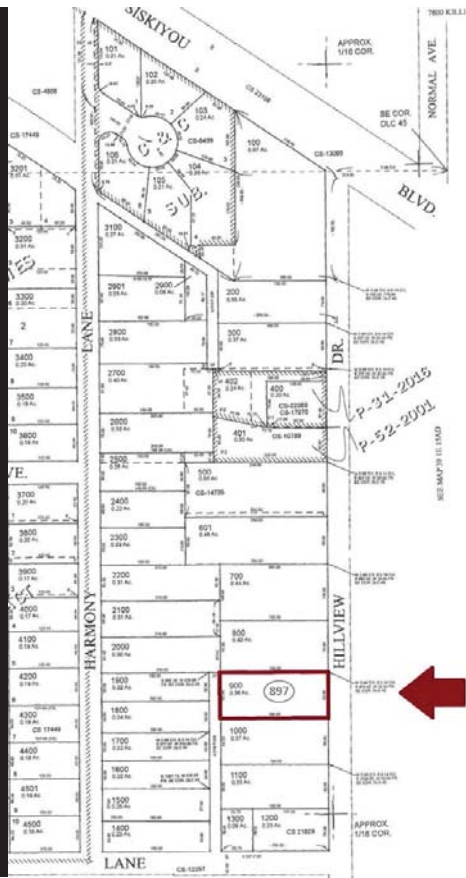
B. 2. e. The Base Flood Elevation, Floodplain Corridor Elevation, and Floodplain Boundary, per the Ashland Floodplain Corridor Maps, as applicable;

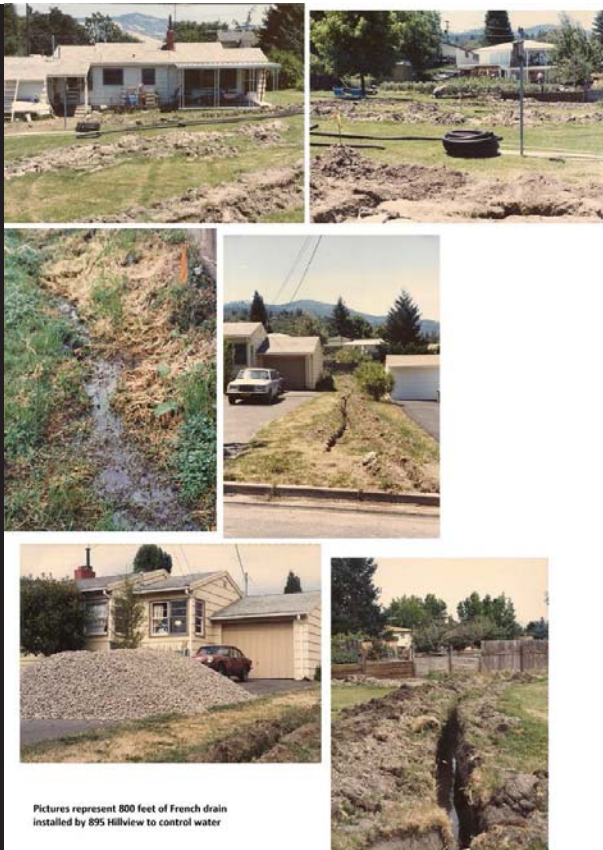
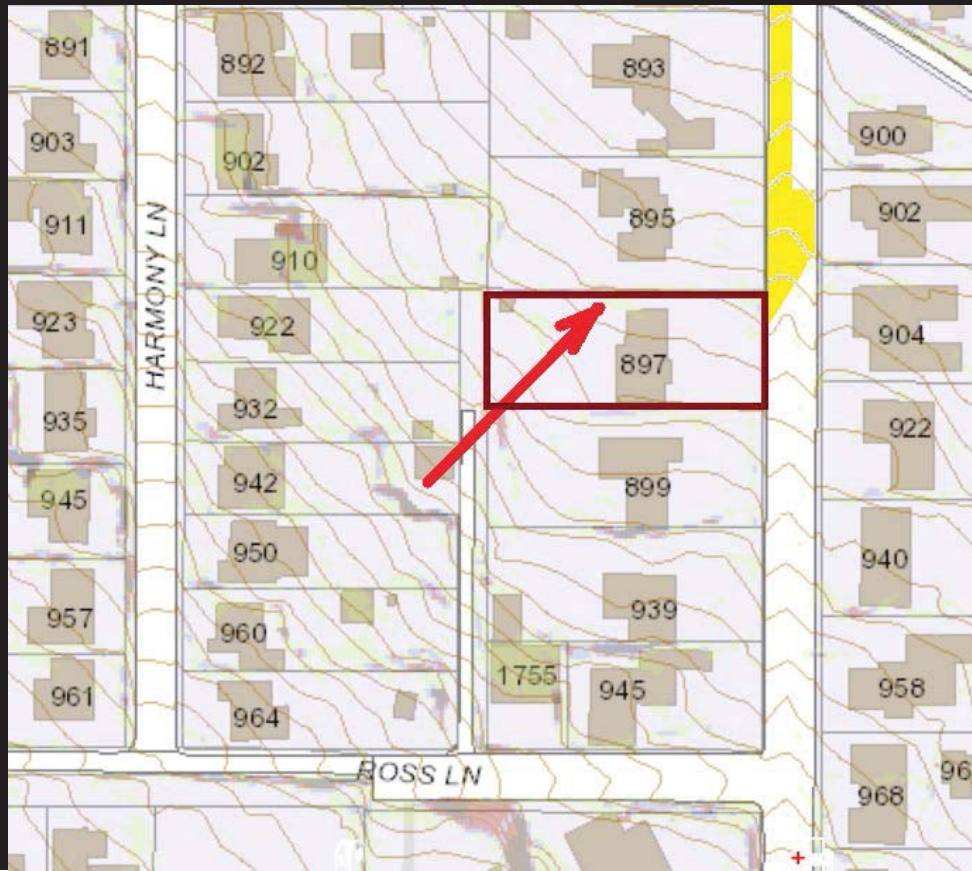
18.5.3.050 Preliminary Partition Plat Criteria

G. The proposed streets, utilities, **and surface water** drainage facilities conform to the street design standards and other requirements in part 18.4, and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications.



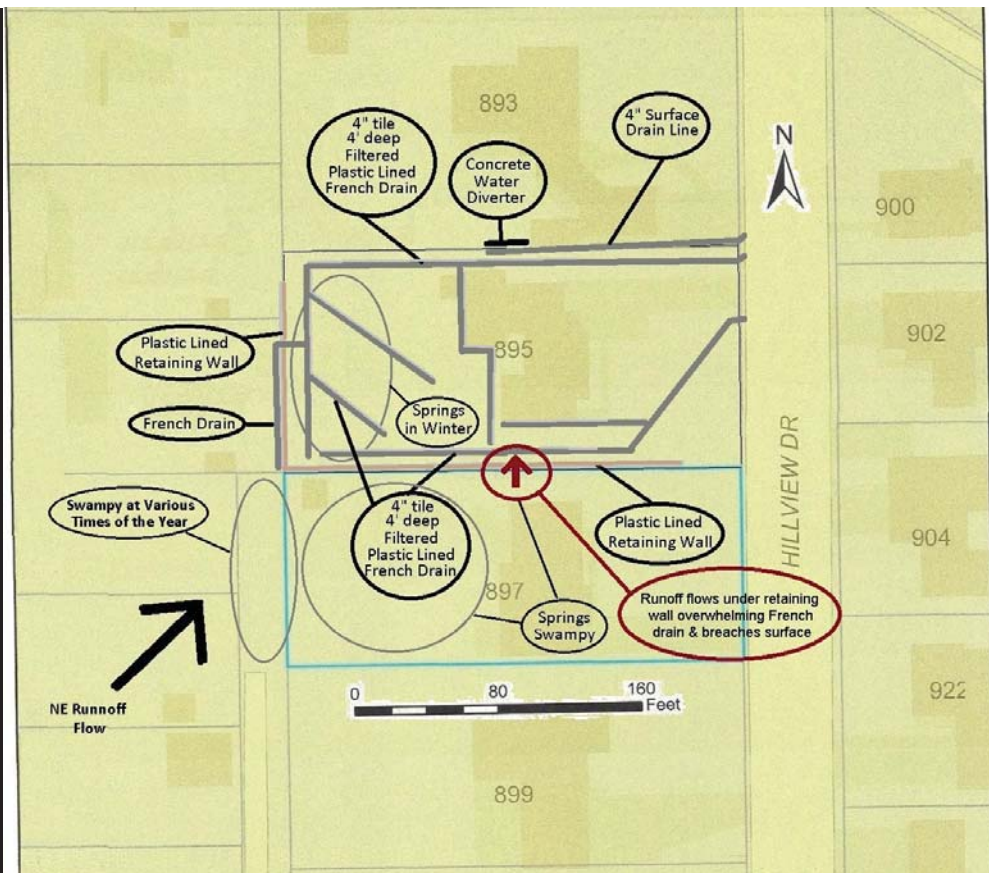


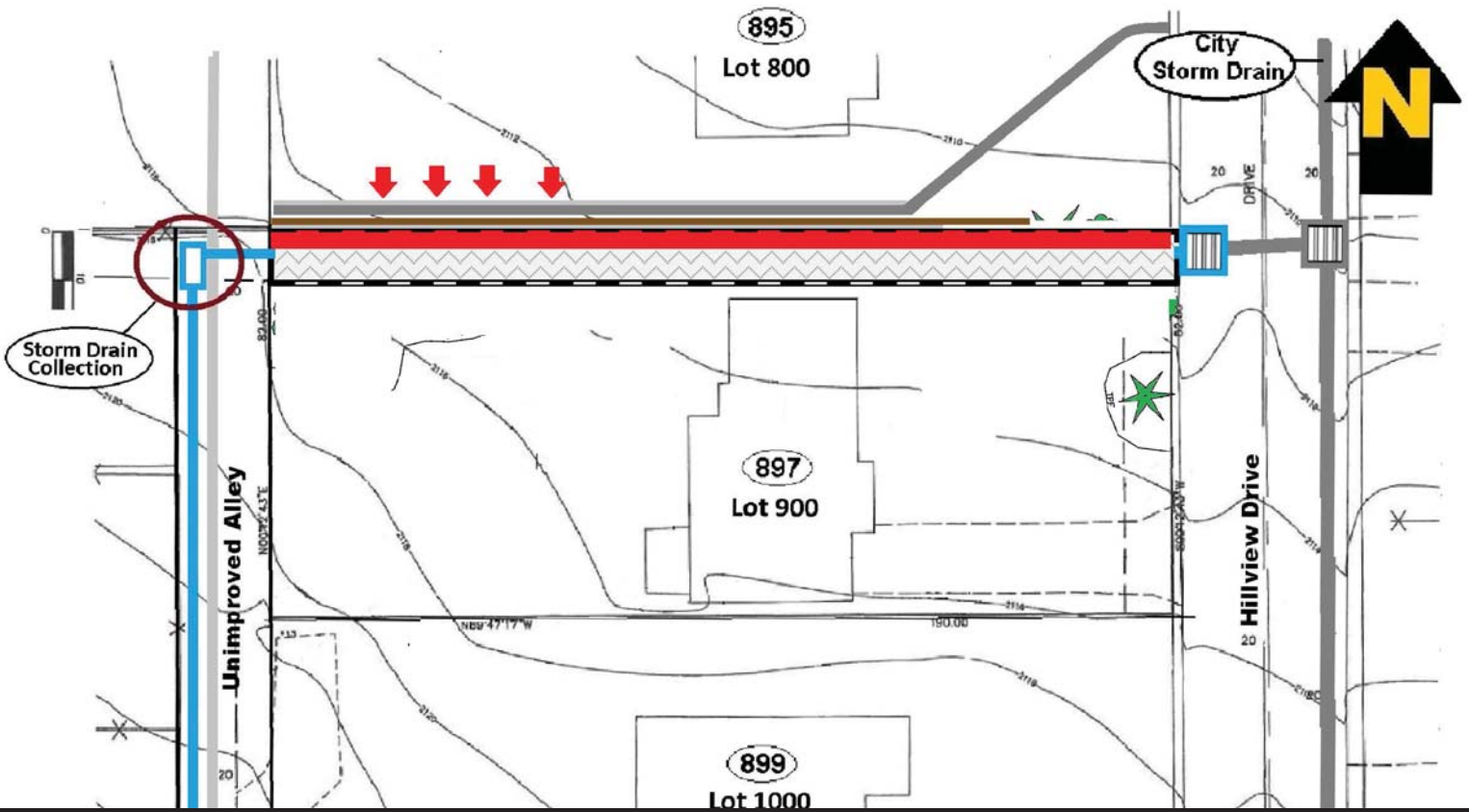
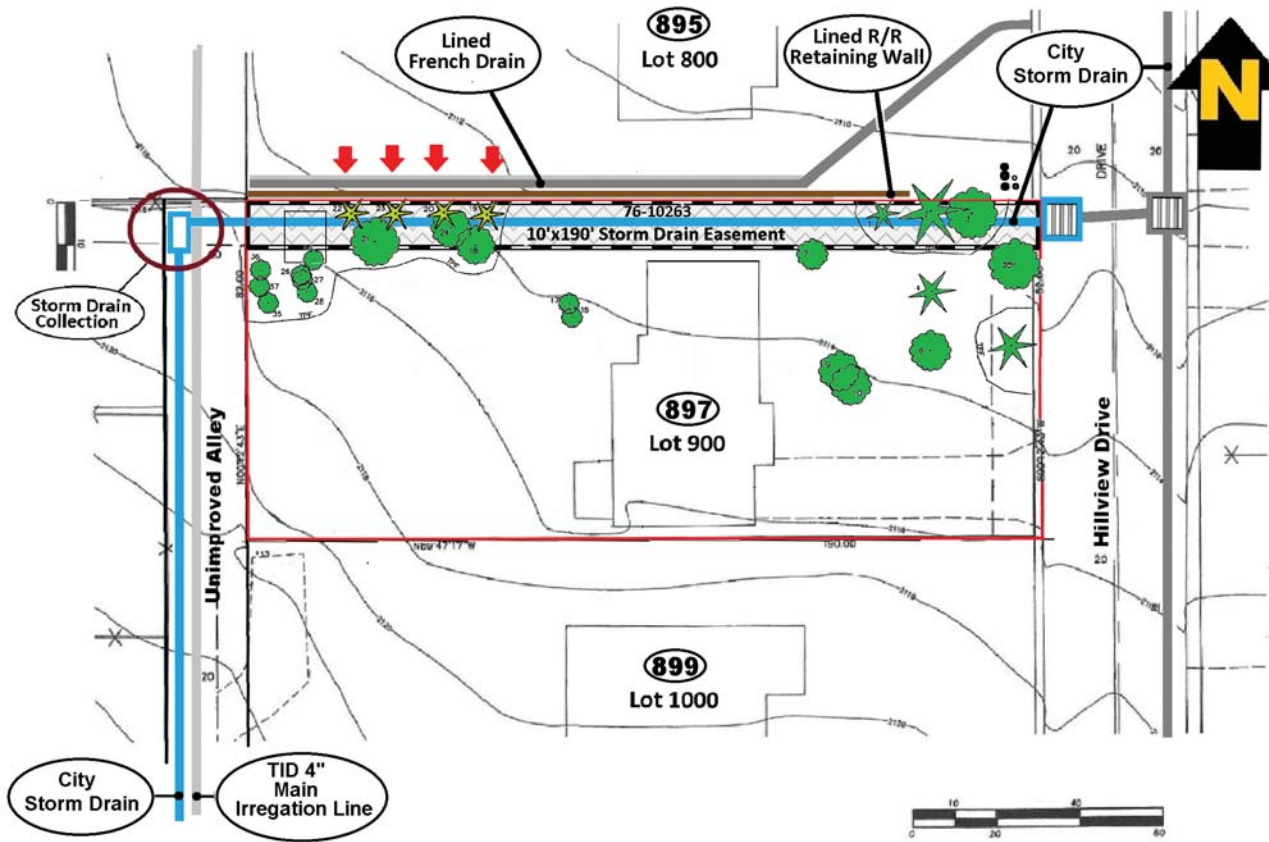


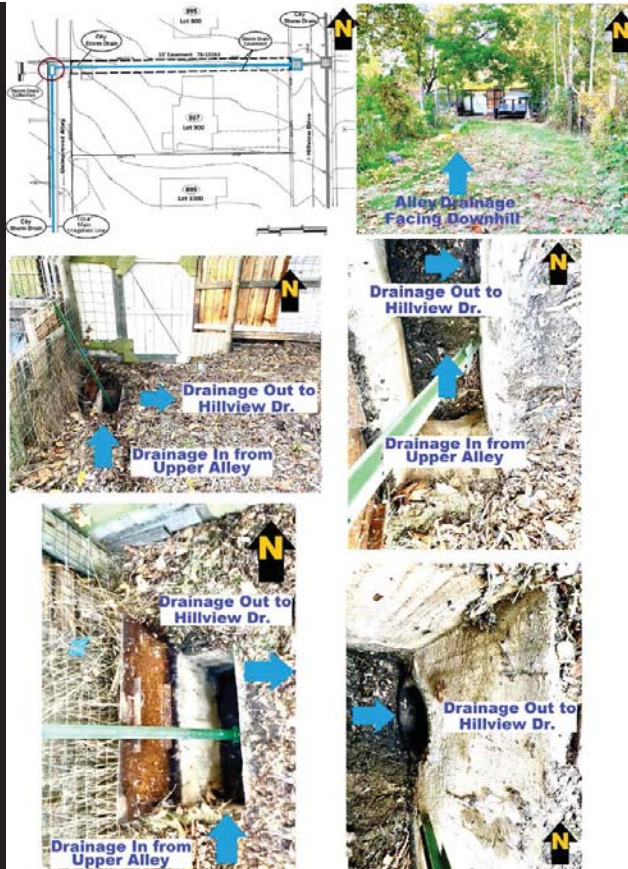
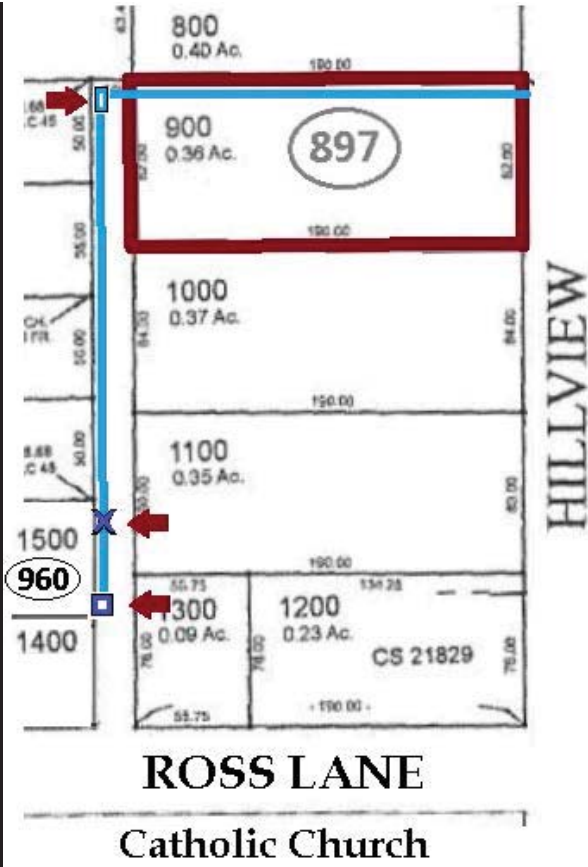








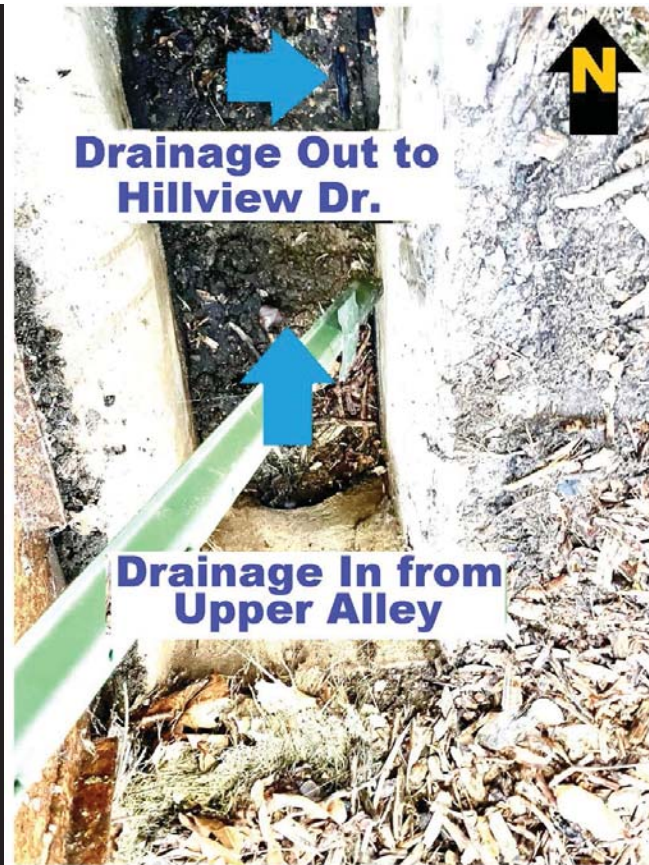


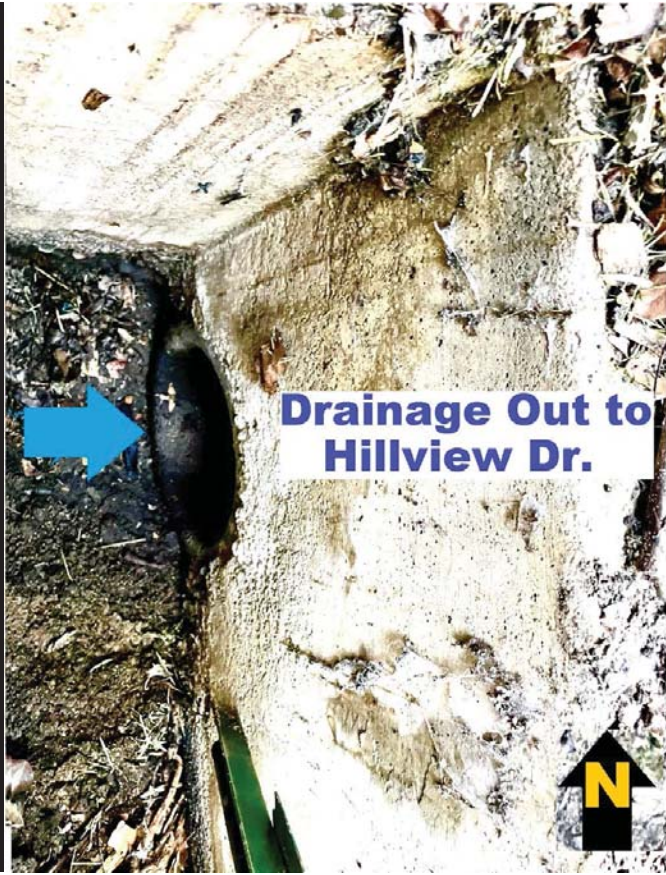




**Alley Drainage
Facing Downhill**







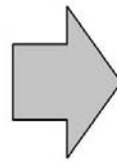
Drainage Out to Hillview Dr.

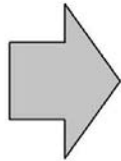
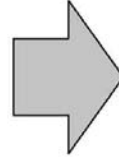




Nov. 7, 2022

Dec. 9, 2022







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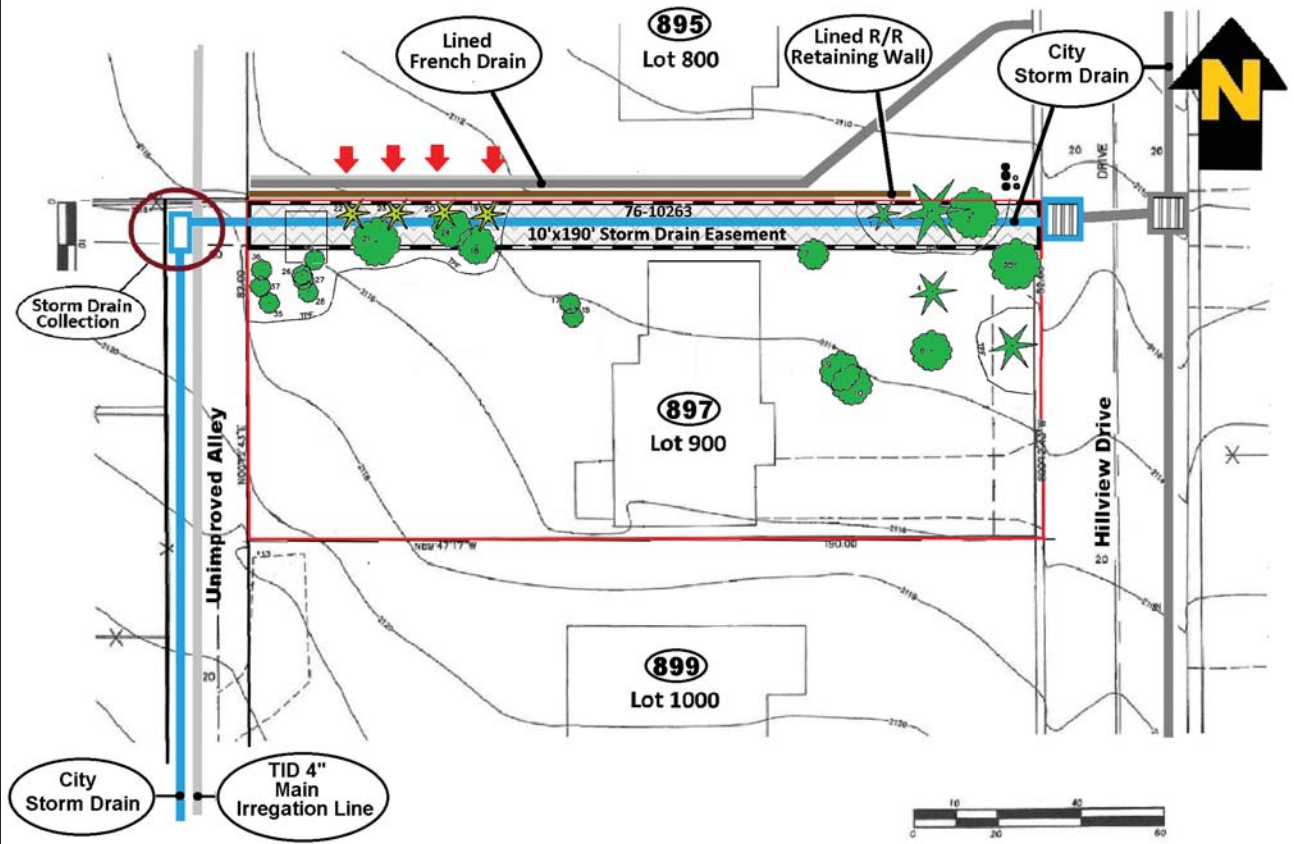


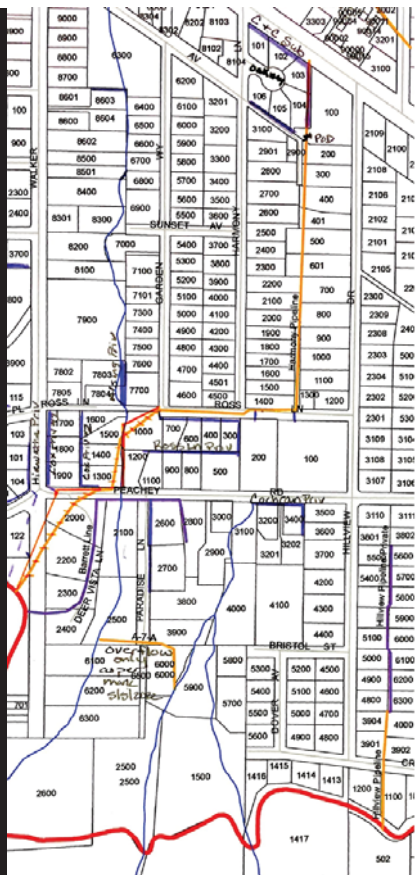


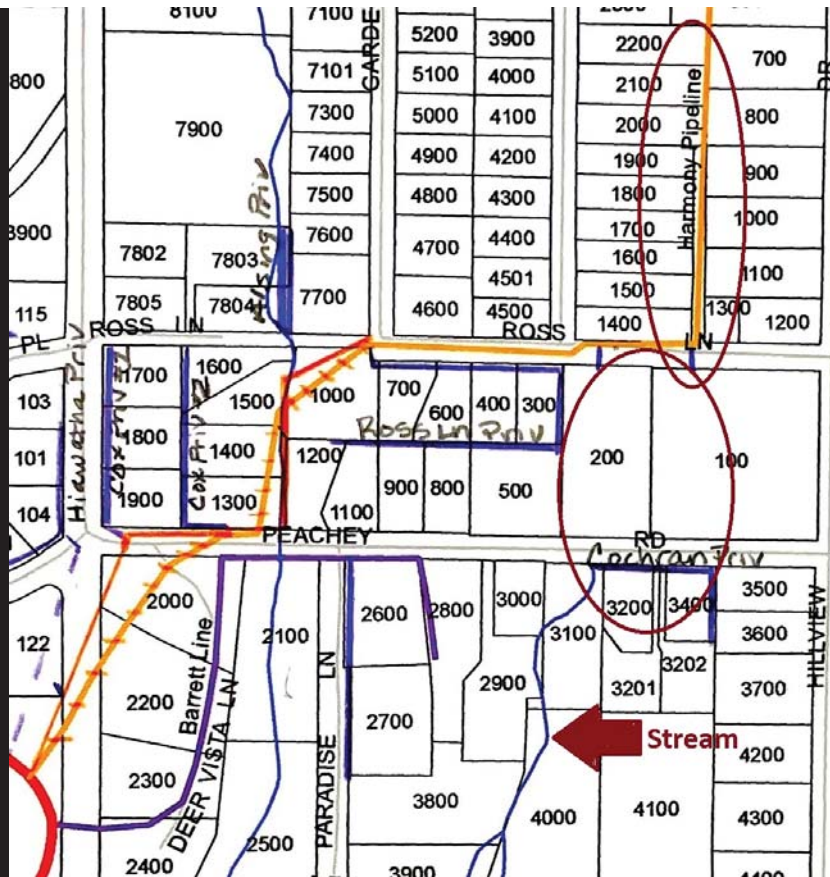
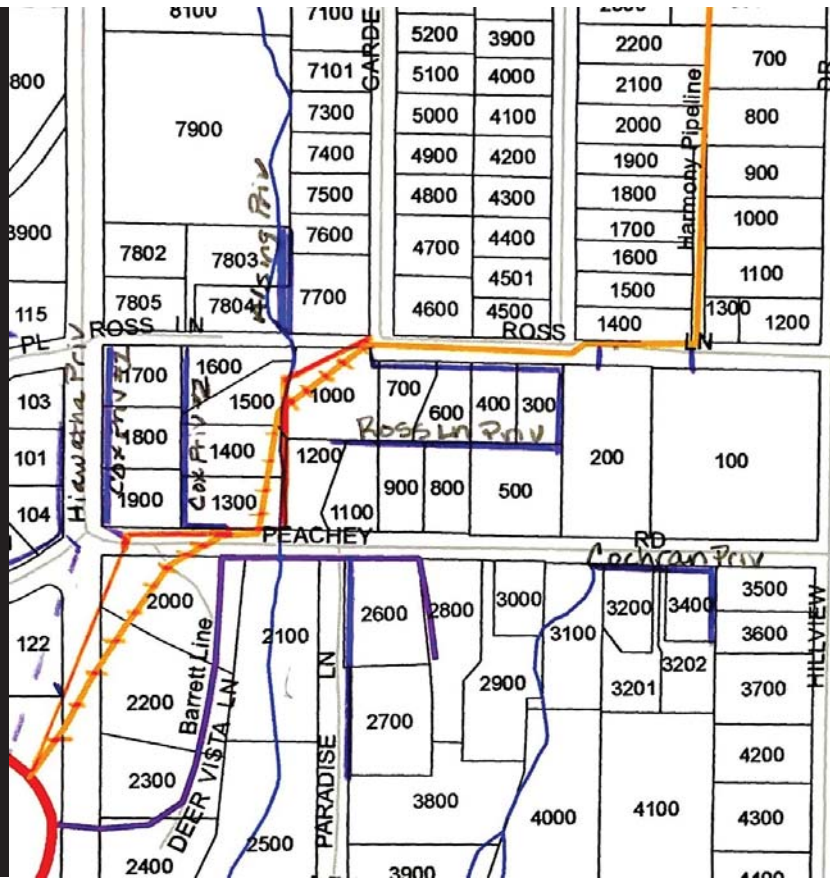


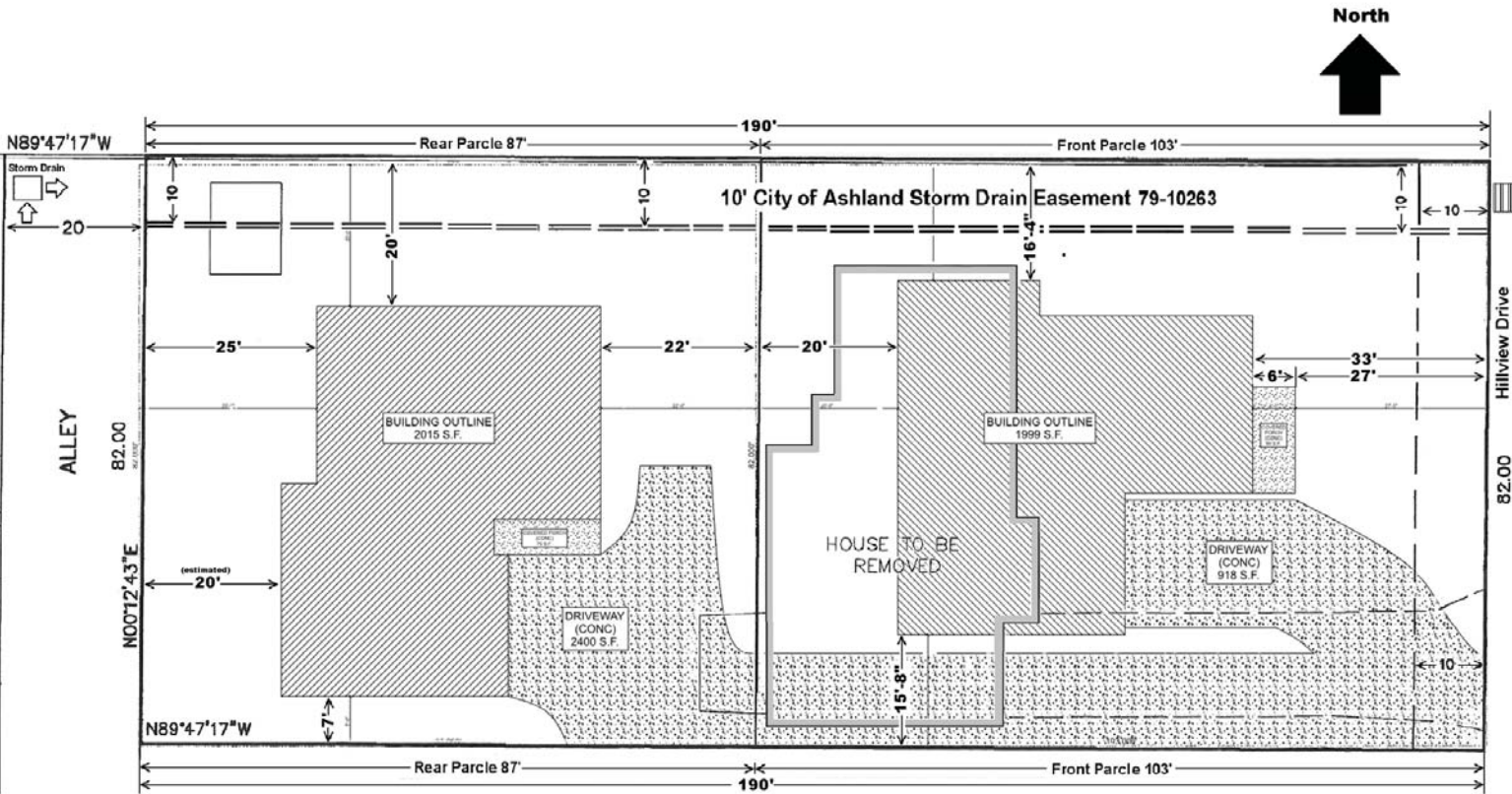
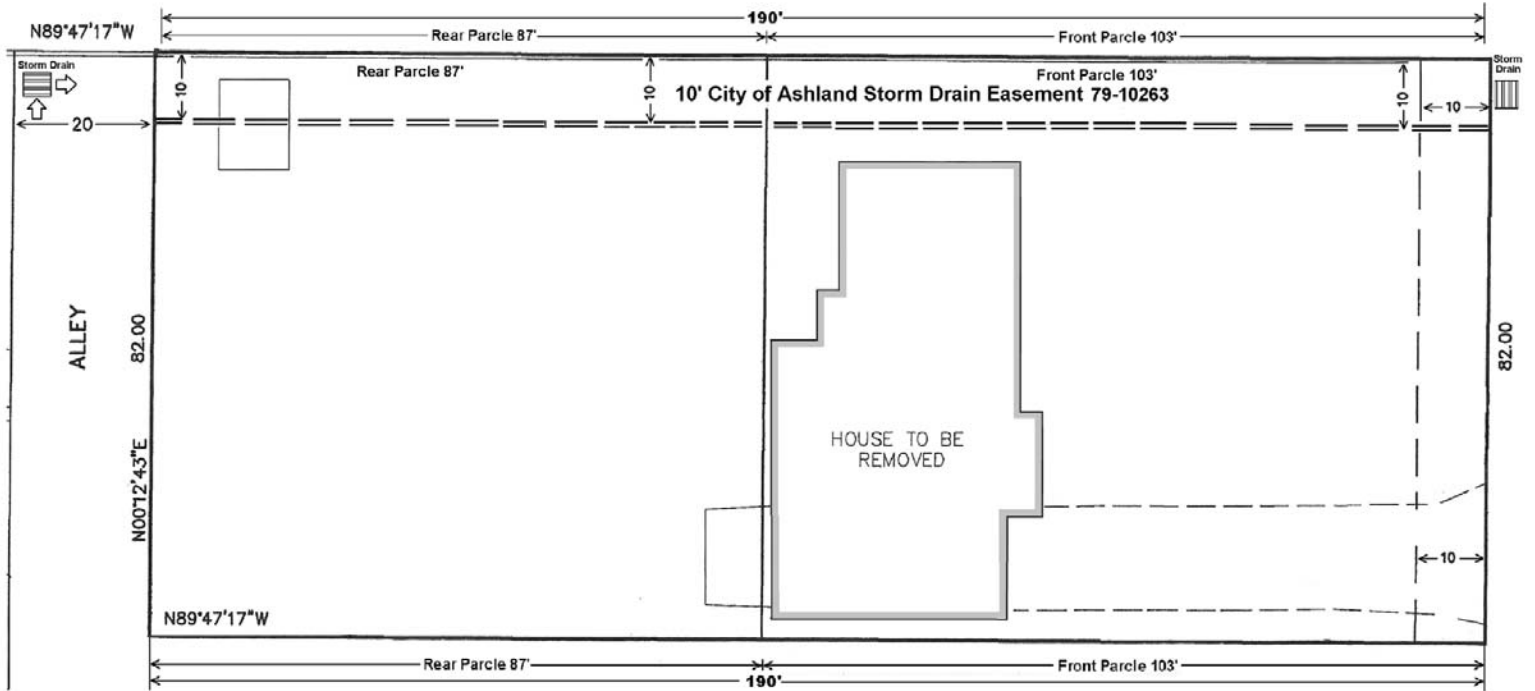


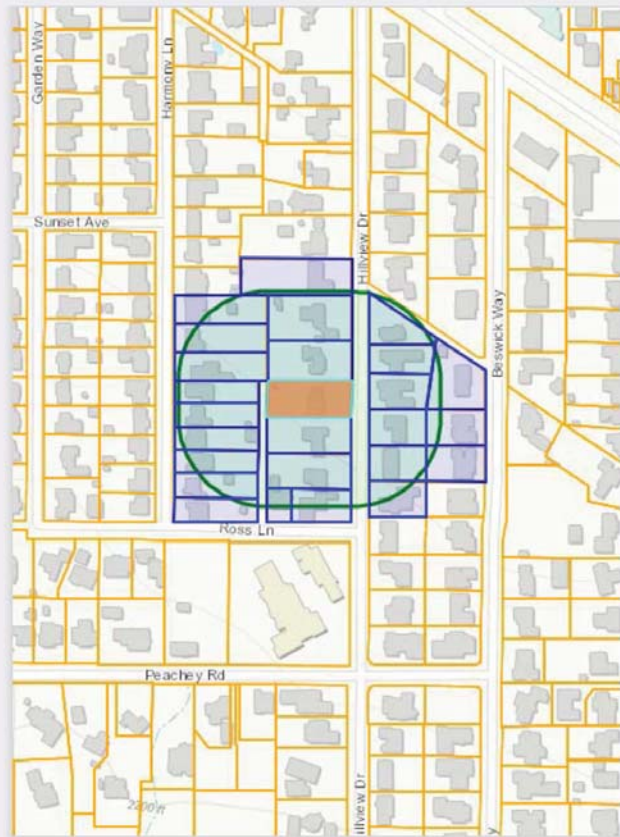
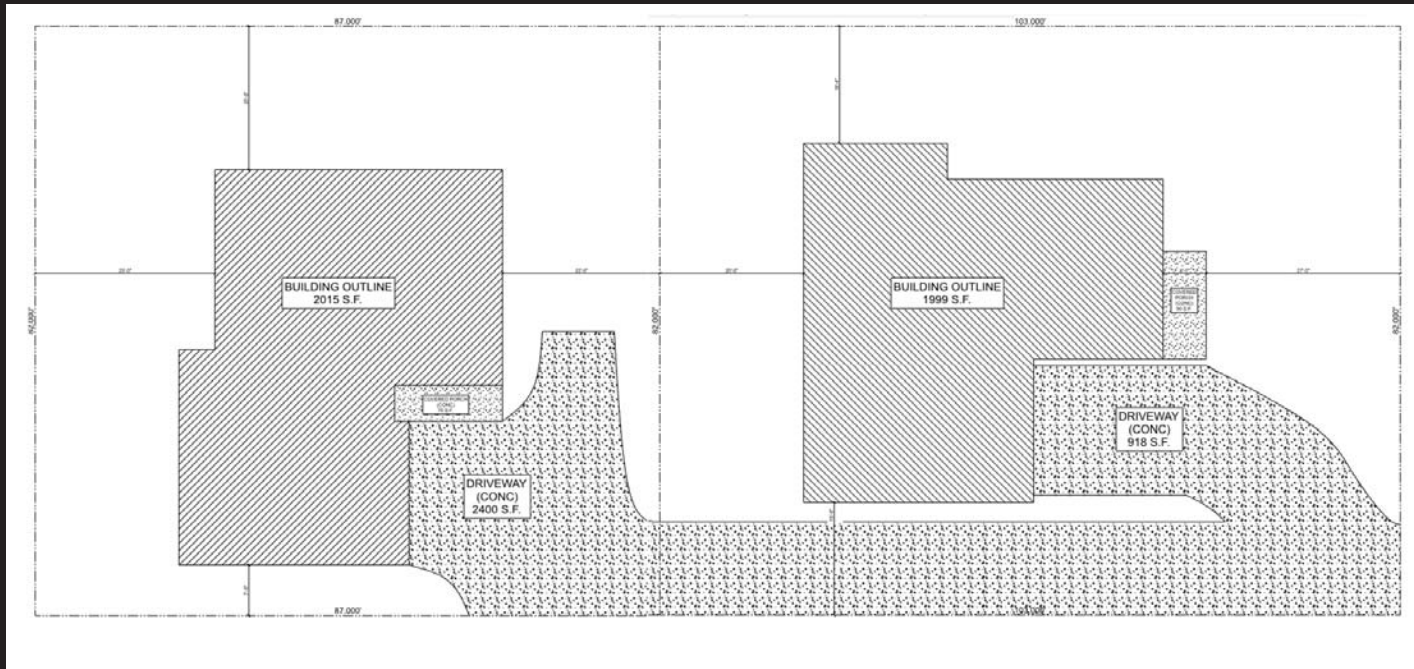
ROSS LANE
Catholic Church



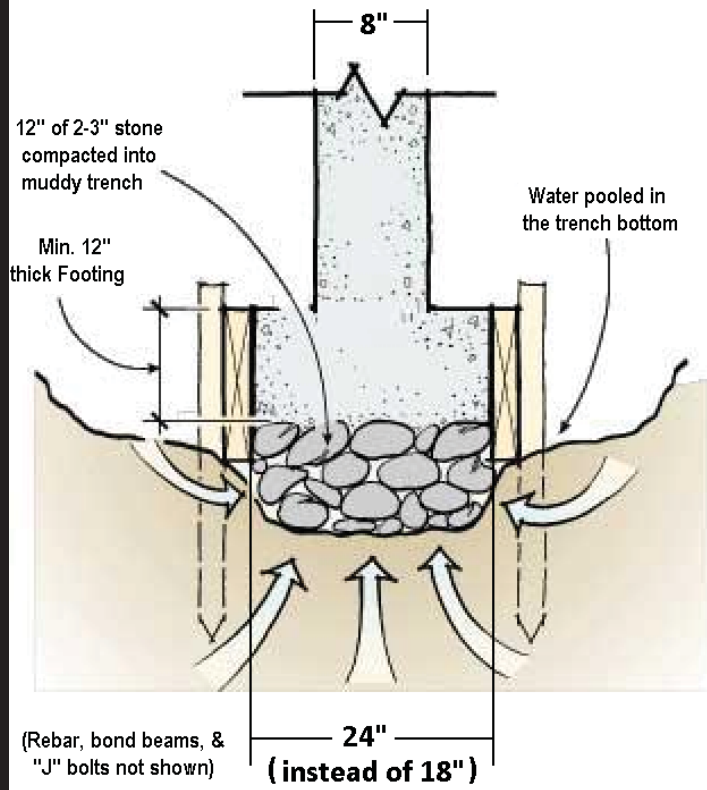








Footing Construction for Wet Trenches (single story)



CYNTHIA DION, 897 Hillview Drive, said she submitted a letter to Mike Francell since the last hearing regarding what she perceived as procedural irregularity at the last meeting. She was requesting this action be heard by the full Planning Commission. Whether the action is denied or approved, it will likely be appealed and she does not think the City Council would want to see it before the full Commission reviews it.

She believes the ordinances need to address flag lots very specifically so there are not so many different interpretations.

Dion said the biggest reason she is opposed to the partition is because of the incredible amount of impervious surface that is required by ordinance to install a flag drive and more impervious surface for a fire truck turnaround. Backyard permeable soil is necessary to allow water to percolate and not get flushed directly into the storm drainage system. The more we require the impervious surface, the more problems there will be with water quality.

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CHUCK SMITH, 895 Hillview Drive, opposes the partition. He wants to retain the low density neighborhood. He'll now have to look into the backs of two garages and listen to cars start up if this partition is allowed. He objects to removal of the screening and buffering. He is concerned with water runoff. The ground is saturated and there are numerous springs on the property. He has installed about 700 feet of curtain drain around his property. He showed photos of standing water. He is requesting the applicants hire a hydrologist and pay for an engineering study to determine what steps are necessary to correct the drainage problems. He asked that the Partition and Variance be denied.

Douma asked Smith how he would feel if the Hearings Board denies this application and the existing house is demolished and two houses are built on a partitioned lot. Smith does not want a flag lot behind a front lot because it is out of character with the neighborhood.

DARLENE STEFFANI, 872 Hillview Drive, yielded her time to Chuck Smith.

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TYPE II PUBLIC HEARING

PA-T2-2023-00038
2308 Ashland Street

NOTICE OF APPLICATION

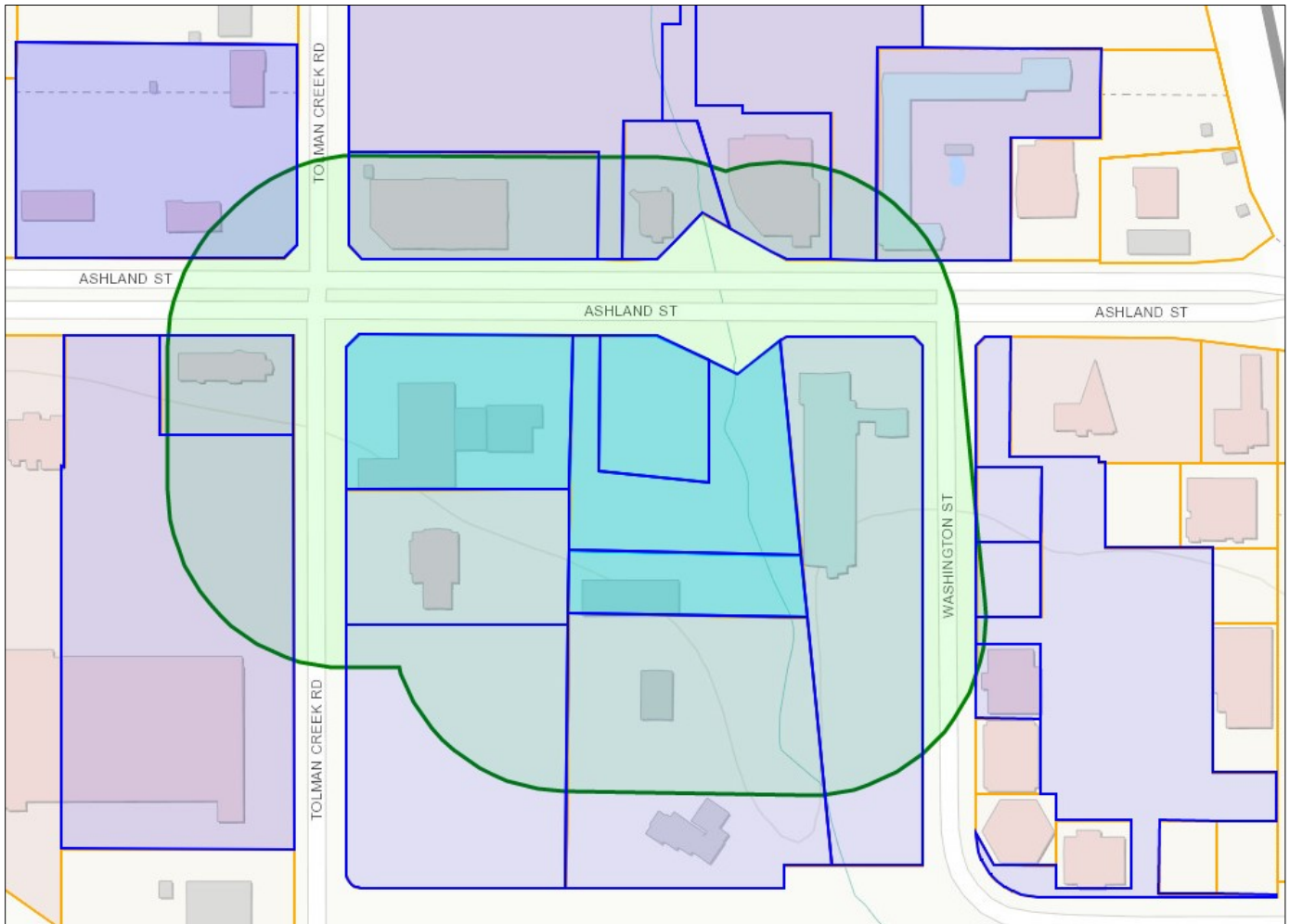
PLANNING ACTION: PA-T2-2023-00038

SUBJECT PROPERTY: 2308 Ashland Street

APPLICANT & OWNER: MCA Architecture / Les Schwab

DESCRIPTION: A request for Site Design Review approval to modernize and expand the existing Les Schwab tire facility. The proposal includes remodeling the existing overhang/work area and replacing it with a vestibule addition and new façade enhancing the Ashland St. Frontage. Additionally, the breezeway between the two main buildings is proposed to be enclosed creating two new Bay doors and warehouse space to the rear. In addition, there is proposed site work to install ADA / Pedestrian access to the intersection of Tolman and Ashland. **COMPREHENSIVE PLAN DESIGNATION:** Commercial; **ZONING:** C-1; **MAP:** 39-1E-14-BA; **TAX LOT:** 1100

ASHLAND PLANNING COMMISSION MEETING: *Tuesday February 14, 2023 at 7:00 PM, Ashland Civic Center, 1175 East Main Street*



COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900

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.

A copy of the application, including all documents, evidence and applicable criteria are available online at "What's Happening in my City" at <https://gis.ashland.or.us/developmentproposals/>. Copies of application materials will be provided at reasonable cost, if requested. Application materials may be requested to be reviewed in-person at the Ashland Community Development & Engineering Services Building, 51 Winburn Way, via a pre-arranged appointment by calling (541) 488-5305 or emailing planning@ashland.or.us.

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.

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.

If you have questions or comments concerning this request, please feel free to contact Aaron Anderson at 541-552-2052 or aaron.anderson@ashland.or.us.

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).

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.

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
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**ASHLAND PLANNING DEPARTMENT
STAFF REPORT**

Before the Planning Commission - February 14, 2023

PLANNING ACTION: PA-T2-2023-00038
OWNER: Les Schwab
APPLICANT: MCA Architects

LOCATION: 2308 Ashland St.
ZONE DESIGNATION: C-1
COMP. PLAN DESIGNATION: Commercial

ORDINANCE REFERENCES:

18.2.2	Base Zones and Allowed Uses
18.4.1	Site Development & Design Standards
18.4.3	Parking, Access, and Circulation
18.4.4	Landscaping, Lighting, and Screening
18.5.2	Site Design Review

SUBMITTAL DATE: January 6, 2023
DEEMED COMPLETE DATE: January 19, 2023
120-DAY DEADLINE: May 6, 2023

REQUEST: A request for Site Design Review approval to modernize and expand the existing Les Schwab tire facility. The proposal includes remodeling the existing overhang/work area and replacing it with a vestibule addition and new façade enhancing the Ashland St. Frontage. Additionally, the breezeway between the two main buildings is proposed to enclose existing space creating two new service bays and additional warehouse space to the rear. In addition, there is proposed site work to install ADA / Pedestrian access to the intersection of Tolman and Ashland.

I. Relevant Facts

Background

In 1972 a 5,400 sq. ft. building was constructed for the Les Schwab Tire Center, but no planning records could be found relating to the project. In 1980 the Planning Commission approved a Site Review and Conditional Use Permit for a three-bay alignment center, a truck service canopy and a 2,500 sq. ft. warehouse building (PA#80-005).

In spring of 2000 there was an application to build “2,000 sq. ft. truck canopy a new 5,700 sq. ft. building for an alignment center and warehouse” (PA#2000-045). The application was reviewed by the Planning Commission and was ultimately denied due to concerns with how the proposed building affected the streetscape.

In 2005 a revised application was submitted which proposed a “more utilitarian service garage use to the south of the parcel, roughly 260 feet from the streetscape” (PA#2005-00875). This

application was approved through a Type-1 land use action and resulted in the 4,300 square foot building in the southeast corner of the subject properties referred to as the ‘alignment center’. The only other planning actions on file are from a routine tree removal permits.

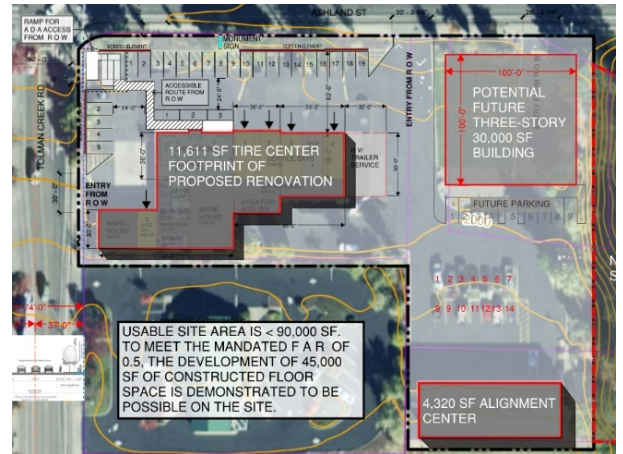
Detailed Description of the Site and Proposal

Site Description

The Les Schwab property includes four tax lots with a total combined area of approximately 2.7 acres, however this proposal is limited to tax lot 1100. The site is located at the southeast corner of the intersection of Ashland Street and Tolman Creek Road. The project site is mostly developed with the exception of an area reserved for a future building footprint to satisfy shadow plan / FAR requirements. Roughly half of the site is undevelopable due to the presence of a Hamilton Creek tributary and associated riparian area along the eastern boundary.

Proposed Development

The application describes the project as follows: *“The current project proposes to “modernize” the Ashland Tire Center #203 to meet Les Schwab corporate design standards, and to improve working conditions for the technicians employed there. This includes moving servicing operations indoors, eliminating the outdoor (under-canopy) service bays, renovating the showroom and making it more visible from the street (by removing the canopy), reorganizing the interface between warehouse and service bays, replacing the electrical service, lighting, mechanical systems, plumbing systems, and bringing the building envelope into compliance with current energy code criteria. Minor (600SF) expansion of the building is planned, as well, to accommodate the service bays under what is currently an open breezeway. An additional aspect of the work is to remove the mansard fascia at the building perimeter, replacing it with a vertical fascia band to provide a graphic cap around the building.”* These changes will improve the appearance and function of the current buildings. The proposal will significantly improve the sense of entry and provide increased visual interest to the Ashland Street frontage.



II. Discussion

Site Development & Design Standards

As mentioned above the applicant has made considerable effort to make their project align with the City of Ashland Design Standards. At its core, the proposal is challenging based primarily that it is an auto-centric business that is located in an area that seeks to make “a positive contribution to the streetscape and enhances pedestrian and bicycle traffic.” The application points out that the nature of the facility is entirely designed to support the servicing of vehicles and that while it lies just outside of the freeway overlay the proximity to

the interstate makes this a natural “motorized vehicle nexus.” The proposal includes a number of offsets along its length with various jogs in the roof line. In staff’s opinion the new proposed façade and entry tower for the showroom makes considerable improvement in the buildings sense of entry and orientation to the street. With regard to city facilities the project will have no increased impact on stormwater, sewer, water or electricity. The dedication of ROW on the western side of the property is required and is discussed further below.

Applicants Submittal

The applicants have submitted a compressive set of Findings addressing these approval criteria to demonstrate compliance with the applicable standards for the proposed development and by their reference are incorporated herein. Staff feels that in considering the existing development and the proposed changes the application addresses the approval standards. Where the standards were not able to be met the application has explained in detail the reason(s) for the exceptions. There are two exceptions to the Site Design Standards:

- Location of the parking between the roadway and the building
- Number of parking spaces



Exception to Site Design Standards

The application includes an express exception to the standard with regard to parking being located between the building and the right-of-way as well as the number of allowed parking spaces.

The Site Designs Standards both have a prohibition on vehicles between the road way and the buildings, and call for all cars and trucks to be screened from view from the public right of way ‘by a total sight-obscuring fence.’ The non-conforming nature of the building location dates back to the initial construction in 1972. The application further states for the Tire Center operation, the cars’ proximity to the service bays is functionally critical. It is also commercially critical, as it advertises the business to other passing drivers who will at some point need tire or alignment servicing for their vehicles.”

To mitigate for this the applicant has proposed a two-foot tall, perforated metal screen or hedge. The application notes that “The nature of the Les Schwab Tire Center operation is that work is completed on a daily cycle. Vehicles on the property also communicate the function and quality of work performed on site.” While the proposed screen element does not fully comply with the screen requirements to be “fully screened”, they suggest that this proposal

enhances the pedestrian experience more than a completely sight obscuring fence would. The application makes note that due to the change in grade as the site is higher than the road, the two-foot screening element effectively provides four-feet of screening height.

With regard to the number of parking spaces the application proposes a total of 41 spaces (presently there are 36). A strict application of our code would only require 35 parking spaces, and the code only allows for up to 110% of the parking demand which would be 38. To justify this exception for the three additional parking spaces the application again explains that the vehicle centric nature of the business makes it a requirement. The application explains, “It is also sometimes the case that customers leave their cars all day, so parking spaces are needed for vehicles whose drivers aren’t on the premises. It is reasonable to consider that for every service bay (five are proposed – same as current number) one parking space nearby is needed for vehicle staging.”

Staff feels that the existing use (vehicle-centric use) and the existing location/building setback provides a ‘unique or unusual aspect’ which justifies the expectation that that the ‘approval of the exception will not substantially negatively impact adjacent properties’ and that the request is the minimum necessary. Staff recommends the approval of these exceptions.

Floor to Area Ratio

Development is required to meet a minimum Floor-Area-Ratio (FAR) of 0.50. The overall project site is approximately 2.7 acres, with a large unbuildable area due to the presence of the Hamilton Creek riparian area. When excluding the unbuildable area the standard would require roughly 45,000 square feet of development on the four contiguous parcels. The applicant has included a shadow plan (as allowed for projects on sites of greater than 1/2 an acre) demonstrating that an area reserved for a future three story building would meet this standard*. In an alternative analysis we can look only at the development on tax lot 1100. When considering that the lot currently out of conformance with the FAR standard, and that the newly enclosed work area and breezeway adds additional square footage as well as the new pedestrian plaza space bringing the property’s FAR closer to conformity with the standard.

Right-of-Way Dedication

Public Facilities are generally required to be installed at the time of development. The TSP and Pedestrian Places overlay have a future cross-section for the development of Tolman Creek Road to include the possible addition of a new turn lane. Because that improvement would require ROW dedication on the opposite side of the street those full improvements are

* It should be noted that in the past the use of a shadow plan to satisfy FAR has been controversial in the past. During the development of Rouge Credit Union the Planning Commission denied an application for Site Design Review on the basis that the shadow plan was not sufficient to satisfy the standard. On appeal before Council the denial was reversed and Council found that the Planning Commission erred in applying the Municipal Code with respect to shadow plans, and that the applicants met their burden of proof as to the applicable criteria and associated Site Development and Design Standards.

not possible at this time. However, to allow for the future expansion of Tolman Creek Road in accordance with the Pedestrian Place Overlay the city will require the dedication of 7.5-foot of right of way pursuant to AMC 18.4.6.050.B.1. Additionally the applicant will be required to sign in favor of the creation of any future LID. A condition of approval has been added for this agreement and ROW dedication consistent with Public Works Department's requirements.

Public Notice

Notice of the February 14th public hearing was mailed to all properties within 200 feet of the subject property and a physical notice was posted along the frontage of the property on February 3, 2023, eleven days prior to the hearing. The notice included a staff contact name and phone number and email. At the time of this writing no public comment was received either in favor or against the proposed application.

III. Approval Criteria

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

18.5.2.050 Approval Criteria - An application for Site Design Review shall be approved if the proposal meets the criteria in subsections A, B, C, and D below. The approval authority may, in approving the application, impose conditions of approval, consistent with the applicable criteria.

- A. Underlying Zone. The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.
- 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, 2, or 3, 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;

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; or

3. There is no demonstrable difficulty in meeting the specific requirements for a cottage housing development, but granting the exception will result in a design that equally or better achieves the stated purpose of section 18.2.3.090.

IV. Conclusions and Recommendations

In staff's assessment, the application with the conditions of approval listed below, would comply with the Ashland Land Use Ordinance. Therefore, Staff recommends that the planning Commission approve the application with the suggested conditions of approval below.

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise specifically modified herein.
- 2) The westerly seven-and-one-half-feet of the property shall be dedicated as public street right-of-way in such a manner and document as deemed appropriate by the Public Works Engineering Division and Staff Advisor.
- 3) That the property owner shall sign in favor of local improvement districts for the future street improvements, including but not limited to park-row and sidewalks, for the Tolman Creek Road intersection.
- 4) 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 conformance with those approved as part of this application, an application to modify this Site Design Review approval shall be submitted and approved prior to the issuance of a building permit.
- 5) That prior to the installation of any signage, a sign permit shall be obtained. All signage shall meet the requirements of the Sign Ordinance (AMC 18.4.7).
- 6) That all requirements of the Fire Department shall be satisfactorily addressed, including approved addressing (OFC 505); commercial fire apparatus access including angle of approach and any necessary fire apparatus or shared access easements (OFC 503.2.8); limitations on the installation of gates or fences; fire flow (OFC Appendix B, Table B105.1); fire hydrant clearance; fire department connection (FDC); a Knox key box; and fire sprinklers where required for mixed-use buildings or due to access constraints.
- 7) That mechanical equipment shall be screened from view from surrounding rights-of-way, and the location and screening of all mechanical equipment shall be detailed on the building permit submittals.

- 8) That prior to the installation of stairs, parking, or utility infrastructure within the public alley right-of-way, an encroachment permit from the Ashland Public Works Department shall be obtained. A final revised site plan illustrating the placement of these proposed improvements shall be provide for the review and approval of the Public Works/Engineering Department and Staff Advisor prior to the issuance of an encroachment permit.
- 9) That building permit submittals shall include:
 - a) The identification of exterior building materials and paint colors for the review and approval of the Staff Advisor. Colors and materials shall be consistent with those approved in the application
 - b) Final revised Site, Landscape and Irrigation plans shall be provided for the review and approval of the Staff Advisor with the building permit submittals.
- 10) That prior to the final approval of the project or issuance of a certificate of occupancy:
 - a) That all hardscaping and landscaping improvements including plaza spaces, landscaping, and the irrigation system shall be installed according to the approved plan, inspected, and approved by the Staff Advisor. Replacement trees to mitigate the trees removed shall be planted and irrigated according to the approved plan.
 - b) That all exterior lighting shall be directed on the property and shall not directly illuminate adjacent residential proprieties.

APPLICANT SUBMITTAL



City of Ashland Land Use Review Submission
Les Schwab Tire Center #203 – 2308 Ashland Street
January 4, 2023

Overview:

We are requesting Planning Department approval of the proposed development of the 2.73-acre site at 2308 Ashland St (Tax Lot #391E14BA 200, 300, 400 and 1100). The site is located within the C-1 zone and within the Detailed Site Design Zone. A portion of the site is located within the 100-year floodplain in lots 200 & 300; no work is proposed in this area.

The existing development consists of:

- Approximately 13,250 SF of commercial uses
 - Showroom and Service Center6,750 SF
 - Warehouse Structure.....2,500 SF
 - Alignment Service Center (at rear of property).....4,000 SF
 - Total enclosed area.....13,250 SF

Additional space under canopies

- Service Bays in front of showroom1,440 SF
- Breezeway between Showroom and Warehouse1,800 SF
- Total area under roof.....16,490 SF

- Three 1-story structures
- 36 parking spaces
- Lot coverage:
 - Structures: 11% / 13,250 SF
 - Landscaping: 42% / 49,370 SF
 - Parking Areas/Driveways: 47% / 55,500

The proposed development plan is outlined below and illustrated in the attached materials:

- Planned remodel and addition to existing facility. Addition would be approximately 2000 SF.
- Planned work includes:
 - Entry vestibule addition at front (Ashland Street) facade, enclosure of “breezeway” between existing showroom and warehouse structure (includes 72 SF extension towards Ashland Street), interior tenant improvement, painting and re-cladding building exterior
- Site work includes:
 - Access ramp from sidewalk to entry elevation, re-stripping paved areas, concrete pad (replacing asphalt) at east end of warehouse.
- No work at existing Alignment Service Center.

City of Ashland Land Use Review Submission
Les Schwab Tire Center #203 – 2308 Ashland Street

- Proposed addition will enclose center canopy space, connecting two buildings together and creating two service bays. It will also provide additional warehouse space in the rear.
- There are no current plans to alter any of the existing vegetation or landscaping except as required to construct the access ramp.
- There is the possibility of using a temporary trailer as the customer lounge/office during construction.
- Planned work is intended to improve the appearance and function of the current buildings by locating all service bays on the interior, expanding the entry/showroom space to make the entry more prominent, adding two feet to the new service bays to provide visual interest on the Ashland Street (front) façade, modernizing/refreshing the look of the building materials, improving pedestrian access from street corner to facility.

The Les Schwab Tire Center is located at the southeast corner of the intersection of Ashland Street and Tolman Creek Road. The site is roughly 1000 feet west of the Interstate 5 – Ashland Street interchange and just outside the City’s “Freeway Overlay”. The facility has been in operation at this location since 1973. Several additions have been made and renovations done over the years, including a 1981 addition to the primary building and the 2004 construction of the (independent structure) Alignment Center. The facility is entirely designed to support servicing of vehicles; automobiles, trucks, vans, RVs, trailers, and any other piece of equipment that has tires. It is located at what seems like an ideal place in the City for this kind of facility, within (or just outside) what has to be understood as a motorized vehicle nexus, where the Interstate Highway meets the primary artery for vehicle traffic moving into the City roadway network.

The current project proposes to “modernize” the Ashland Tire Center #203 to meet Les Schwab corporate design standards, and to improve working conditions for the technicians employed there. This includes moving servicing operations indoors, eliminating the outdoor (under-canopy) service bays, renovating the showroom and making it more visible from the street (by removing the canopy), reorganizing the interface between warehouse and service bays, replacing the electrical service, lighting, mechanical systems, plumbing systems, and bringing the building envelope into compliance with current energy code criteria. Minor (600SF) expansion of the building is planned, as well, to accommodate the service bays under what is currently an open breezeway. An additional aspect of the work is to remove the mansard fascia at the building perimeter, replacing it with a vertical fascia band to provide a graphic cap around the building.

The following narrative presents City of Ashland Site Design Approval Criteria and Les Schwab Design Team direct responses describing how the proposed project either conforms or compensates for non-conformance with the criteria. We request that you approve the approach to addressing City of Ashland Site Design Approval Criteria presented here.

A. Underlying Zone:

Per the Pre-Application Review, the building 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.

One instance where the above statement may not be quite accurate is the following. Part 18.2.3.050 Automobile and Truck Repair Facility, Item A states: All cars and trucks ... shall be screened from view from the public right-of-way by a total sight-obscuring fence.

This requirement may be intended to protect the public from having to view an untidy scene where vehicles are in all states of repair for extended periods. The nature of the Les Schwab Tire Center operation is that work is completed on a daily cycle. Vehicles on the property also communicate the function and quality of work performed on site. Having said this, the proposed design identifies "Screen Elements" in deference to the above requirement. As two foot tall perforated metal screens, they may not meet the strictest reading of the requirement, but offer an approach that enhances the pedestrian (sidewalk) experience more than the "sight-obscuring fence" would. The low screens also allow for "eyes-on-the-street" from the property.

B. Overlay Zones

Per Pre-Application Review, the building complies with all overlay zone requirements (part 18.3).

C. Site Development and Design Standards (Chapter 18.4.2)

Purpose – Placement, Orientation, and Design:

- a. enhancement via promoting alternative modes of transportation,
- b. provision of safe and comfortable business environment – "eyes on the street"
- c. reduce dependence on automobile – conserve energy, reduce congestion
- d. support resource conservation and renewable energy source development
- e. high quality development that makes a positive contribution to streetscape

Les Schwab Tire Centers are located throughout the region and the organization strives to develop facilities that contribute positively to the streetscapes where they are located. Les Schwab is sensitive to local "sense of place" and respects specific design constraints, criteria and opportunities, even as they work to present a recognizable "Les Schwab" identity through the designs of their facilities. The nature of the tire center operation – the need to accommodate and service vehicles – may

sometimes seemingly conflict with objectives related to streetscape enhancement for pedestrian traffic and reducing automobile trips, but the company attempts in their designs to make positive contributions to the local environment within the operational framework.

Responses to criteria presented in AMC Part 18.4.2.040 Site Development Standards – Non-Residential Development:

- A. Purpose and Intent. Commercial and employment developments should have a positive impact upon the streetscape.

Given the nature of Les Schwab Tire Center’s business, the company approaches this project with the intent of “having a positive impact” on the adjacent streetscapes. How this is achieved is presented in following responses.

- B. Basic Site Review Standards.

1. Orientation and Scale

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

The existing Les Schwab Tire Center is oriented toward Ashland Street. Due to the nature of the facility, the customer-focused vehicle servicing operation is oriented toward the street. This includes showroom and service bays. The facility celebrates the vehicle servicing operation. Naturally, almost all customers arrive by car, or other motorized transport. Having parking and a driveway between the street and the building is critical to the operation. Putting these elements “on display” is equivalent to other businesses presenting their storefronts to the street. The Les Schwab Tire Center is “of the road”, not merely next to it like most buildings are.

- b. A building façade or multiple building facades shall occupy a large majority of a project’s street frontage...

As described above, the nature of a Les Schwab Tire Center is different from a “standard building” as presented in Figure 18.4.2.040.B.6. Ease of vehicular access to the facility and through the site is critical to its operational success. Parking spaces near Service Bays is also critical. Furthermore, it is important to remember that the Tire Center is an existing structure. Efforts to re-position the building on the site present significant hardship on the owner. The proposed design proposes significant

modifications to visually connect the building interior (showroom) to the street by eliminating the canopy and service bays underneath. While not physically moving the space toward the street, the visual presence is anticipated to be improved by the new clear articulation of the entry tower on the façade.

- c. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk.

The building entrance remains oriented toward Ashland Street and has been enhanced and made more obvious from the street by the development of a tower element that marks the (pedestrian) entry vestibule. A accessible ramp is planned to convey pedestrians from the property corner to the building entry, and also works to open up the view from the corner to the entry tower.

- d. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk.

See response to item c, above. While the building entry is located further from the ROW than 20 feet, it will be prominent and is designed to be clearly visible, functional, and will be open to the public during all business hours.

- e. Where a building is located on a corner lot, its entrances shall be oriented toward the higher order street or to the lot corner at the intersection of the streets.

This criterion is met. As stated above, the primary orientation of the building entry is toward Ashland Street. The accessible route from the intersection of Ashland Street and Tolman Creek Road strengthens the connection from the corner.

- f. Public sidewalks. ***This criterion is met.***
- g. The standards “a” through “d”, above, may be waived if the building is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices, and automotive service stations.

The Les Schwab Tire Center, while not an “automotive service station” according to the definition in Part 18.6.1.030, is similar in terms of its relationship to vehicular movement to and through the site. It is also true to say that the facility will only minimally be accessed by pedestrians.

2. Streetscape.

Street trees are established along the two street frontages. Street trees will be replaced if the execution of the proposed design makes it necessary to remove existing trees.

3. Landscaping

- a. Landscape areas at least ten feet in width shall buffer buildings from adjacent streets,...

Landscaping along Ashland Street frontage is greater than 10' wide (approximately 12' wide). Along Tolman Creek Road the existing buffer is approximately 6' wide. The proposed design expands the depth of the buffer near the corner where the accessible pedestrian route from sidewalk elevation to building elevation is planned. The ramp/landscape area occupies a 30' x 30' square - half landscaping, and half walkway. This 30' deep development at the corner is intended to balance the narrower width to the south along Tolman Creek Road.

- b. Landscaping and recycle/refuse disposal areas shall be provided pursuant to chapter. ***This criterion shall be met.***

4. Designated Creek Protection. ***This criterion does not apply.***

5. Noise and Glare. ***This criterion shall be met.***

6. Expansion of Existing Sites and Buildings.

The project represents a 2,921 sf increase in indoor area, but an overall 779 sf reduction in area under roof. For the proposed development, applying f the concept of "proportionality" is confusing in terms building area. One could argue that $2,921 \text{ sf} / 8,790 \text{ sf}$ (current indoor area) = a 33% expansion, so 33% of the site should be brought into compliance with applicable design standards. It could also be argued that the proposal reduces the building area by approximately 5%, so no increase (a reduction?) in site area being brought into compliance with applicable standards should be required. Clearly another means of determining what is a proportional improvement in compliance with applicable site design standards is needed. How to do this objectively may be difficult.

C. Detailed Site Review Standards.

1. Orientation and Scale.

- a. Developments shall have a minimum Floor Area Ratio of 0.50.

The Les Schwab Tire Center property includes a steep-sloped “natural drainage-way” area along Hamilton Creek on the east side of the property, which we believe should be removed from consideration when performing the FAR calculation, as presented below. With the 2004 Alignment Center project, a “Shadow Plan” was accepted that demonstrated where/how on the site development could be intensified in the future. If the calculation below is accepted, and the basis for setting the FAR is 89,267 sf, then the total building area required to meet the 0.50 FAR is 44,634 sf. If the LSTC occupies 15,711 sf, this leaves 28,923 sf of building area needed to meet the 0.50 FAR. A three-story building with a 10,000+ sf footprint can be accommodated along the Ashland Street frontage at the northeastern corner of the developable portion of the property as illustrated in the attached shadow plan.

Project description:

Site Area –	118,456 sf (2.7 acres)
<u>Unbuildable Site Area –</u>	<u>29,189 sf</u>
Usable Site Area	89,267 sf

Existing “space under roof” –

Tire Center Building -	12,490 sf (8,790 sf indoors / 3,700 sf outdoors)
<u>Alignment Center Building -</u>	<u>4,000 sf</u>
Total -	16,490 sf = 18.5% coverage of buildable area

Proposed “space under roof” –

Tire Center Building -	11,711 sf (all indoors)
Plazas / Pedestrian Areas -	900 sf
<u>Alignment Center Building -</u>	<u>4,000 sf</u>
Total -	16,611 sf = 18.6% lot coverage of buildable area

<u>Potential 3-story Building -</u>	<u>30,000 sf</u>
Total -	46,611 sf = 52.2% lot coverage of buildable area

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

The proposed Ashland Street façade integrates two offsets along its 146' length. Working from the west (Tolman Creek Road) end, the 60' long Showroom façade is broken in the center with a tower marking the primary customer entry to the retail / lounge area. This element comes forward by a foot (1') and projects upward more than five (5) feet. East of the Showroom is the former Breezeway. The proposed design encloses this 36' wide Service Bay space and offsets the volume toward the street by two feet (2'). The roof line of this area also bumps up approximately three feet (3') above the neighboring volumes on either side. Moving east are two more Service Bays and a shop space. This 50' long portion of the building sits two feet (2') back from the neighboring volume to the west. We believe the criteria is met by the design.

- c. Any wall that is within 30 feet of the street, plaza, or other public or common open space shall contain at least 20 percent of the wall area facing the street in display areas, windows, or doorways.

This criterion is met.

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

This criterion is met.

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

With the infill of the existing Breezeway, we believe this criterion is met.

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

Shallow awnings are provided above the Showroom windows. We believe the criteria is met by the provision of this element.

2. Streetscape

- a. Hardscape (paving material) shall be utilized to designate “people” areas.

With the development of the plaza and pedestrian ramp from the corner, we believe this criterion is met.

- b. A building shall be set back not more than five feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas, or for a required public utility easement.

The existing Les Schwab Tire Center is set back approximately 50' from Ashland Street. Due to the nature of the facility, the customer-focused vehicle servicing operation is oriented toward the street and requires space for vehicular movement between the building and the street. The facility celebrates the vehicle servicing operation by presenting it to the street. Naturally, almost all customers arrive by car, or other motorized transport. Having parking and a driveway between the street and the building is critical to the operation. Putting these elements "on display" is equivalent to other businesses presenting their storefronts to the street. The Les Schwab Tire Center is "of the road", not merely next to it like most buildings are. The future development shown on the shadow plan is within five feet of the sidewalk.

3. Buffering and Screening.

- a. Landscape buffers and screening shall be located between incompatible uses on an adjacent lot.

This criterion does not apply.

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

Due to the nature of the Les Schwab Tire Center facility, the customer-focused vehicle servicing operation is oriented toward the street. This includes showroom and service bays. The facility celebrates the vehicle servicing operation. Naturally, almost all customers arrive by car, or other motorized transport. Having parking and a driveway between the street and the building is critical to the operation. Putting these elements "on display" is equivalent to other businesses presenting their storefronts to the street. In deference to the parking lot buffering criterion, low (two foot high) intermittent perforated metal screening devices are proposed to screen parking from Ashland Street. The site sits up from the street at least two feet along its entire Ashland Street frontage, so the low screens will effectively provide a four-foot-high buffer element.

4. Building Materials

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

This criterion is met.

- b. Bright or neon paint colors used extensively to attract attention to the building or use are prohibited.

This criterion is met.

D. Additional Standards for Large Scale Projects. (Greater than 10,000 sf gross or more than 100 feet of building frontage)

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.

As described earlier, the building mass is well broken down and this criterion is met.

- 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:

This criterion is met.

- c. Inside the Downtown Design Standards overlay,

This criterion does not apply.

2. Detail Site Review Plaza Space Standards

- a. One square foot of plaza space shall be required for every ten square feet of gross floor area, except for the fourth gross floor area.

Per the principle of “proportionality” this criterion is met by the development of the accessible pedestrian plaza and way at the northwest property corner.

- b. Within the C-1-D zone, or Downtown Design Standards overlay, no plaza space shall be required.

This criterion does not apply.

- c. A plaza space 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.

Criterion shall be met by applying items i.-iv.

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.

Criterion shall be met as required.

E. City Facilities

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

- A. Exception to the Site Development and Design Standards

Per the review above, most City of Ashland Site Development and Design Standards have been met.

As was stated previously, when one considers the nature of the Tire Center operation, criteria related to eliminating parking between building and street conflict with servicing motorized vehicles (mostly automobiles). For the Tire Center operation, the cars' proximity to the service bays is functionally critical. It is also commercially critical, as it advertises the business to other passing drivers who will at some point need tire or alignment servicing for their vehicles. Parking spaces are not just for people who stop and shop at the Les Schwab Tire Center. Sometimes the parking requirement is doubled by folks dropping off their cars and at the same time being picked up by a friend or relative in a second vehicle. It is also sometimes the case that customers leave their cars all day, so parking spaces are needed for vehicles whose drivers aren't on the premises. It is reasonable to consider that for every service bay (five are proposed – same as current number) one parking space nearby is needed for

vehicle staging. These staging spaces should be considered in addition to the number calculated using the Parking Ratios identified in Table 18.4.3.040.

Parking Calculations:

Retail Sales and Services – General: 1 space/350sf floor area

Warehouse – 1 space/1000sf of gross floor area, or 1 space/2 employees (whichever is less) plus 1 space per company vehicle.

Office space – General: 1 space/500sf floor area

Retail Sales and Services in Tire Center – 5341 sf = 15.26 parking spaces

Retail Sales and Services in Alignment Center – 4000 sf = 11.43 parking spaces

Warehouse – 5646 sf = 5.64 parking spaces

One Company Vehicle – 1 parking space

Office – 360 sf = 1 parking space

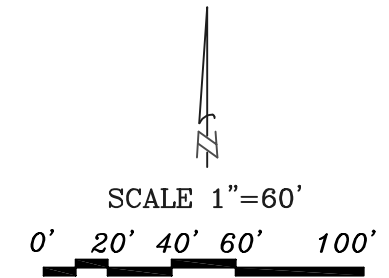
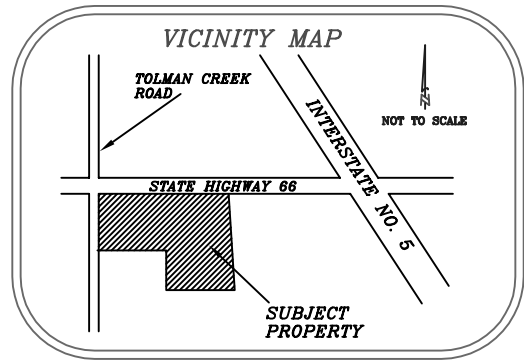
Total 34.33 parking spaces

$34.33 \times 1.10 = 37.76 + 5$ (per logic presented above) = 42.76 = 43 parking spaces

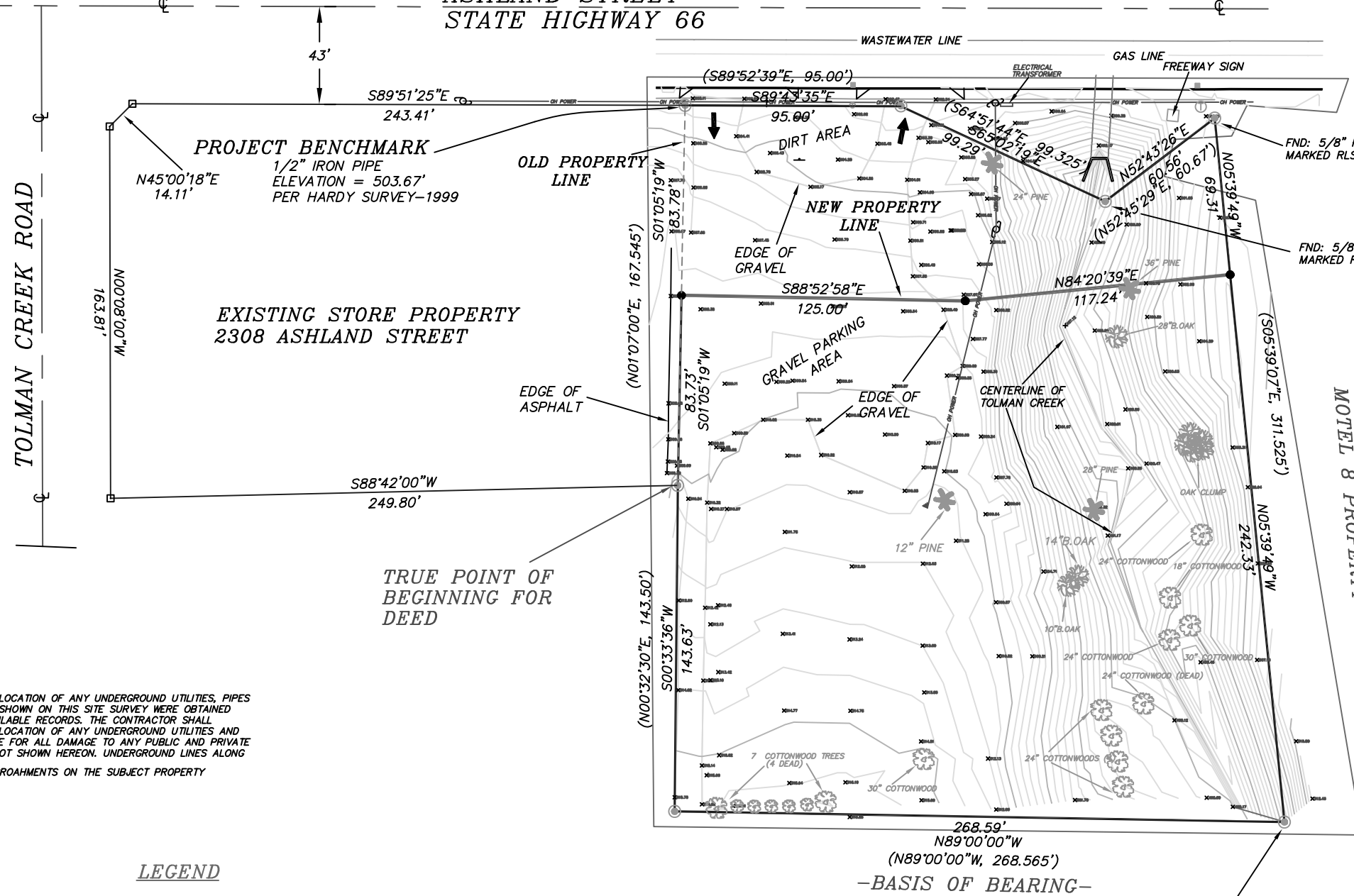
Existing – 36 spaces

Proposed – 41 spaces

**TOPOGRAPHIC SURVEY IN
NORTHWEST 1/4 OF SECTION 14, T39S, R1E, W.M.
ASHLAND, JACKSON COUNTY, OREGON
FEBRUARY 1, 2005**



ASHLAND STREET
STATE HIGHWAY 66



UTILITY SUPPLIER LIST

POWER	CITY OF ASHLAND ELECTRIC COMPANY 90 N. MOUNTAIN AVE ASHLAND, OREGON 97520 (541) 488-5357	GAS	AVISTA UTILITIES 580 BUSINESS PARK DRIVE MEDFORD, OREGON 97501 (541) 772-5281
TELEPHONE	QUEST TELECOMMUNICATIONS 1-(800) 244-1111	WATER	CITY OF ASHLAND WATER DEPARTMENT 20 EAST MAIN STREET ASHLAND, OREGON 97520 (541) 488-5333
		SANITARY & STORM	CITY OF NEWBERG PUBLIC WORKS DEPARTMENT 20 EAST MAIN STREET ASHLAND, OREGON 97520 (541) 488-5587
		OREGON DEPARTMENT OF TRANSPORTATION - REGION 3	1-(503) 986-3405 SALEM, OREGON

ZONING - C-1 (COMMERCIAL)

SETBACKS

FRONT YARD - ? FEET
INTERIOR YARD - ? FEET

FLOOD ZONE - THE PORTION OF THE PROPERTY WITH THE BANKS OF TOLMAN CREEK IS IN ZONE "A" AND THE BALANCE OF THE PROPERTY IS IN ZONE "C". PER FIRM MAP 410090 0003B

NOTE:

1. THE EXISTENCE OR LOCATION OF ANY UNDERGROUND UTILITIES, PIPES AND/OR STRUCTURES SHOWN ON THIS SITE SURVEY WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. THE CONTRACTOR SHALL ASCERTAIN THE TRUE LOCATION OF ANY UNDERGROUND UTILITIES AND SHALL BE RESPONSIBLE FOR ALL DAMAGE TO ANY PUBLIC AND PRIVATE UTILITIES SHOWN OR NOT SHOWN HEREON. UNDERGROUND LINES ALONG
2. THERE ARE NO ENCROACHMENTS ON THE SUBJECT PROPERTY

LEGEND

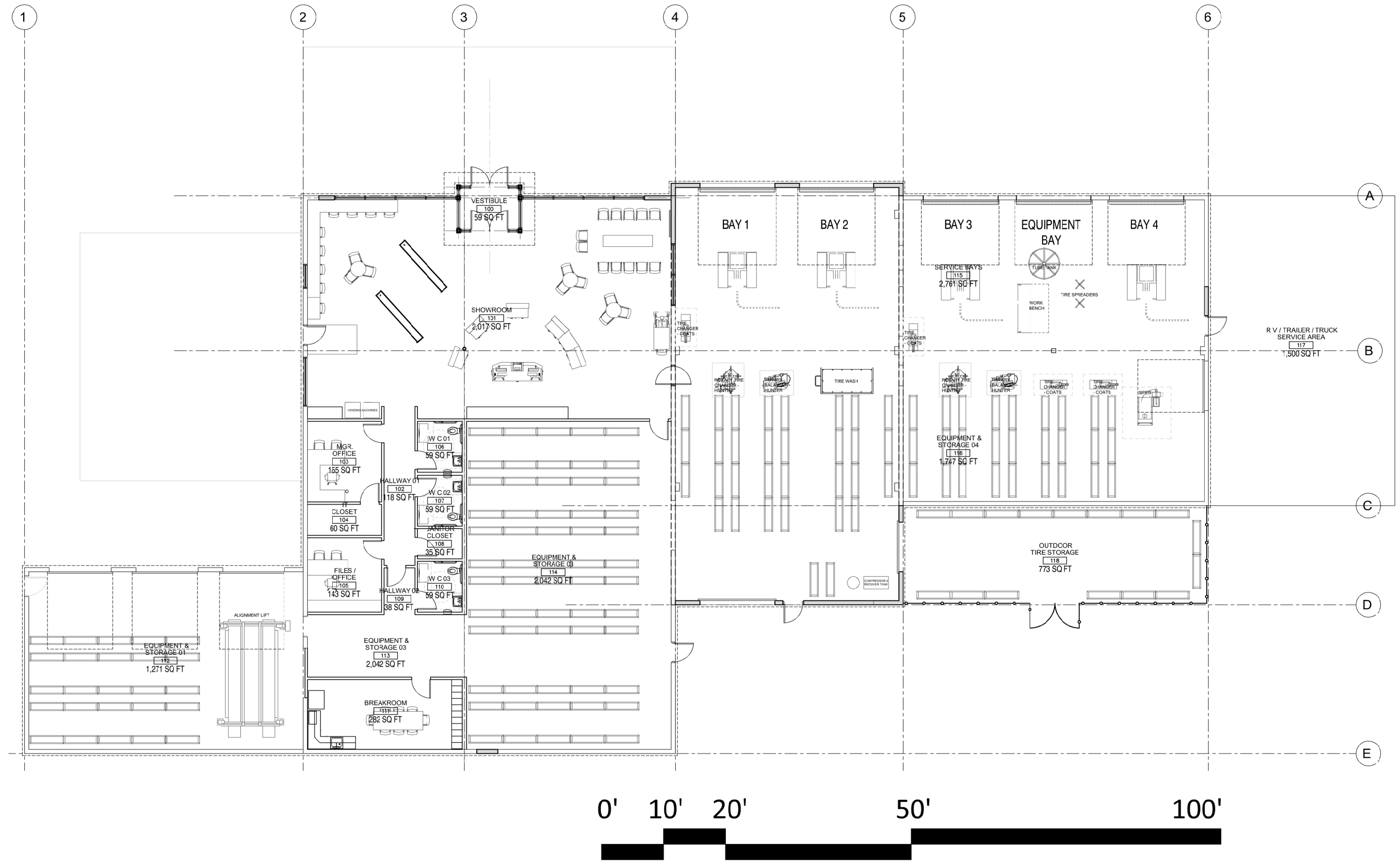
- ⊙ - CORNERS FOUND - 1/2" IRON PIPE WITH YELLOW PLASTIC CAP MARKED "SWAIN LS 759" (UNLESS NOTED)
- - CORNERS SET - 5/8" X 30" REBAR WITH YELLOW PLASTIC CAP MARKED "D.W. BAKER PLS 1978" (UNLESS NOTED)
- - CALCULATED POINT (NOT SET)
- () - RECORD BEARING AND DISTANCE PER SURVEY NO. 7699
- - PROPERTY BOUNDARY
- - NO PARKING SIGN (UNLESS NOTED)
- ⊕ - WOODEN POWER POLE
- ⊙ - POWER POLE ANCHOR
- ⊙ - COTTONWOOD OR BLACK OAK TREE
- ⊙ - PINE TREE
- ⊙ - TELEPHONE PEDESTAL
- ⊙ - CATCH BASIN
- OH POWER — - OVERHEAD POWER LINE
- ⊙ - ELECTRICAL TRANSFORMER

ALTA/ACSM SURVEY IN	
NE 1/4 OF THE NW 1/4 OF SECTION 14, T39S, R1E, W.M. ASHLAND, JACKSON COUNTY, OREGON	
CLIENT: LES SCHWAB TIRE CENTERS OF PORTLAND, INC.	
DRAWN BY: DWB	BAKER AND ASSOCIATES, SURVEYORS
DATE: 2/01/05	1385 OAK STREET - SUITE 3 EUGENE, OREGON (541) 343-7243
FILE: SCHWAB/ASHLAND	

LES SCHWAB TIRE CENTERS OF OREGON
646 NORTH MADRAS HIGHWAY
PRINEVILLE, OREGON 97754



LES SCHWAB TIRE CENTER #203
2308 ASHLAND STREET
ASHLAND, OR 97520



1 FIRST FLOOR PLAN
A-101 1/8" = 1'-0"

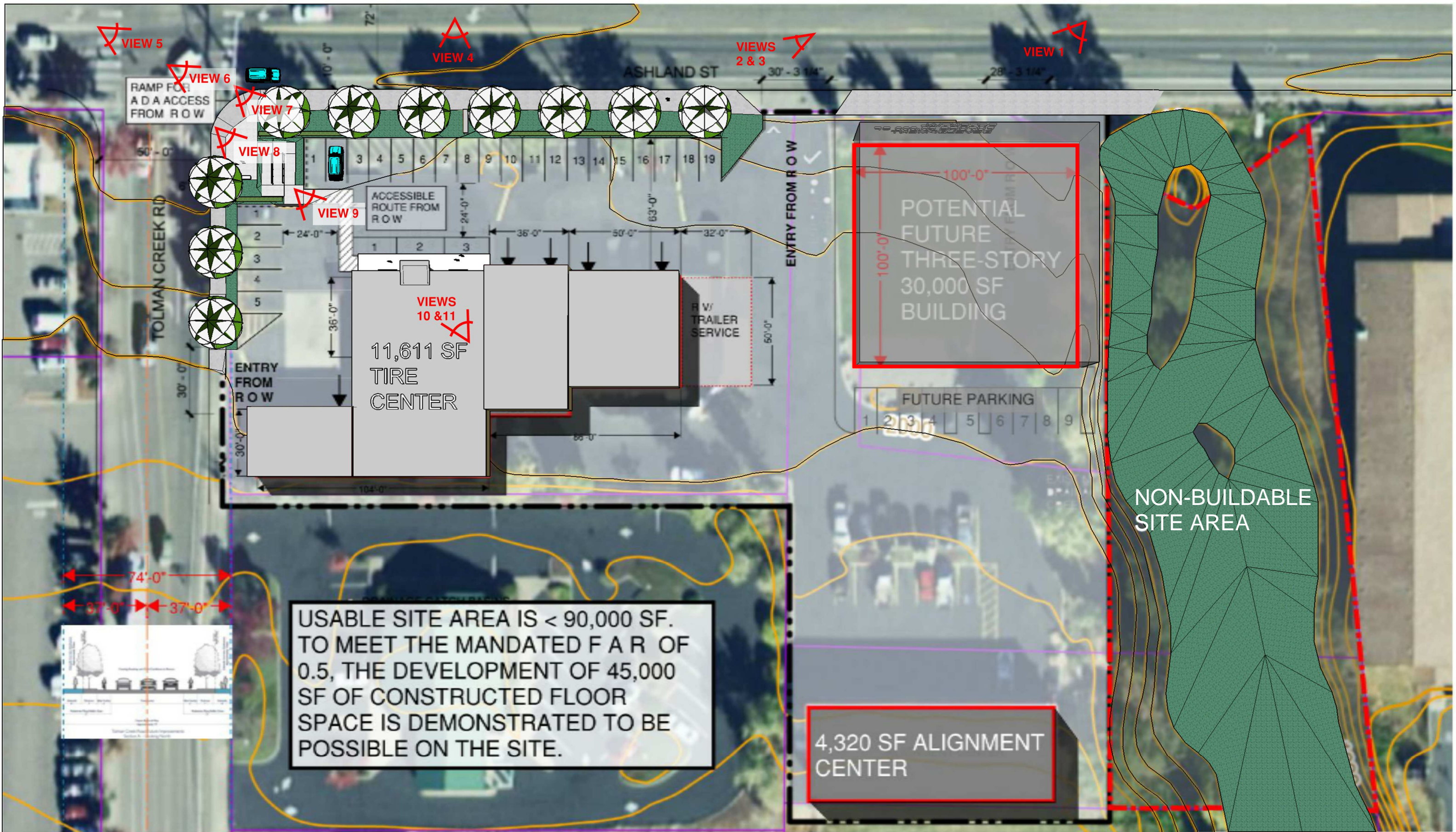
01/04/23

FIRST_FLOOR_PLAN

PROJECT NO: 22-125
DATE: 01/04/23
DRAWN BY: XX CHECKED BY: XX

A-101

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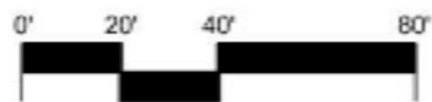


PROPOSED SITE PLAN

LES SCHWAB - 2308 ASHLAND ST

LAND USE SUBMITTAL DOCUMENTATION - 01-04-23 -
EXHIBIT 3 - VIEW KEY SITE PLAN

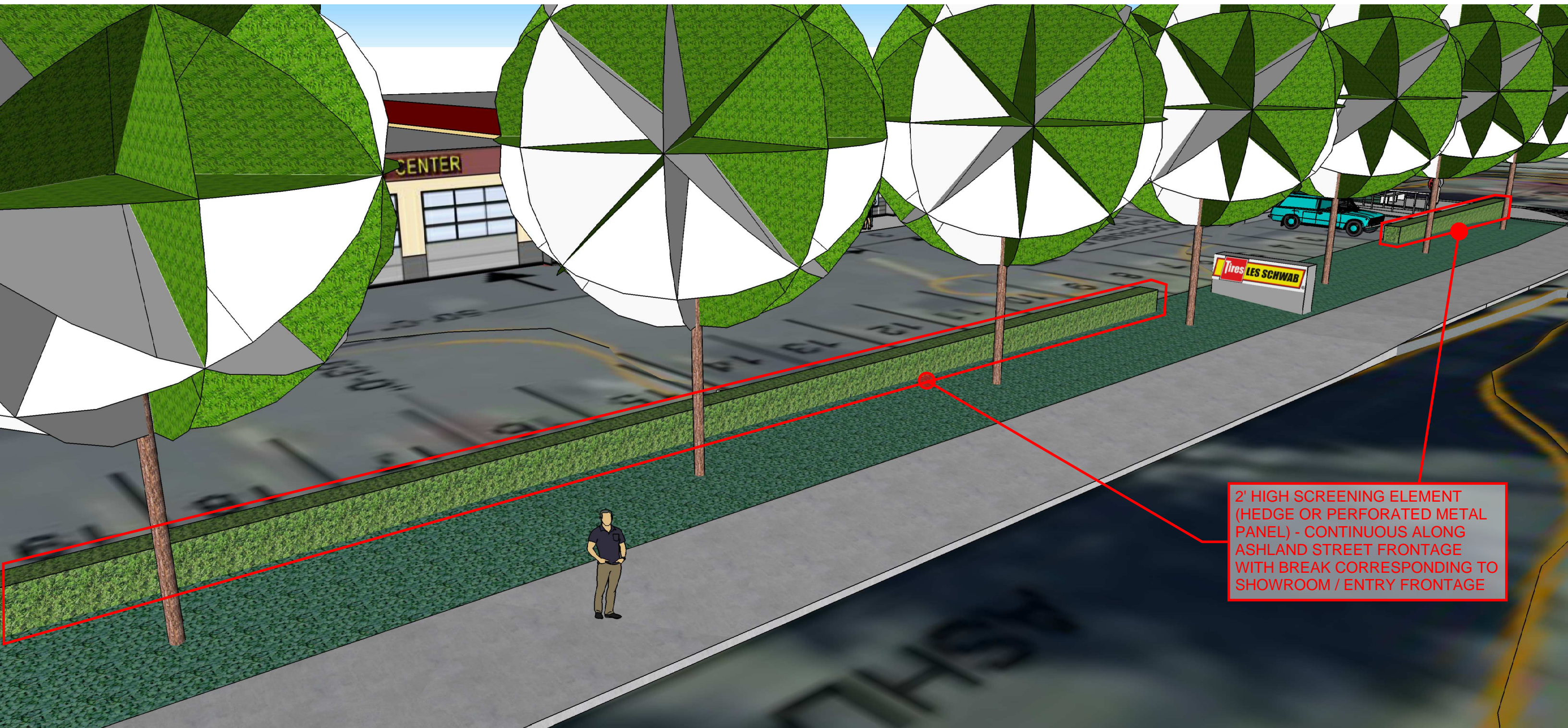
Scale: 1" = 40'





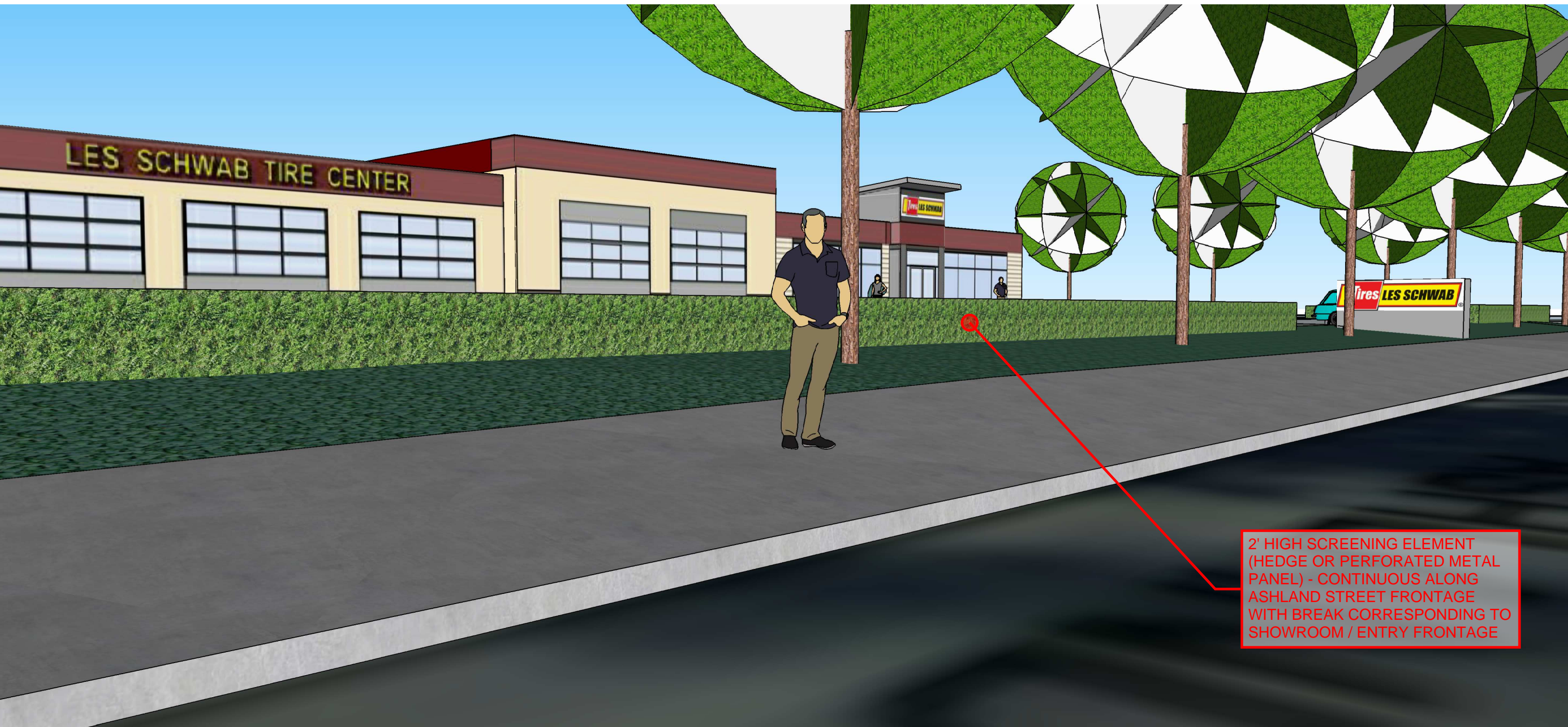
LES SCHWAB TIRE CENTER
2308 ASHLAND STREET

VIEW 1



LES SCHWAB TIRE CENTER
2308 ASHLAND STREET

VIEW 2



2' HIGH SCREENING ELEMENT (HEDGE OR PERFORATED METAL PANEL) - CONTINUOUS ALONG ASHLAND STREET FRONTAGE WITH BREAK CORRESPONDING TO SHOWROOM / ENTRY FRONTAGE

LES SCHWAB TIRE CENTER
2308 ASHLAND STREET

VIEW 3



LES SCHWAB TIRE CENTER
2308 ASHLAND STREET

VIEW 4



2' HIGH SCREENING ELEMENT (HEDGE OR PERFORATED METAL PANEL) - CONTINUOUS ALONG ASHLAND STREET FRONTAGE WITH BREAK CORRESPONDING TO SHOWROOM / ENTRY FRONTAGE

PLAZA AT ASHLAND STREET TOLMAN CREEK ROAD INTERSECTION. CONFIGURATION IS LARGE ENOUGH TO ALLOW ACCESS AROUND EXISTING UTILITY INFRASTRUCTURE (POLE AND CABLES). PLAZA IS AT BOTTOM OF ACCESSIBLE RAMP TO BUILDING AND PARKING AREA ELEVATION.

LES SCHWAB TIRE CENTER
2308 ASHLAND STREET

VIEW 5



2' HIGH SCREENING ELEMENT (HEDGE OR PERFORATED METAL PANEL) - CONTINUOUS ALONG ASHLAND STREET FRONTAGE WITH BREAK CORRESPONDING TO SHOWROOM / ENTRY FRONTAGE

ACCESSIBLE RAMP FROM PLAZA AT STREET SIDEWALK ELEVATION AT CORNER TO BUILDING AND PARKING AREA ELEVATION.

LES SCHWAB TIRE CENTER
2308 ASHLAND STREET

VIEW 6

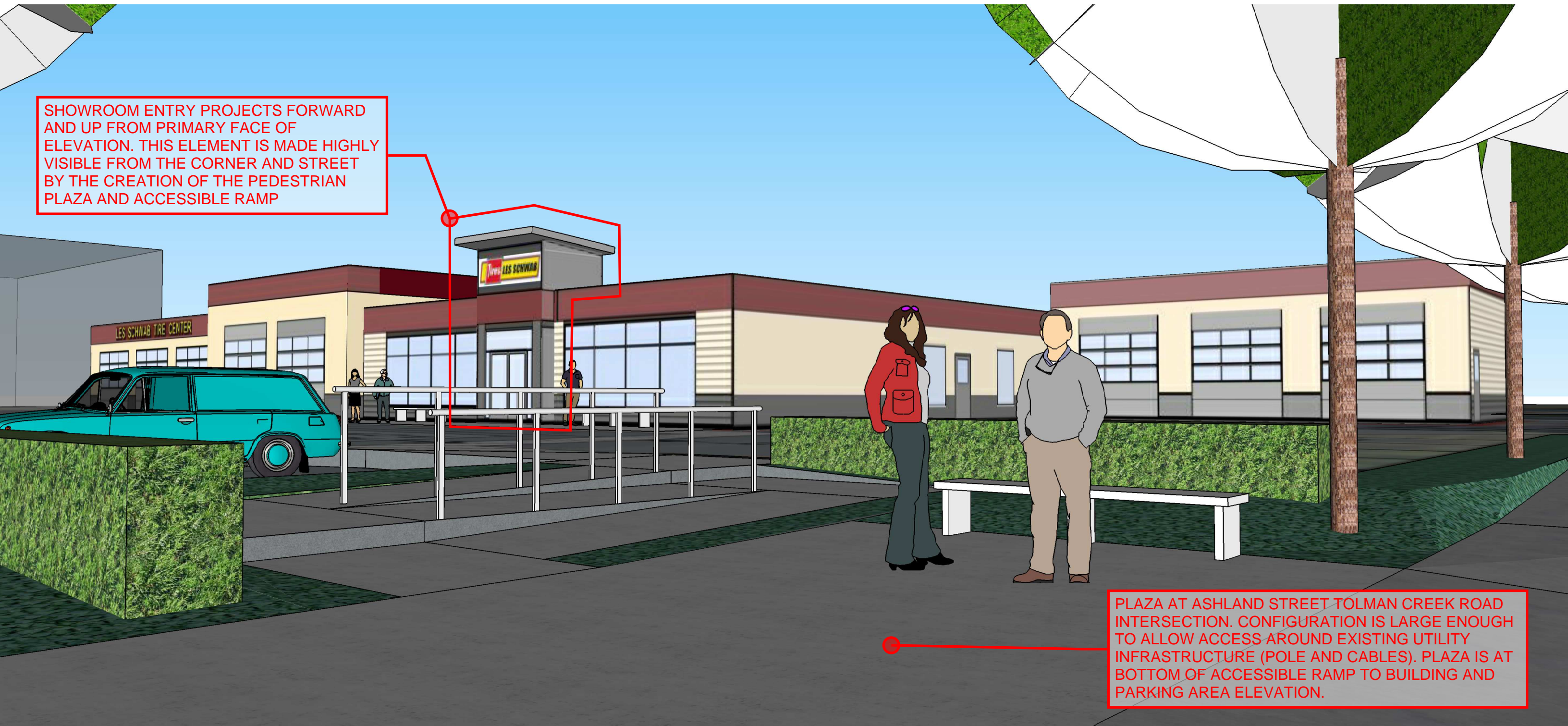


2' HIGH SCREENING ELEMENT (HEDGE OR PERFORATED METAL PANEL) - CONTINUOUS ALONG ASHLAND STREET FRONTAGE WITH BREAK CORRESPONDING TO SHOWROOM / ENTRY FRONTAGE

LES SCHWAB TIRE CENTER
2308 ASHLAND STREET

VIEW 7

SHOWROOM ENTRY PROJECTS FORWARD AND UP FROM PRIMARY FACE OF ELEVATION. THIS ELEMENT IS MADE HIGHLY VISIBLE FROM THE CORNER AND STREET BY THE CREATION OF THE PEDESTRIAN PLAZA AND ACCESSIBLE RAMP



PLAZA AT ASHLAND STREET TOLMAN CREEK ROAD INTERSECTION. CONFIGURATION IS LARGE ENOUGH TO ALLOW ACCESS AROUND EXISTING UTILITY INFRASTRUCTURE (POLE AND CABLES). PLAZA IS AT BOTTOM OF ACCESSIBLE RAMP TO BUILDING AND PARKING AREA ELEVATION.

LES SCHWAB TIRE CENTER
2308 ASHLAND STREET

VIEW 8

SHOWROOM ENTRY PROJECTS FORWARD AND UP FROM PRIMARY FACE OF ELEVATION. THIS ELEMENT IS MADE HIGHLY VISIBLE FROM THE CORNER AND STREET BY THE CREATION OF THE PEDESTRIAN PLAZA AND ACCESSIBLE RAMP

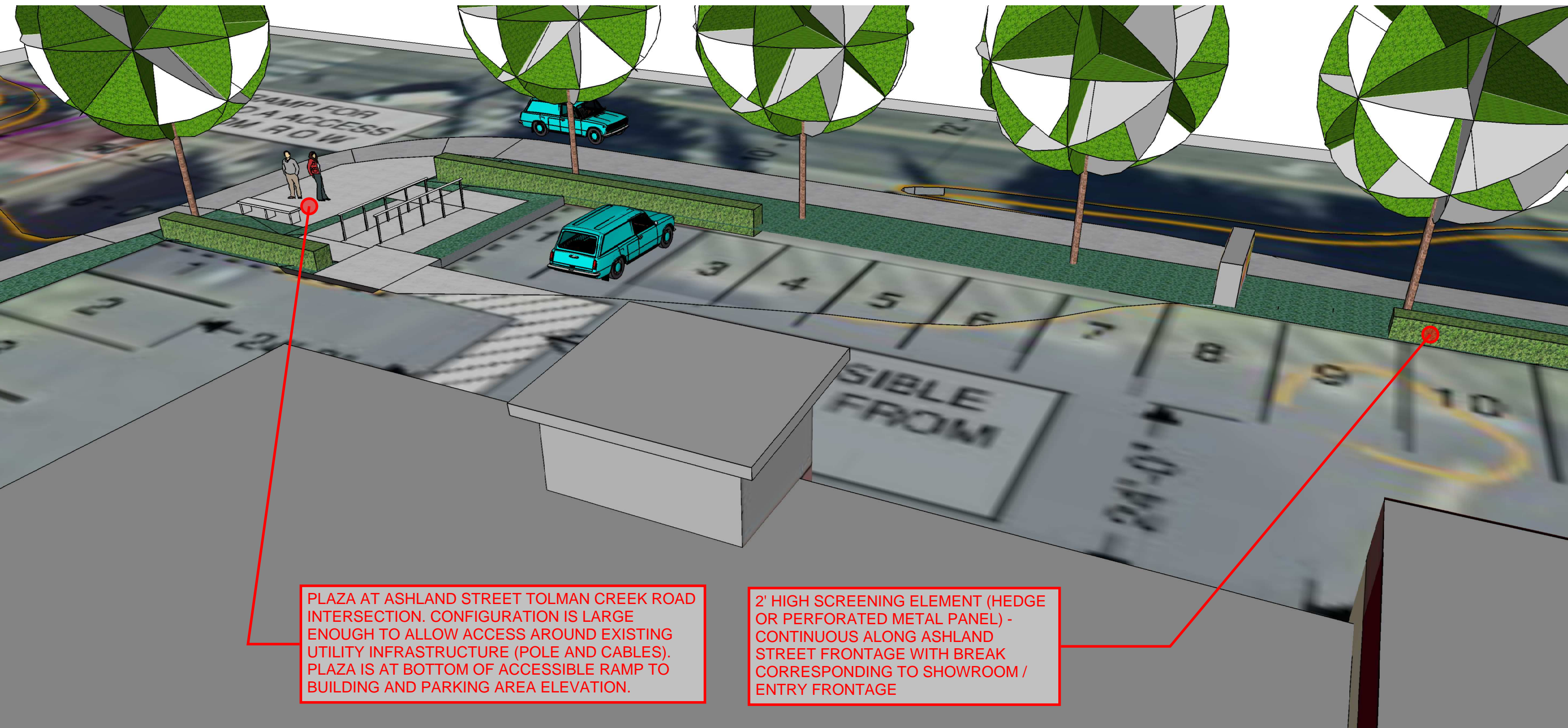
8" PROJECTING EYEBROW ABOVE STOREFRONT GLAZING, TYPICAL AT ASHLAND STREET ELEVATION

2'-0" PROJECTING EYEBROW ABOVE ENTRY

PLAZA / SIDEWALK AREA IN FRONT OF SHOWROOM / ENTRY

LES SCHWAB TIRE CENTER
2308 ASHLAND STREET

VIEW 9



PLAZA AT ASHLAND STREET TOLMAN CREEK ROAD INTERSECTION. CONFIGURATION IS LARGE ENOUGH TO ALLOW ACCESS AROUND EXISTING UTILITY INFRASTRUCTURE (POLE AND CABLES). PLAZA IS AT BOTTOM OF ACCESSIBLE RAMP TO BUILDING AND PARKING AREA ELEVATION.

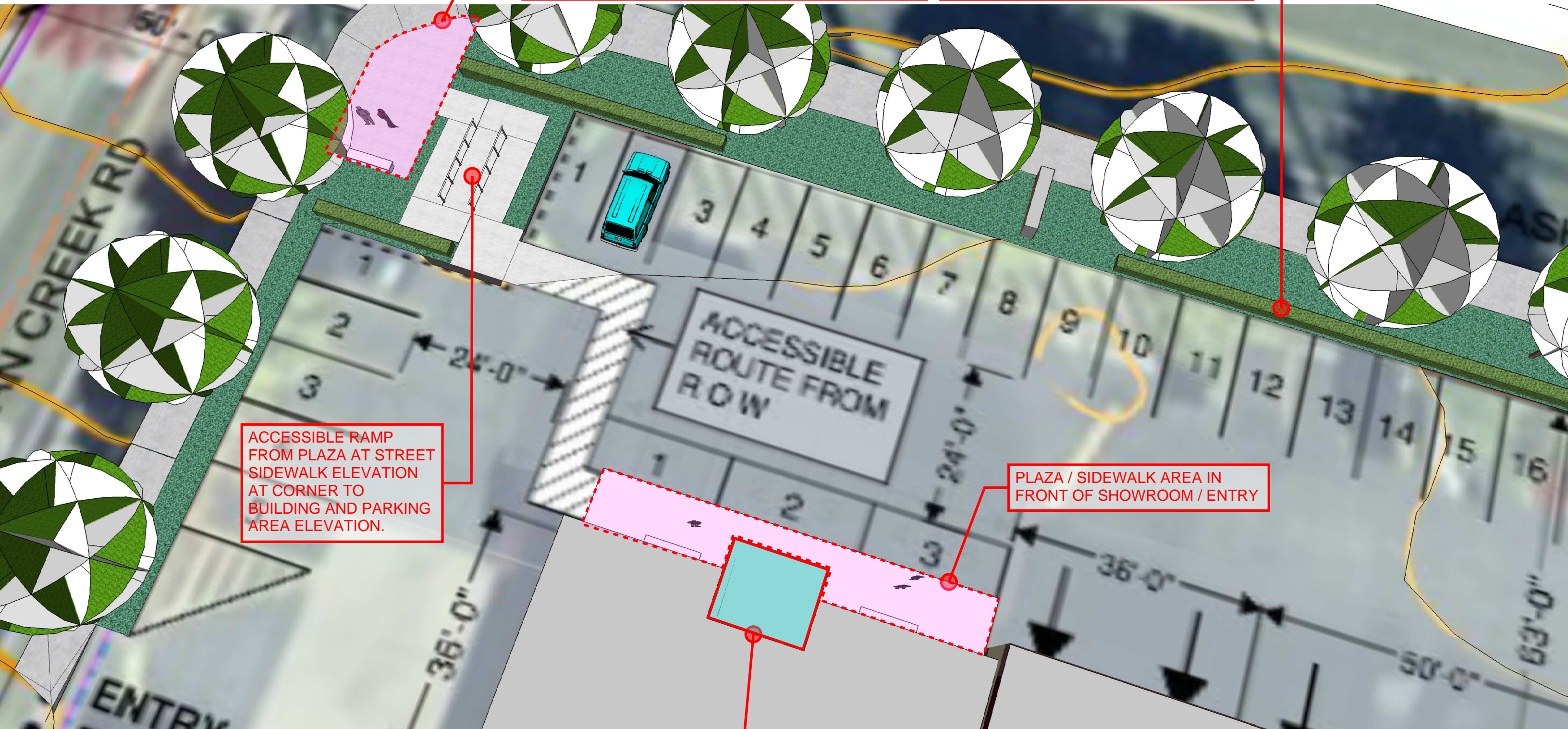
2' HIGH SCREENING ELEMENT (HEDGE OR PERFORATED METAL PANEL) - CONTINUOUS ALONG ASHLAND STREET FRONTAGE WITH BREAK CORRESPONDING TO SHOWROOM / ENTRY FRONTAGE

LES SCHWAB TIRE CENTER
2308 ASHLAND STREET

VIEW 10

PLAZA AT ASHLAND STREET TOLMAN CREEK ROAD INTERSECTION. CONFIGURATION IS LARGE ENOUGH TO ALLOW ACCESS AROUND EXISTING UTILITY INFRASTRUCTURE (POLE AND CABLES). PLAZA IS AT BOTTOM OF ACCESSIBLE RAMP TO BUILDING AND PARKING AREA ELEVATION.

2' HIGH SCREENING ELEMENT (HEDGE OR PERFORATED METAL PANEL) - CONTINUOUS ALONG ASHLAND STREET FRONTAGE WITH BREAK CORRESPONDING TO SHOWROOM / ENTRY FRONTAGE



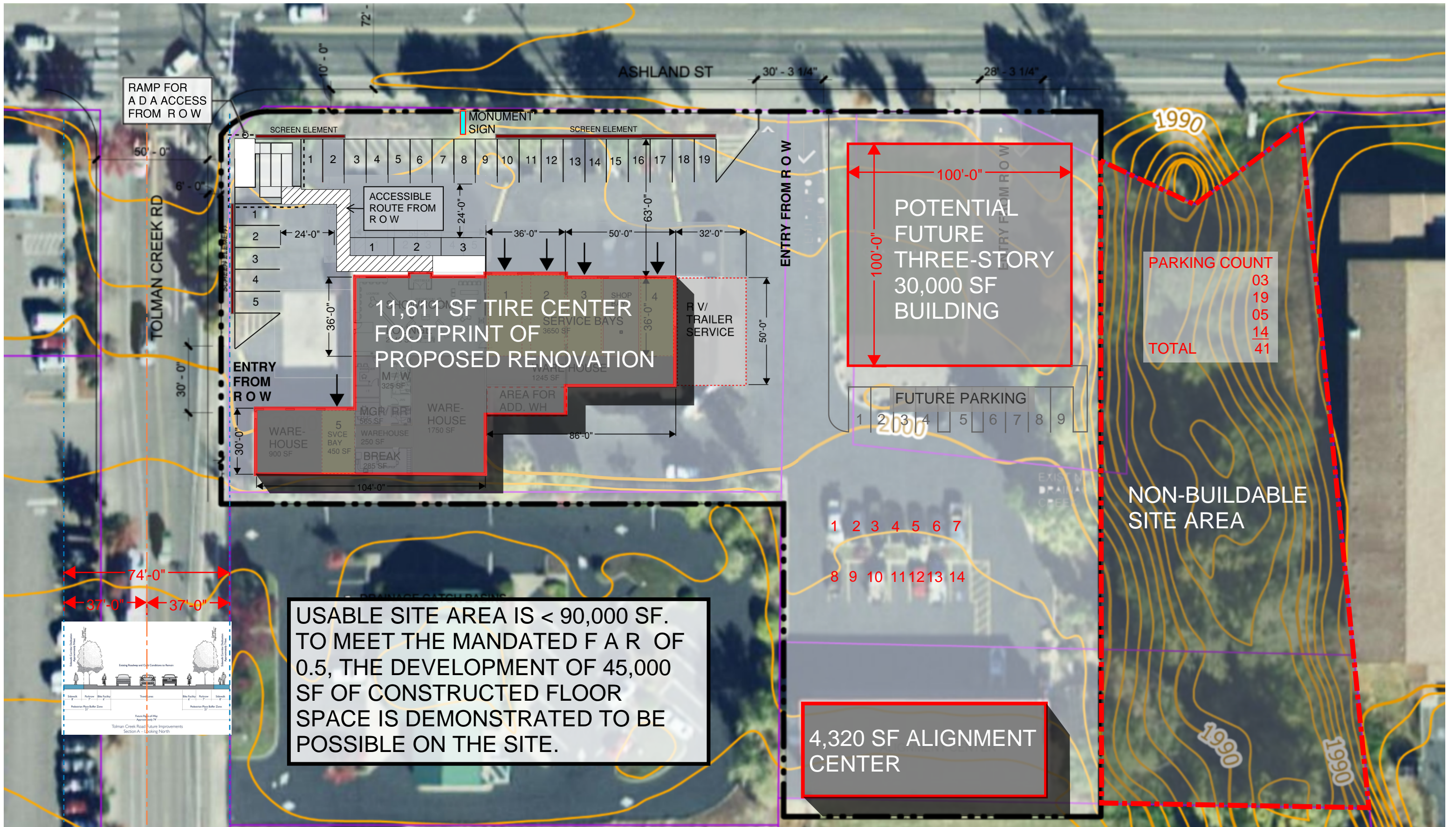
ACCESSIBLE RAMP FROM PLAZA AT STREET SIDEWALK ELEVATION AT CORNER TO BUILDING AND PARKING AREA ELEVATION.

PLAZA / SIDEWALK AREA IN FRONT OF SHOWROOM / ENTRY

SHOWROOM ENTRY PROJECTS FORWARD AND UP FROM PRIMARY FACE OF ELEVATION. THIS ELEMENT IS MADE HIGHLY VISIBLE FROM THE CORNER AND STREET BY THE CREATION OF THE PEDESTRIAN PLAZA AND ACCESSIBLE RAMP

LES SCHWAB TIRE CENTER
2308 ASHLAND STREET

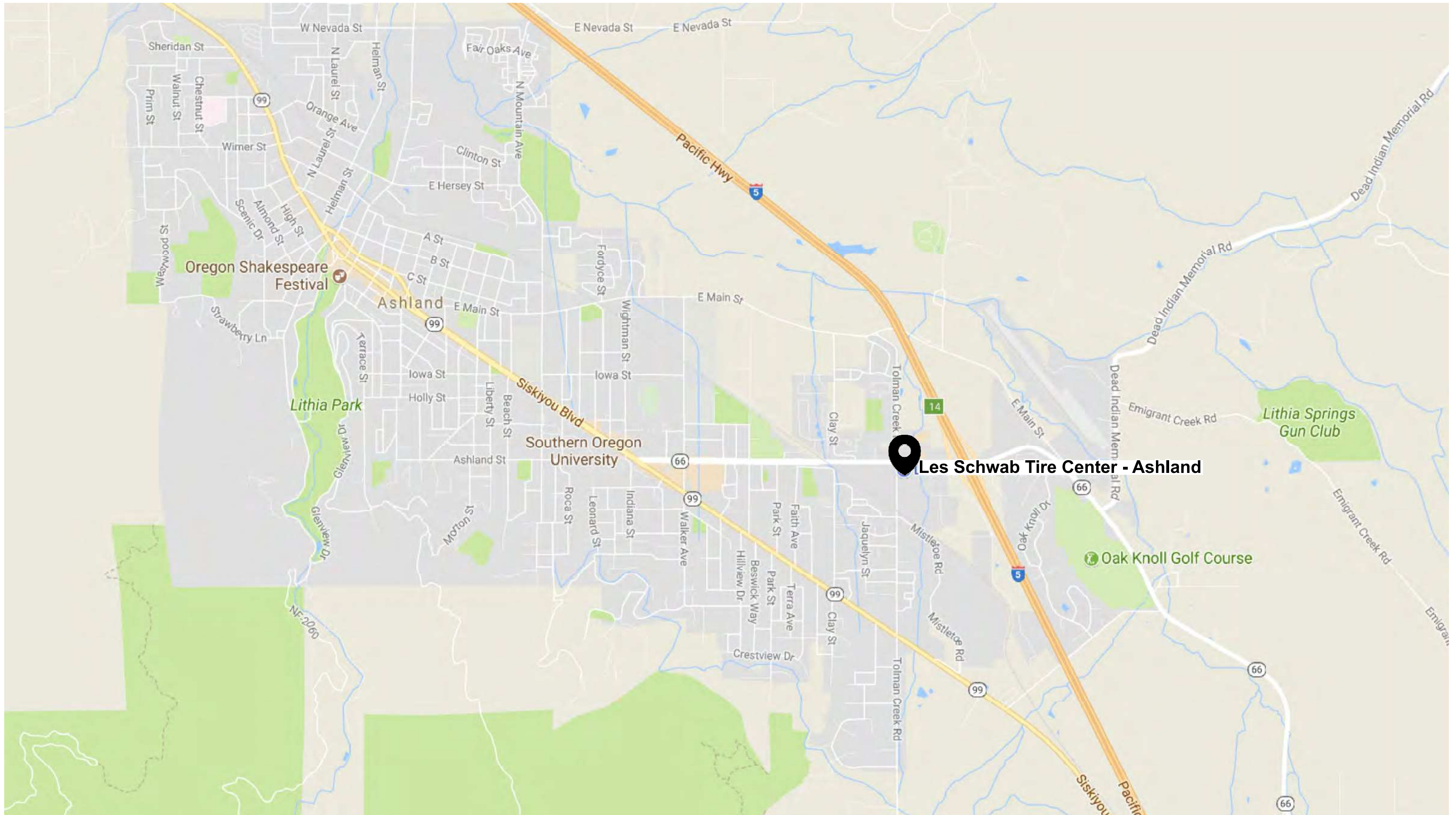
VIEW 11



PROPOSED SITE PLAN
 LES SCHWAB - 2308 ASHLAND ST

Scale: 1" = 40'





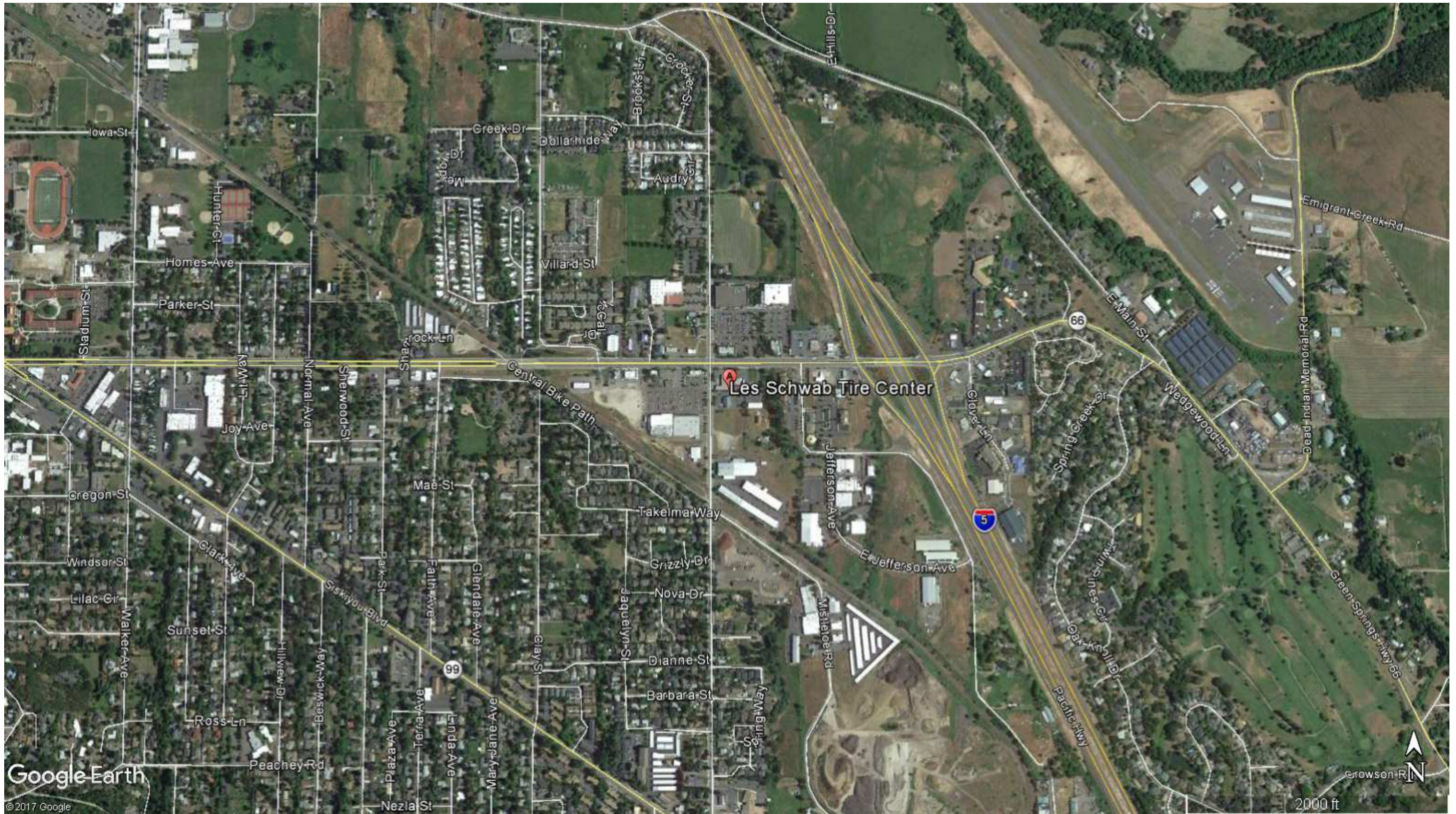
VICINITY MAP

LES SCHWAB - 2308 ASHLAND ST

10/10/2022

LAND USE SUBMITTAL DOCUMENTATION - 01-04-23 - EXHIBIT 5 - INCLUDED FOR REFERENCE





LOCATION MAP

LES SCHWAB - 2308 ASHLAND ST

10/10/2022

LAND USE SUBMITTAL DOCUMENTATION - 01-04-23 - EXHIBIT 5 - INCLUDED FOR REFERENCE



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Google Earth

© 2017 Google

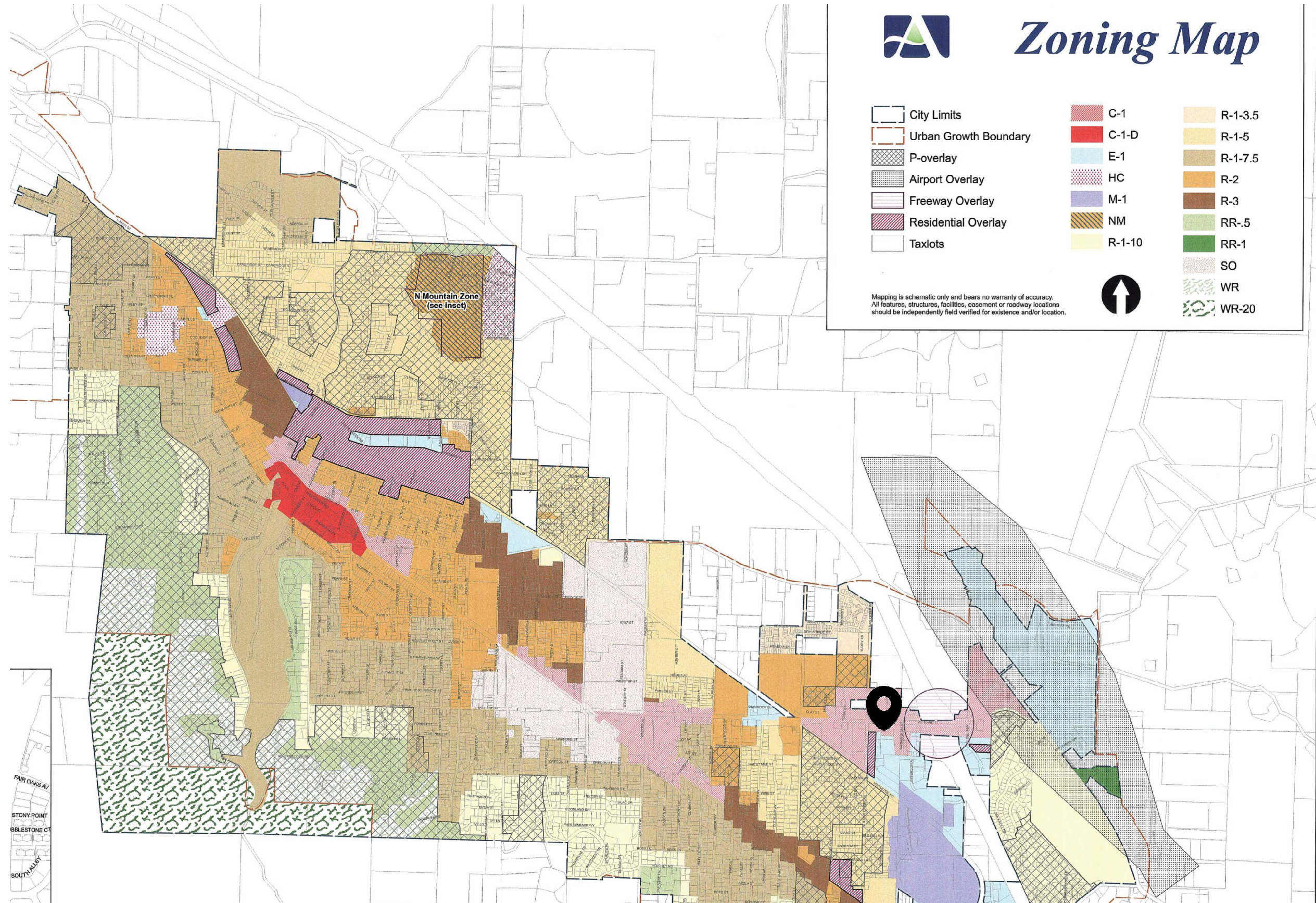
SITE MAP

LES SCHWAB - 2308 ASHLAND ST

10/10/2022

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ZONING MAP

LES SCHWAB - 2308 ASHLAND ST

10/10/2022

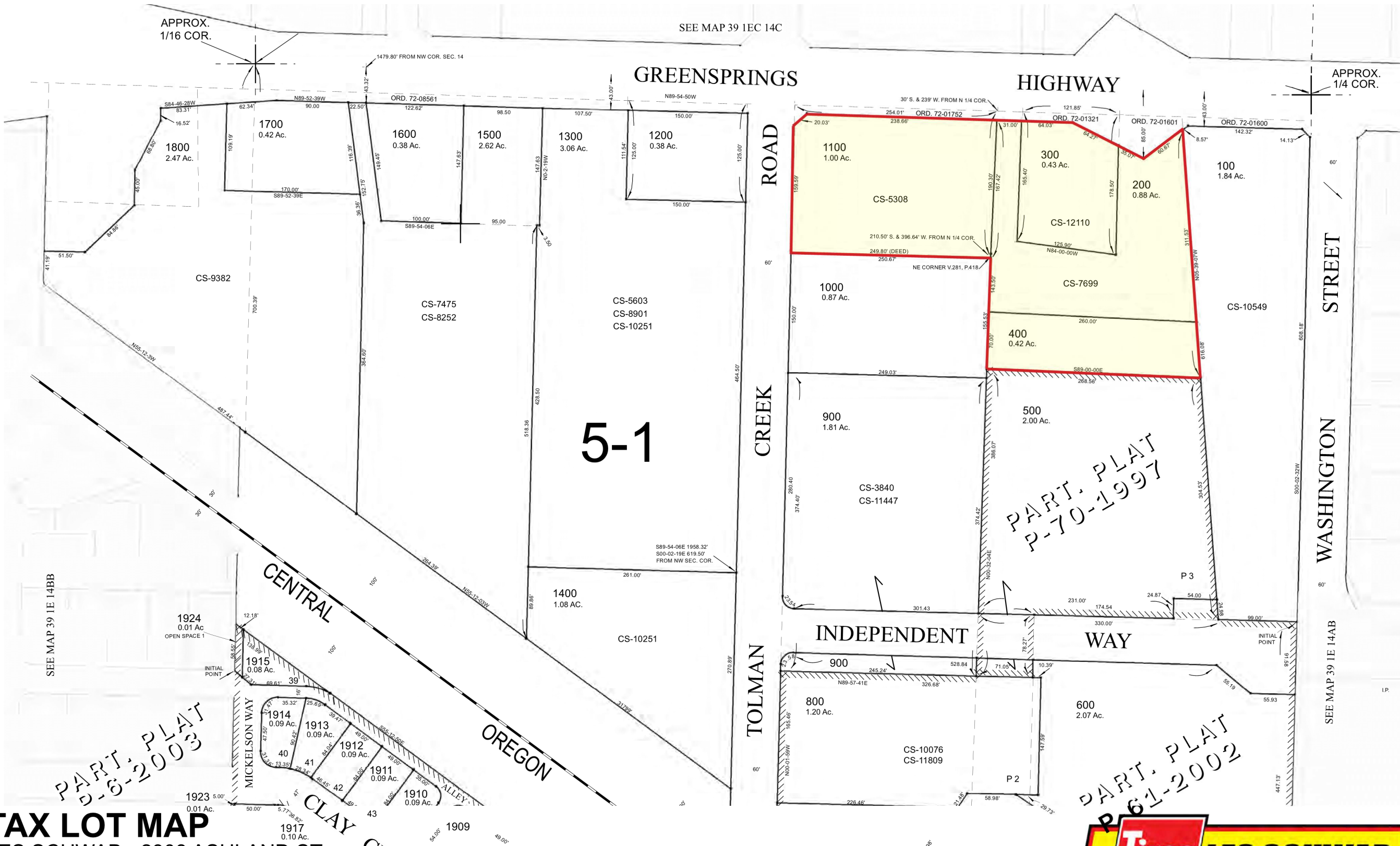
LAND USE SUBMITTAL DOCUMENTATION - 01-04-23 - EXHIBIT 5 - INCLUDED FOR REFERENCE



N.E.1/4, N.W.1/4, SEC.14, T.39S., R.1E., W.M.
 JACKSON COUNTY
 1" = 100'

FOR ASSESSMENT AND
 TAXATION ONLY

39 1E 14BA
 ASHLAND



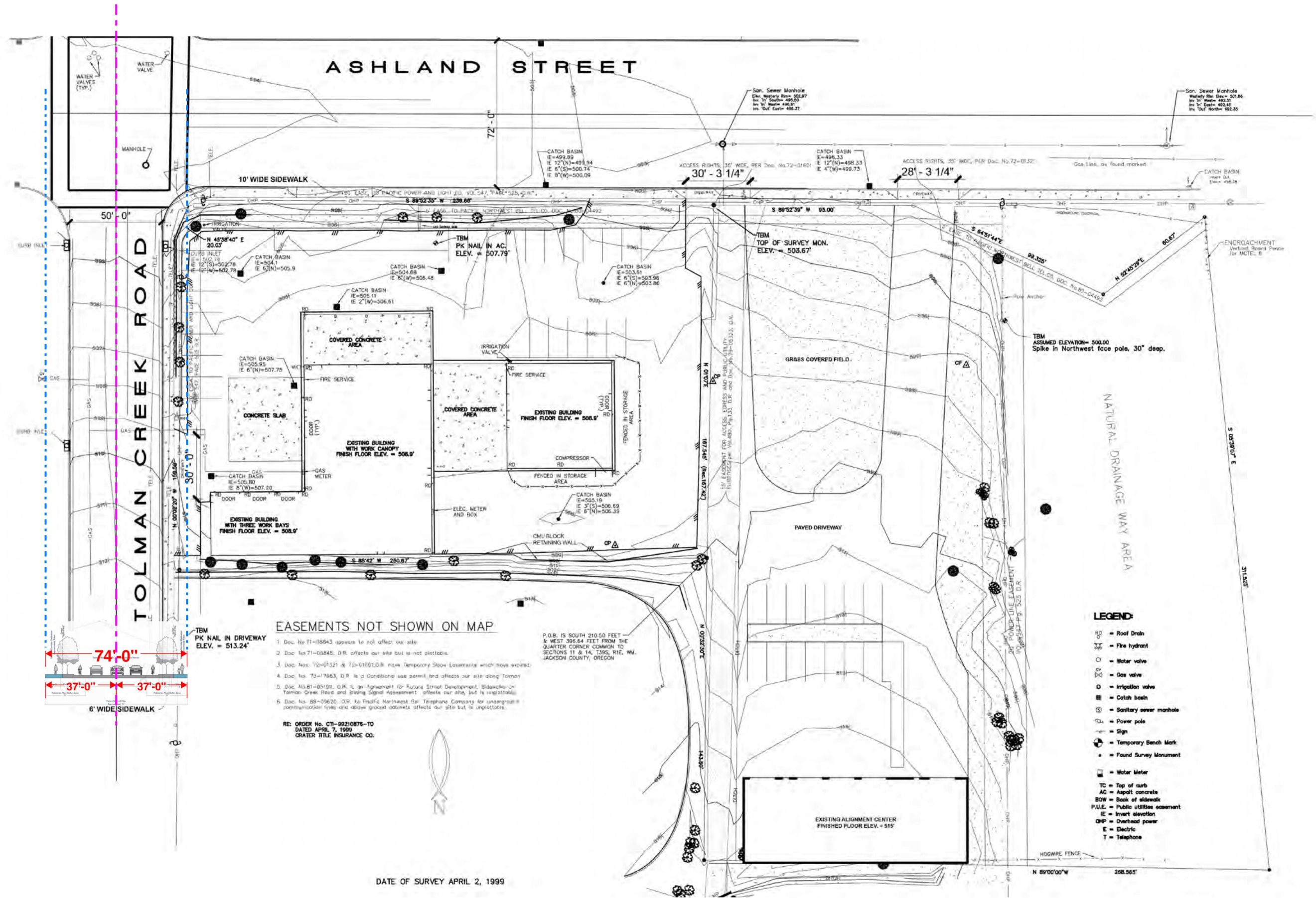
CANCELLED TAX
 LOT NUMBERS:

- 1926
- 1927
- 601A1
- 700A1

TAX LOT MAP
 LES SCHWAB - 2308 ASHLAND ST
 10/10/2022

LAND USE SUBMITTAL DOCUMENTATION - 01-04-23 - EXHIBIT 5 - INCLUDED FOR REFERENCE





EASEMENTS NOT SHOWN ON MAP

1. Doc. No. 71-08843 appears to not affect our site.
2. Doc. No. 71-08845, D.R. affects our site but is not platable.
3. Doc. Nos. 72-01321 & 72-01601, O.R. have Temporary Stop Easements which have expired.
4. Doc. No. 73-17863, D.R. is a Conditional use permit, has affects our site along Tolman.
5. Doc. No. 81-05198, O.R. is an Agreement for Future Street Development, Sidewalk on Tolman Creek Road and joining Signal Assessment affects our site, but is unplatable.
6. Doc. No. 88-09620, O.R. to Pacific Northwest Bell Telephone Company for underground communication lines and above ground cabinets affects our site but is unplatable.

RE: ORDER No. 071-99210876-70
 DATED APRIL 7, 1999
 CRATER TITLE INSURANCE CO.

P.O.B. IS SOUTH 210.50 FEET
 & WEST 395.64 FEET FROM THE
 QUARTER CORNER COMMON TO
 SECTIONS 11 & 14, T39S, R1E, WM,
 JACKSON COUNTY, OREGON

DATE OF SURVEY APRIL 2, 1999

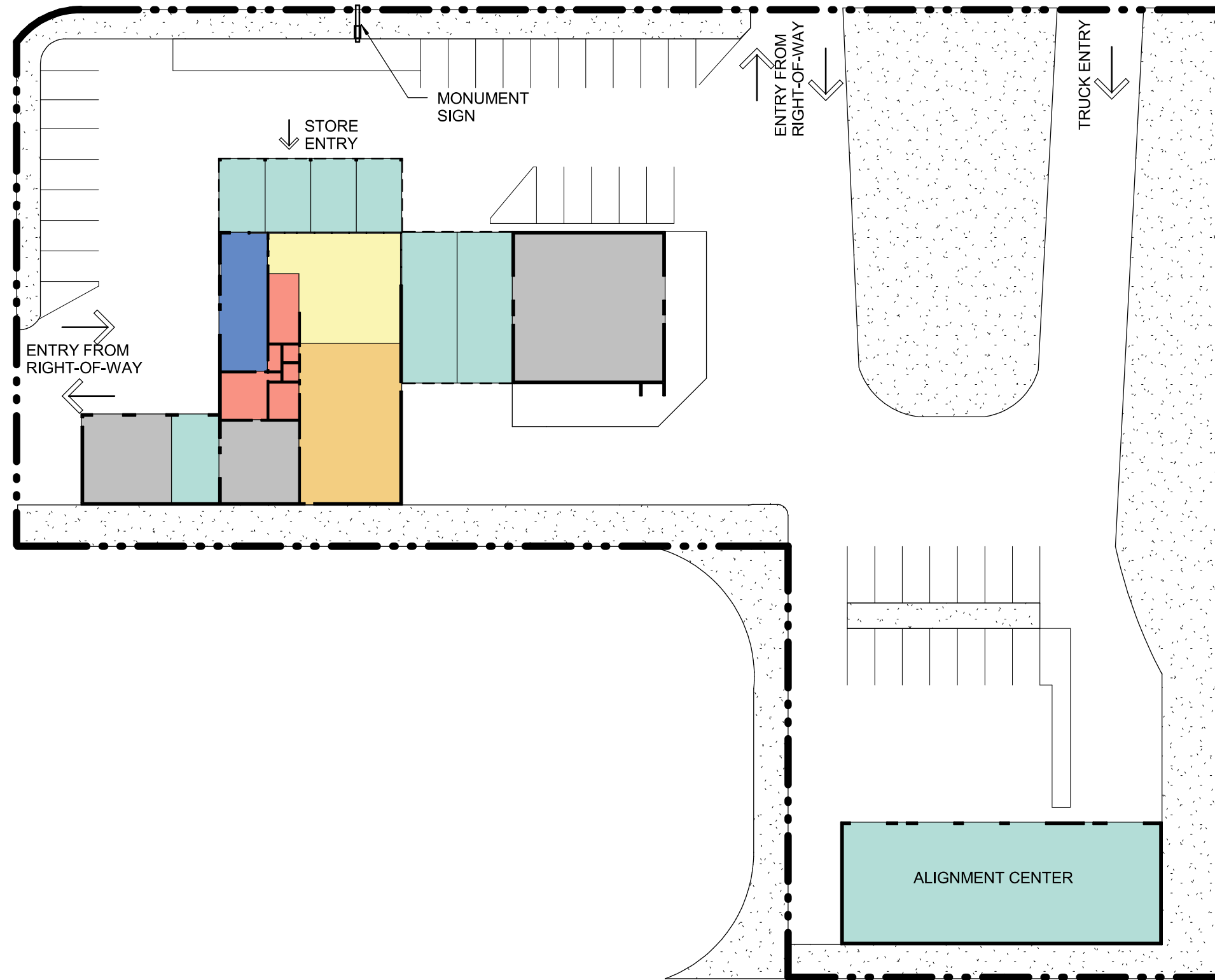
SITE ANALYSIS MAP
 LES SCHWAB - 2308 ASHLAND ST
 10/10/2022

LAND USE SUBMITTAL DOCUMENTATION - 01-04-23 - EXHIBIT 5 - INCLUDED FOR REFERENCE



ASHLAND ST

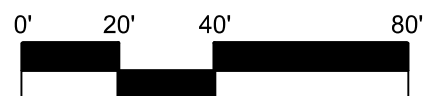
TOLMAN CREEK RD



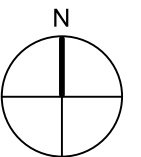
- Warehouse
- Service Bays
- Service Equipment
- Office, Storage, etc.
- Showroom
- Customer Lounge
- Circulation Space
- Overhead Canopy/Mezzanine
- Property Line

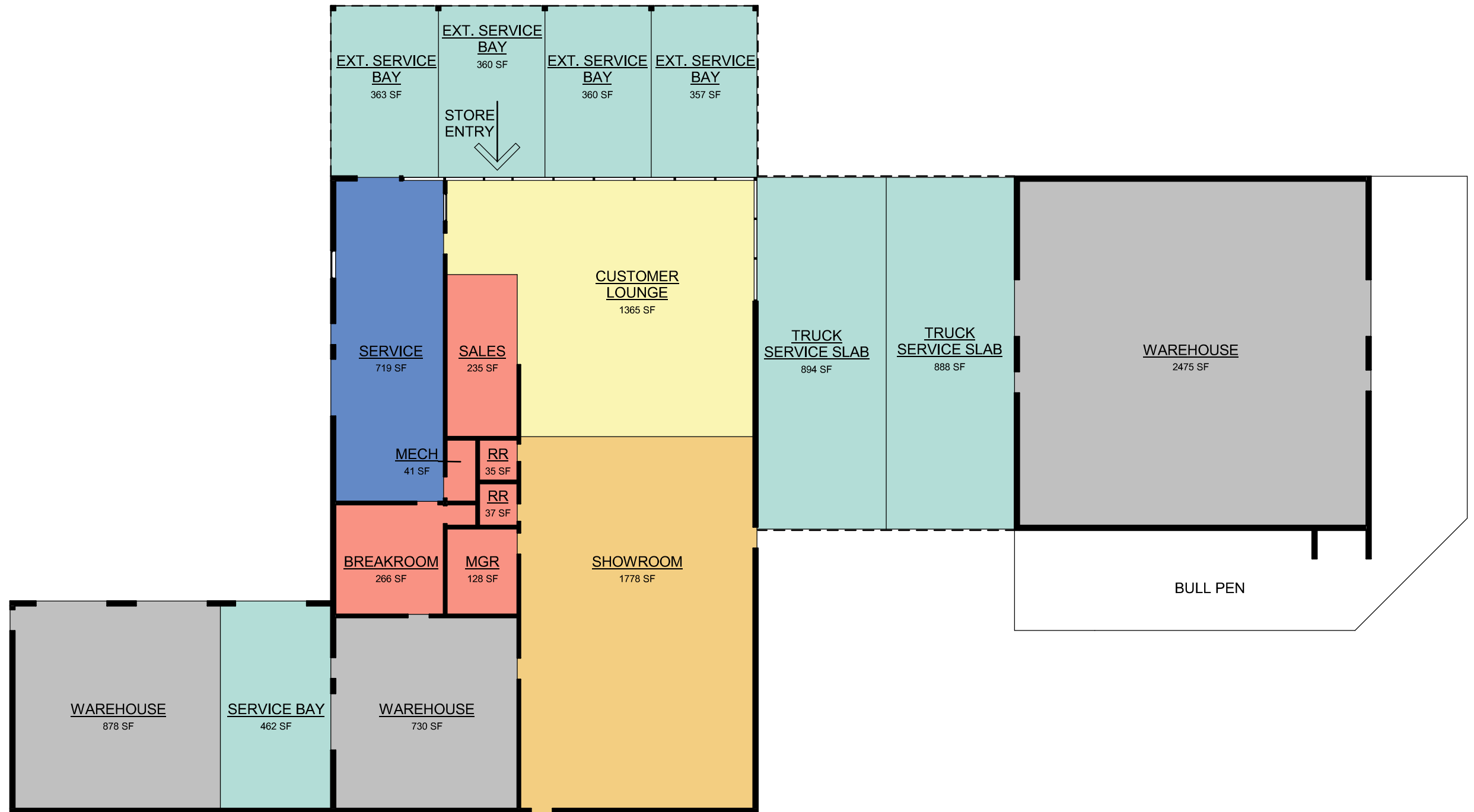
EXISTING PLAN W/ SITE
 LES SCHWAB - 2308 ASHLAND ST
 10/10/2022

Scale: 1" = 40'



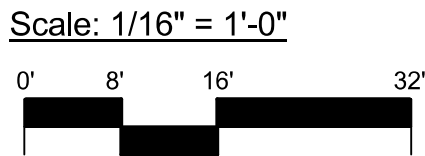
LAND USE SUBMITTAL DOCUMENTATION - 01-04-23 - EXHIBIT 5 - INCLUDED FOR REFERENCE



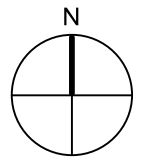


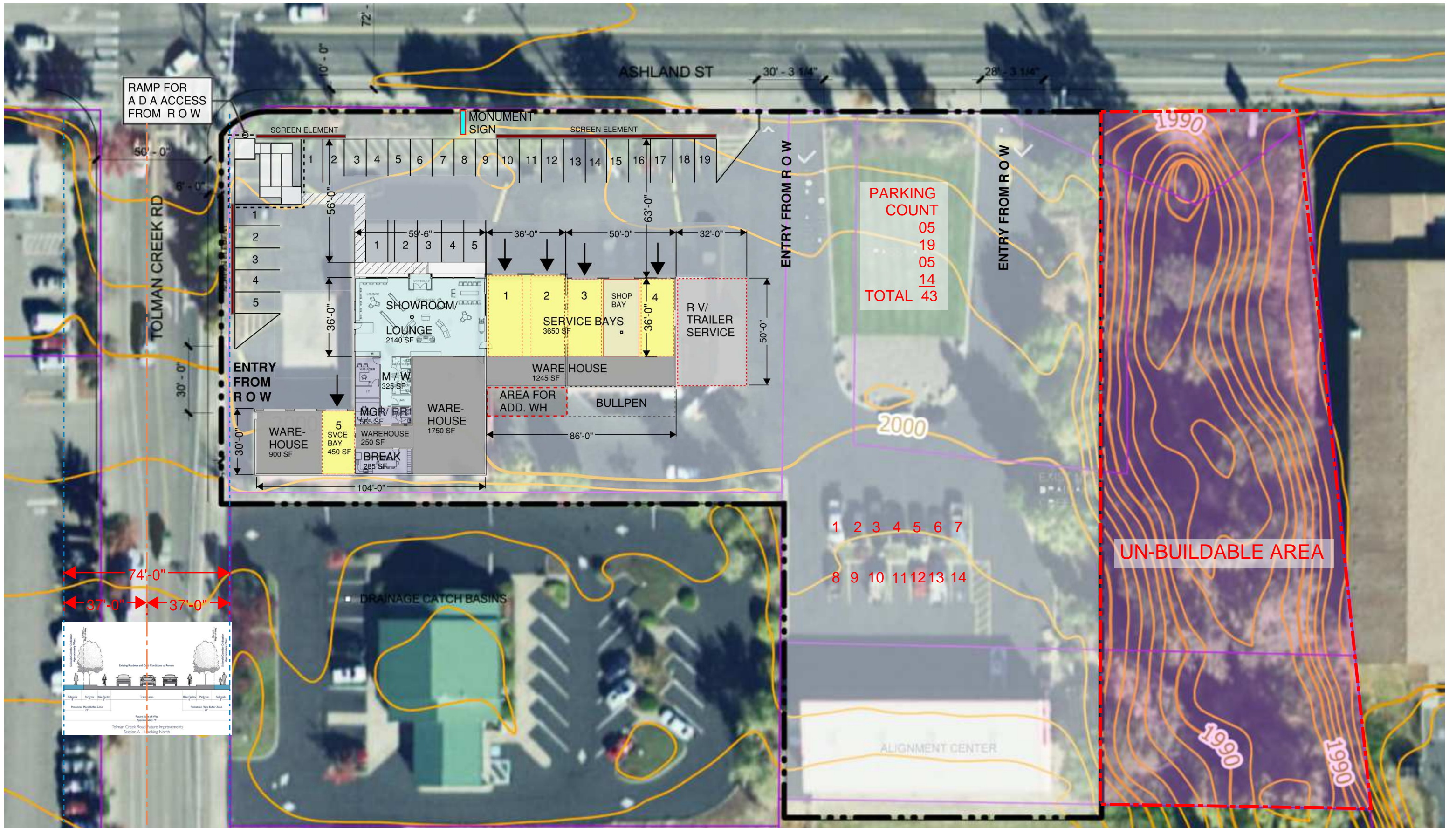
- Warehouse
- Service Bays
- Service Equipment
- Office, Storage, etc.
- Showroom
- Customer Lounge
- Circulation Space
- Overhead Canopy/Mezzanine

EXISTING PLAN
 LES SCHWAB - 2308 ASHLAND ST
 10/10/2022

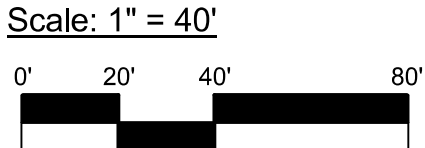


LAND USE SUBMITTAL DOCUMENTATION - 01-04-23 - EXHIBIT 5 - INCLUDED FOR REFERENCE

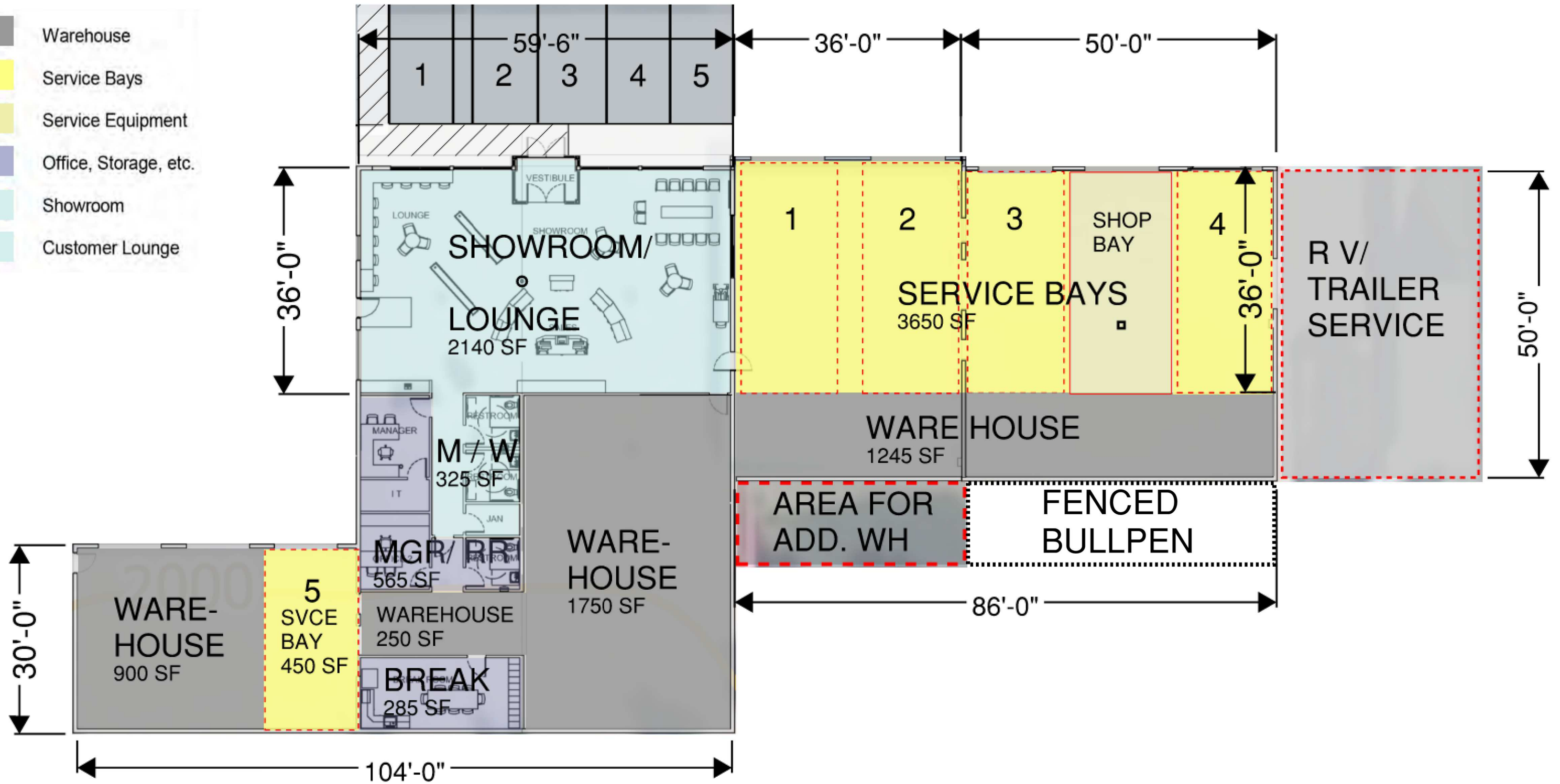




PROPOSED SITE PLAN
 LES SCHWAB - 2308 ASHLAND ST
 10/10/2022
 LAND USE SUBMITTAL DOCUMENTATION - 01-04-23 - EXHIBIT 5 - INCLUDED FOR REFERENCE



- Warehouse
- Service Bays
- Service Equipment
- Office, Storage, etc.
- Showroom
- Customer Lounge



PROPOSED PLAN
 LES SCHWAB - 2308 ASHLAND ST
 10/10/2022

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





EXAMPLE PROTOTYPE STORE

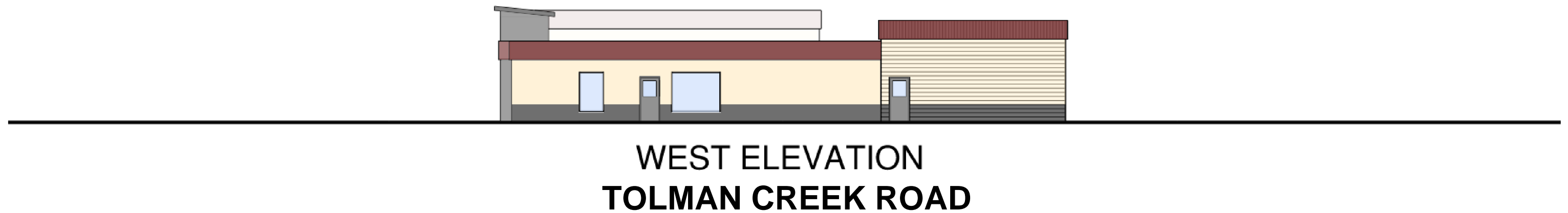
LES SCHWAB - 2308 ASHLAND ST

10/10/2022

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BUILDING FACADE MOCK-UP STREET ELEVATIONS

LES SCHWAB - 2308 ASHLAND ST

10/10/2022

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