

165 Water-PA-T2-2022-00037

Amy Gunter – Applicant

Gil Livni – Owner/Applicant

January 7, 2022

Property Owner:	Magnolia Investment LLC Magnolia Fine Homes LLC 441 Talent Avenue Talent, OR 97535
Landscape Architecture/ Site Planning:	Terrain Landscape Architecture
Planning Consultant:	Rogue Planning and Development Services, LLC 1314-B Center Dr., PMB #457 Medford, OR 97501
Civil Engineer:	Rhine-Cross Group PO BOX 909 Klamath Falls, OR 97601
Transportation Engineer:	Sadow Engineering 160 Madison Street, Suite A Eugene, OR 97402
Geotechnical Expert:	Marquess and Associates Rick Swanson PO Box 490 Medford, OR 97504
Structural Engineer:	Snyder Engineers 415 E Pine St Central Point, OR 97502
Surveyor:	Polaris Land Survey PO BOX 459 Ashland, OR 97501

Subject Property

Property Addresses: 160 Helman Street, 95 Van Ness and 165 Water Street
Map & Tax Lot: 39 1E 04CC; Tax lots 2000 & 2100 and 7100
Comprehensive Plan Designation: Employment
Zoning: E-1
Overlays: Residential Overlay
Skidmore Academy Historic District
Detail Site Review Zone
Floodplain
Severe Constraints

Request:

This request is for the approval of an eight lot, Commercial Subdivision, and a phased, mixed-use development.

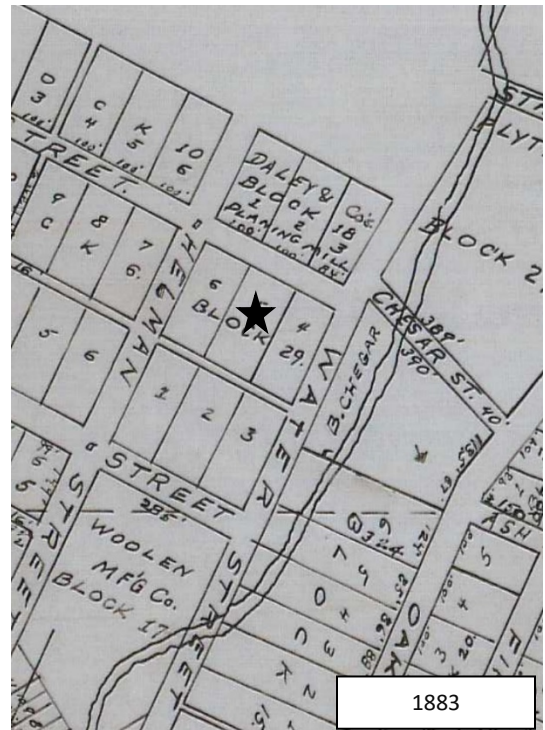
Phase One is proposed the Subdivision of the property and includes a request for Site Design Review for the development of five, mixed-use commercial buildings with residential units above. The required parking area for the first phase of proposed development will be provided in Phase One. Phase One is also proposed to install the required public street frontage improvements, subdivision infrastructure.

The request included a Physical and Environmental Constraints Review Permit for encroachment onto to lands that have more than 35 percent slope, and development within the Ashland’s Flood Protection Zone, and a Tree Removal Permit.

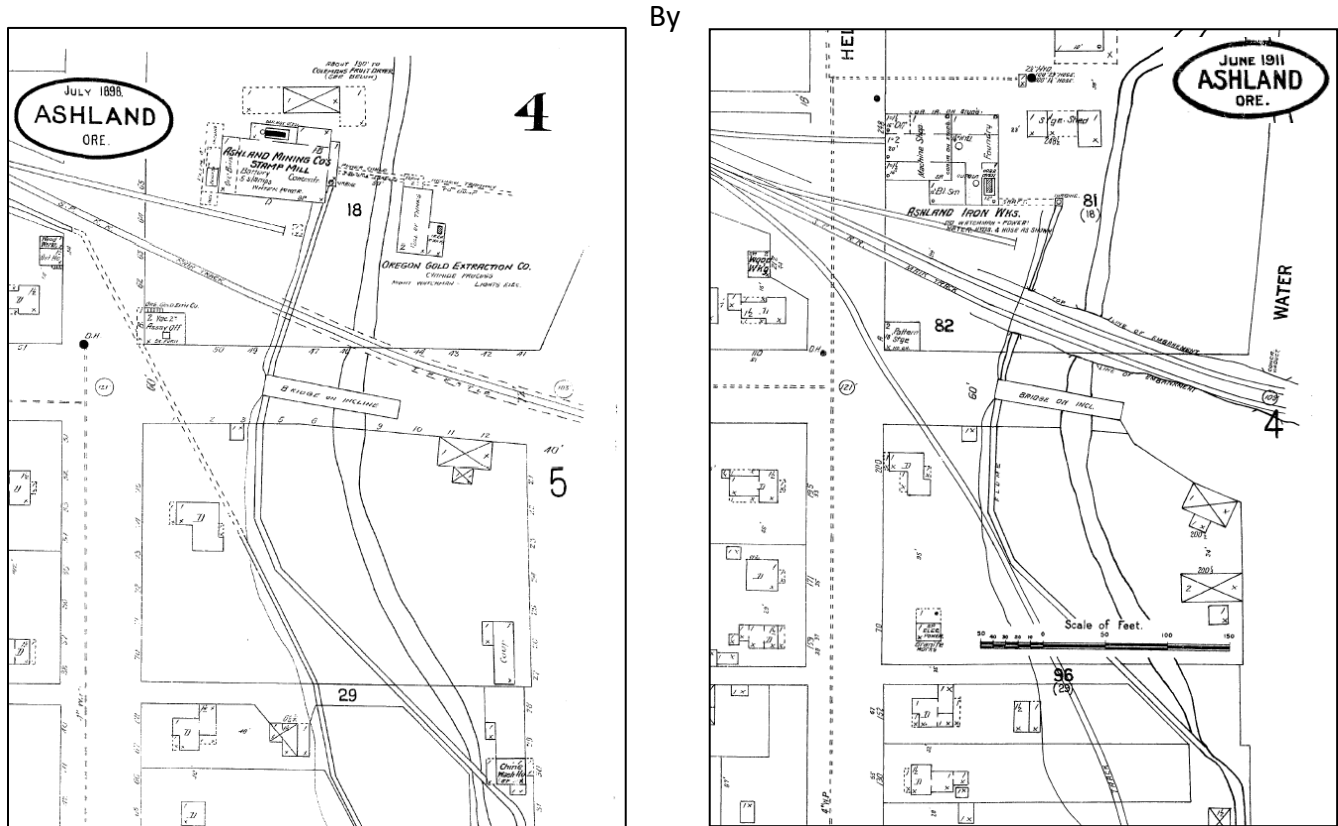
Property Description:

The area of the proposed subdivision encompasses a one-half block area south of the Water Street, Van Ness and Helman Street intersections. The property extends to the south to a partially improved public alley that extends between Water Street and Helman Street.

The property appears on the earliest City of Ashland Maps (1883 AD) as a part of Lots 4 & 5 of Block 29 at the intersection of Mechanic (Van Ness) and Water Streets (prior to railroad) created from Abel D. Helman’s Donation Land Claim Act. The property to the north across the street was the site of Daley & Co.’s Planing Mill. This mill was run using water from a flume that diverted water from Ashland Creek to the south of the subject property, and run through a turbine. (<http://wrightarchives.blogspot.com/2011/07/ashland-oregon-early-history.html>)



In 1887, the “Golden Spike” was driven, finishing the trans-continental route for the railroad. The area to the north of the subject property (Block 18, Lots 1, 2 & 3) where the Daley & Co. Planing Mill had been located, became railroad right-of-way. Historically, a steel trestle was constructed crossing Ashland Creek (Mill Creek at the time) and Water Street. On the 1898 Sanborn map (clip of July 1898 #4 below (full sheet attached)), an irrigation ditch traverses the property to from the south to the northwest. Another flume carried the tail race waters from Ashland Woolen Mill that had been located at the property now occupied by the Plaza Inn and Suites, to the south of the property, to the Oregon Mining and Stamp Co. which was located on the north side of the railroad tracks. The tunnel for Water Street that passes under the railroad was constructed in 1907.



1911, according to the Sanborn Fire Insurance Map, the site still had the tail race flume but the former irrigation route had been converted to a spur rail line for the Southern Pacific Railroad that went into town to serve the various mills, including Ashland Cold Storage that had taken over the Woolen Mill site.

Following the closure of the mills and the subsequent removal of the flumes, the Water Street portion of the property held commercial structures (shops, sheds, etc.). Above ground fuel storage tanks were placed along Van Ness Street. In about the mid-1950s, a service station was constructed on the site. That service station then served as auto repair for many years. In the 1980s, SOS Plumbing began operations on the property. SOS operated at the site until 2007. The site has been most recently used

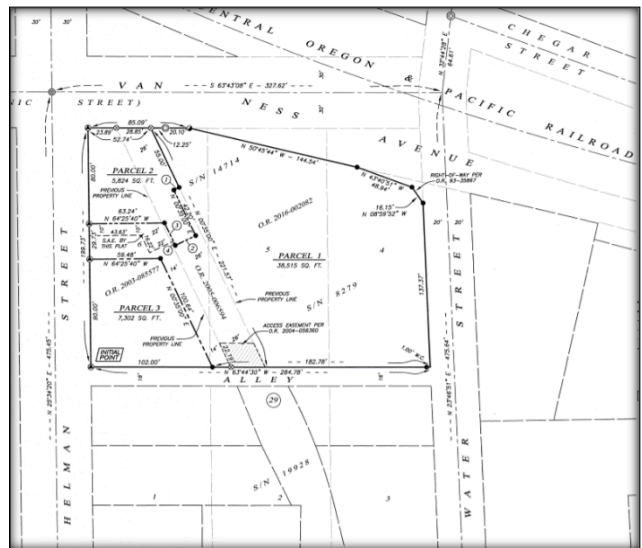
as an auto repair shop, then as a storage area for the property owners construction business equipment and for a local landscape contractors equipment.

Due to the presence of the above ground fuel storage tanks, the fueling station and the auto repair shop, the site was considered a Brownfield. The structures removed, the site was cleaned up and the case has been closed by the Department of Environmental Quality <http://www.deq.state.or.us/Webdocs/Forms/Output/FPController.ashx?SourceId=4951&SourceIdType=11>

The subject properties now consists of three parcels of record; Parcel 1 is at 165 Water Street is a 38,515 square foot, vacant parcel at the southwest intersection of Water Street. The parcel extends south along Water Street to a public alley that extends from Water Street, east to Helman Street. There is an access and parking access easement on this for a separate parcel of property across the alley to the south. It is known that a private irrigation line transects the property. The Ashland Modified flood protection zone for Ashland Creek extends along the Water Street frontage, approximately 20-30-feet into the property.

Parcel 2 is at the southeast intersection of Van Ness and Helman Streets. Parcel 2 is a 5,824 square foot, vacant parcel. This parcel has 52.74-feet of frontage on Van Ness Avenue and 80-feet of frontage adjacent Helman Street.

Parcel 3 is a 7,302 square foot parcel has 90 feet of frontage along Helman Street, north of the public alley. The property is occupied by a 3,300 square foot commercial structure that is in very poor condition. It was the location of Pyramid Juice processing, warehouse, and distribution for many years. Upon the redevelopment of the properties, these structures will be removed.



The subject properties are zoned Employment (E-1) with Residential Overlay, the property is also covered by the Detail Site Review overlay. The adjacent properties are zoned E-1, and Low-Density Multi-Family Residential (R-2). The properties to the north, across the railroad tracks are zoned Employment with Residential Overlay. There are also industrially zoned properties to the northwest.

The properties are at the boundary of the Skidmore Academy Historic District. The properties to the west are within the Skidmore Academy. The properties across the railroad tracks are outside the Historic Districts. The properties across Water Street are within the Railroad Historic District.

Across Helman Street from the subject property, the uses are primarily residential and their associated accessory structures. The residences are primarily single story and one-and-one-half story residences. The lot areas range from 3500 – 10,000 SF.

The property across Water Street is a single-family residential use with outbuildings. The property to the south across the alley is a commercial manufacturing use, a mixed-use office building and a residential structure that has been used commercially in the past as a vacation rental and daycare use.

According to the Transportation System Plan, Functional Classification Map, Helman Street is an Avenue. Helman Street has a 60-foot-wide public right-of-way. Helman Street is improved with paving, curb, gutter, a six-foot landscape park row, and a five- and one-half-foot wide sidewalk. There are two driveway aprons serving the property from Helman Street.

Van Ness is classified as a neighborhood street. Van Ness has a 60-foot-wide public right-of-way. Van Ness is improved with paved travel lanes, curb and gutter, and a five-foot wide, curbside sidewalk. There are approximately 27-feet of improvements including a five-foot wide curb side sidewalk. There are three driveway aprons on the Van Ness frontage of the properties. North of the Van Ness right of way are the railroad tracks.

Water Street has a 40-foot-wide right-of-way and is improved with 38-feet of street improvements that consist of curb, gutter and asphalt. There are two driveway curbcuts on Water Street. There are street trees in very poor condition which will be removed and replaced.

Detailed Description of the Proposal:

The proposal is for an eight lot, Commercial Subdivision for the future construction of eight, three story, mixed use commercial buildings. The proposed subdivision will provide for a shared parking area, utility infrastructure and subdivision infrastructure.

This application provides for the phased subdivision which demonstrates the lot coverage area, access, parking areas, common trash/recycle facility areas, pedestrian connectivity and frontage improvements for complete buildout are provided for. Due to the site's topographical constraints and large area, a phased Site Review for five of the buildings is proposed in conjunction with the subdivision request. The remaining three building sites will be developed following construction of the five buildings on the upper level of the site adjacent to Helman Street (see Phasing Plan sheet L0.1).

The eight lots range in size from 3,696 square feet to 9,651 square feet. The Subdivision is proposed as a planned unit development type of subdivision with an association to address the maintenance and perpetual maintenance of the common areas including the parking, walkways, retaining walls, landscape areas including the public street trees.

Easements for utilities, public pedestrian, vehicular uses are delineated on the proposed preliminary plat (see Preliminary Subdivision Map sheet SV-2). Association agreements and covenants pertaining to the long-term maintenance and use of the common use areas of the property will be provided with the application construction documents. These documents will provide for the maintenance of, use of and necessary organization structure to provide long term maintenance of not only the areas for common use and utility, but also the landscaping including park row trees.

Public Infrastructure Improvements:

Substantial public infrastructure improvements are necessary to accomplish the development of this commercial block. These include installing substantial public street improvements, electrical, and private irrigation system relocation, and irrigation pipe quality improvement (it is presently leaking). The proposed preliminary grading and drainage plan, the public utilities, and erosion control plans are provided on sheets C 1.0, 2.0 and 3.0.

The proposed subdivision infrastructure includes installation of a complete public electrical system upgrade which provides for the electric infrastructure to levels capable of commercial / employment use. Frontage improvements are proposed along all the street frontages and within the unimproved public alley.

The alley will provide access to parking area accessed from the Water Street side of the development and to the garages on the Helman Street side of the development. The driveway access from Helman Street complies with the spacing standards.

The Helman Street frontage has an existing parkrow and sidewalk which are to remain. The street trees within the parkrow are in generally poor condition and are proposed to be removed and replaced.

The existing sidewalk on Van Ness is a five-foot curbside sidewalk. The proposal includes an eight-foot sidewalk on Van Ness. Parking bays with shade tree bump outs are proposed. The street tree bump outs allow for street trees to be provided with the street improvements while keeping the sidewalk clear for pedestrians. This requires an exception to the street standards.

Water Street is proposed to have an eight-foot sidewalk and a hardscape park row. The material of the hardscape park row on both Van Ness and Water are proposed to be pervious surface treatments. Commercial 'Sternberg' streetlights will be installed at the intersection of the streets and again at the intersection of the alley. The existing Sternberg pedestrian streetlight on Van Ness may need to be relocated but will remain on the frontage.

The proposed street improvements will create a pedestrian friendly environment in an area where there is presently very little pedestrian activity due to the lack of development and pedestrian infrastructure. The increased floor elevations and the creation of the terraced sidewalk system does

not diminish the dramatic improvement to the pedestrian environment along Water Street and Van Ness Avenue.

Ashland Modified Flood Hazards Overlay Development Standards:

According to the adopted maps there the Ashland Modified Flood Zone which requires that the buildings comply with the standards of AMC 15.10 for floodproofing in the flood plains. The buildings and parking area improvements within the flood zone are proposed to comply with the standards of AMC 15.10 and AMC 18.3.10.080.

Phase one improvements to the public street frontage including tree removal, public infrastructure including utilities and sidewalk are within the Ashland Flood zone

The parking area improvements will be to the rear of the future buildings in the flood zone and will not include improvements subject to the forces of potential floodwaters.

The finished floor elevations of the concept subdivision site plan demonstrate adequate finished floor heights to comply with the minimum flood zone elevations. The buildings within the flood zone will have individual Site Review approvals.

The Ashland Modified Floodplain Corridor map depicts the flood level as 1845.5-feet at the intersection of Water and Van Ness to 1849-feet near the alley (south property line). The finished floor of the future buildings 7 and 8 will be raised to a finished floor elevation of 1846-feet. This allows for the finished floor of the non-residential structure to be above the flood elevation.

Access and Site Circulation:

Pedestrian access to the property is via the public sidewalks on the three street frontages and from the public alley. There are pedestrian pathways connecting each building to the street with direct access from the sidewalk. Pedestrian pathways lead through the development, connecting the upper and lower areas and are connected to the sidewalks along each street.

The vehicular and bicycle access to the property is provided from a driveway apron from Helman and from the public alley on both the Helman side of the property and from the public alley on the Water Street side of the property. Due to the topography of the alley, only pedestrian access is provided in the walkway and stairway leading from Helman to Water Street.

Water Street is proposed to be improved with new curb, gutter, eight-foot hardscape park row with street tree grates within the sidewalk. Van Ness is proposed to be improved along the majority of the frontage with the required eight-foot sidewalk, as the property and Van Ness slope uphill, to the west towards Helman Street, the proposed sidewalk is reduced in width to achieve the necessary transition

between the subject property and the property to the west at 160 Helman Street. With the modified finished floor elevation, there is a five-foot-wide (minimum width) raised sidewalk that transitions from sidewalk ramps on either end of the building and to the stair from the intersection.

The alley is proposed to be improved with 16-feet of paving from Water Street to the base of the stair for the pedestrian connection up to the grade of the alley as it continues to Helman Street. From the top of the stair, the alley will be paved to the required width to its intersection with Helman Street.

Due to the topography of the site and the grade difference between the subject property and the properties to the west, the alley cannot be improved to have vehicular traffic, to provide a pedestrian connection, a stairway is proposed.

Parking:

The subdivision proposal includes a surface parking area that accommodates 19 vehicles including two ADA accessible parking spaces with off-loading zones. The uses of the ground floor are anticipated as general office space at this time though. The upper parking area associated with Phase One development includes five (5) surface parking spaces and the lower parking area of five (5) surface parking spaces north of the alley. The parking area will be used in-common and will have recorded joint access, use and parking agreements. Due to phasing requirements, staging and parking for construction vehicles, the lower level which has more of the parking area is in Phase Two. To remedy this, the lower level of commercial spaces will remain unoccupied and no occupancy approvals for finished spaces until the lower parking area is completed.

There are two parking spaces per residential unit required. These are provided within the garages on the ground floor of each building.

Phase One accommodates for all required residential parking within the buildings.

There are 12 bicycle parking spaces provided for in Phase One. These are within the plaza area, adjacent to the vehicle parking area and in front of proposed building #2.

The proposed development requires 16 bicycle parking spaces for commercial uses and 16 bicycle parking spaces for the residences. The residential parking is provided for within the garages. ,

The request included a Parking Management proposal as permitted in AMC 18.4.3.060 and the approved application reduced the off-street parking spaces through use of credits for on-street parking.

The proposed parking lot design and construction for the new surface parking area will comply with the standards from AMC 18.4.3.080.B.

Site Design Review:

There are eight total building lots proposed. Each of the lots is proposed to have a commercial building with residential units on the second and third story. Each building is proposed as shared wall, two-unit, ground floor commercial office, with two-unit, three bedroom, residences above. There are 16 residential units above ground floor commercial spaces.

Seven of the eight buildings are directly adjacent to the public streets and direct connections from the public sidewalks to the entrance of the commercial spaces is provided. One building is behind a street facing building. This building is accessed from the pedestrian walkways that connect to the public sidewalk.

As proposed, the 65 percent of the ground floor of each proposed building is commercial with between 1500 – 1700 square feet of commercial space, 35 percent of the ground floor is solely residential use.

All proposed parking is to the side and rear of the buildings. The residential parking is within the footprints of the buildings in enclosed garages.

Bicycle parking is provided throughout the property and racks are shown in specific locations on the site plans.

Trees and Landscaping:

The development of the site required a comprehensive review of the sites trees, their conditions and their suitability for conservation in the project. Due the factors, specifically types of trees, location of trees in proximity to development, the proposal seeks to removal all of the site's trees and the trees in the public right-of-way.

The landscape plan uses a variety of deciduous shade trees, shrubs, and ground covers. Using water conserving landscape and irrigation design, the proposed landscape plan and the future irrigation plan can demonstrate compliance with the standards.

Findings of Fact:

The following information addressing the findings of fact for the applicable criteria from the Ashland Municipal Code are provided on the following pages.

Respectfully Submitted,

Amy Gunter
Rogue Planning & Development Services, LLC

Off-street parking for the residences has been provided for each of the dwellings within the enclosed ground floor garage space.

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

Finding:

The property is subject to the Physical and Environmental Constraints Review, Basic and Detail Site Design Review and Historic District Standards. As evidenced in the findings approved in 2017, and in the supplemental information from the Geo-Tech, preliminary Civil Engineering and Structural Engineering it can be found that the proposed development complies with the development of a commercial building within the Ashland Modified Floodplain, but outside of the FEMA floodplain and complies with the development standards for Severe Constraints due to the slope of the property. The findings from the subdivision criteria address the physical constraints.

The proposed development complies with the Site Development and Design Overlays including Detail Site Review and Historic District Development standards.

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.

18.4.2.040 Non-Residential Development

Finding:

The proposed development of the Employment zoned land with a mixed-use commercial subdivision will have a positive impact upon the streetscapes of Helman Street, Water Street and Van Ness Streets.

Each of the five proposed buildings are proposed to have a minimal setback, only to achieve door swing and alcove to provide pedestrian cover.

Outdoor spaces for pedestrian activity and outdoor seating areas for guests, customers and tenants of the building are proposed that will improve the projects appearance and site amenities. Landscaping is proposed to enhance the site and provide screening of the parking lot and trees to provide cooling of the surface parking areas.

The proposed public infrastructure improvements will enhance the pedestrian environment and will improve bicycle transit by providing an abundance of bicycle parking facilities.

The proposed buildings are each designed to be consistent with the highest standards for compliance with the Detail Site Review, Large Scale Building and Historic District Design Standards even though the site is on lower order, less traveled City streets adjacent to the railroad tracks.

B. Basic Site Review Standards.

1. Orientation and Scale.

Finding:

The proposed buildings are clearly oriented towards the public streets excepting Building 5 which does not front upon a public street. Buildings 1 – 4, 6 – 8 all have primary orientation towards the street upon which the building fronts.

No parking is proposed between the buildings and the streets, all on-site parking is behind the façade of the structures. The ADA offloading zone is adjacent to the sidewalk on the Water Street side of the property where the parking spaces are nearest the public right-of-way.

The proposed buildings occupy the majority of the three street frontages. There are gaps created between the buildings that are limited to the minimum setback to have openings in proximity to the property line. The other separation is where the driveway access to the site from Helman Street is proposed.

The building entrances on each structure are within 20-feet of the right of way. Each building has a public pedestrian business entrances that are clearly visible, include lighting, pedestrian covering and changes in materials to emphasize the entrances.

Lot 1 is a corner lot. The building in this site review, building 1 on proposed Lot 1 is oriented towards the intersection with an entrance from each street frontage.

Public sidewalks are proposed along the public street frontages, pedestrian walkways are provided for each business entrance from the public pedestrian sidewalks.

2. Streetscape.

Finding:

One street tree for every 30-feet of frontage in compliance with the spacing standards for street trees have been provided. See preliminary landscape plan sheet L.1.

3. Landscaping.

Finding:

The proposed landscaping complies with the minimum standards, and slightly more than 15 percent of the site has been provided as landscape area. A recycle and refuse area that will be screened in accordance with the standards from AMC 18.4.4 is proposed adjacent to the dedicated easement for the adjacent property to the south. This is accessible from the alley. Another screened trash/recycle enclosure area is proposed within the parking area of Phase 2.

More than seven percent of the parking lot area has landscaped areas. There are parking lot shade trees provided for every seven parking spaces.

4. Designated Creek Protection.

Finding:

Not applicable

5. Noise and Glare.

Finding:

All artificial lighting will comply with the standards of 18.4.4.050. New Sternberg Commercial streetlights are proposed at the intersections of the public streets and on Water Street at the intersection of the alley.

6. Expansion of Existing Sites and Buildings.

Finding:

Not applicable

C. Detailed Site Review Standards.

Finding:

The subject property is within the Detailed Site Review Standards.

1. Orientation and Scale.

a. Floor Area Ratio (FAR) of 0.50.

Finding:

The proposed Floor Area Ratio (FAR) exceeds .50. The proposed total area of the first five buildings is 34,173 square feet which is more than the minimum FAR 25,948.5 square feet. Though not designed, it is assumed that the Phase 2 buildings will be roughly the same dimensions and area as the buildings in Phase 1.

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

Finding:

The frontage of each individual building is less than 100-feet in length. The building frontages include distinctive changes in the buildings façade relief.

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. Windows must allow view into working areas, lobbies, pedestrian entrances, or display areas. Blank walls within 30 feet of the street are prohibited. Up to 40 percent of the length of the building perimeter can be exempted for this standard if oriented toward loading or service areas.

Finding:

Excepting Building 5, buildings 1 – 4 are within 30-feet of the street. Each building includes more than 20-percent of the walls facing public street as having windows and doorways which allow view into the working areas of the commercial buildings.

The building plan sets provide detailed summaries of each building façade and the areas of glazing, and façade treatment variations.

Building 5 is accessible from the upper plaza area and the front of that building exceeds 20-percent of the wall area will have windows that allow view into the working area.

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

Finding:

The architectural plan sheets provide the areas of the changes in mass, surface materials and finishes to provide emphasis on the entrances. All buildings have substantial pedestrian cover over the entrances.

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

Finding:

The proposed buildings are directly adjacent to the public sidewalk. Where building 5 does not have direct connection to the public street, there is pedestrian access through the subdivision and the entrance to the commercial space is from the plaza area.

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

Finding:

The proposed buildings incorporate a substantial overhang that is created by the deck above and a steel overhang to provide a seven foot cover for pedestrians from rain and sun.

2. Streetscape.

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

Finding:

Colored and scored concrete are proposed to designate people areas for both the sidewalks and the plaza area in Phase One and the walkway and future plaza area in Phase 2.

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. This standard shall apply to both street frontages on corner lots. If more than one structure is proposed for a site, at least 65 percent of the aggregate building frontage shall be within five feet of the sidewalk.

Finding:

The buildings proposed in the subdivision, except Building 5 are not setback more than five feet from the public sidewalk. More than 65 percent of the building frontages are 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. Those buffers can consist of either plant material or building materials and must be compatible with proposed buildings.

Finding:

There are no incompatible uses on the adjacent properties that need to be buffered.

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

Finding:

The parking area in the lower portion of the property adjacent to the alley has a five-foot landscape buffer between the parking space and the sidewalk.

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.

Finding:

See the detailed architectural plans for the exact numbers relating to the changes in relief on the facades, but each building is designed with changes in relief that exceed 15 percent of the exterior wall area.

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

Finding:

Not applicable. There are no bright or neon colors. Though there is a substantial area of glazing, the glazing does not occupy most of the building façade.

D. Additional Standards for Large Scale Projects.

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.

Finding:

There are eight total buildings within the Magnolia Heights Subdivision. This application proposed Site Design Review approval for five of the buildings.

Each building has a façade length of substantially less than 100-feet. Each buildings façade is divided into two distinct masses with changes in relief at the lower level to develop a human scale design. There are changes in materials, directions of materials, clearly commercial types of windows and doors and each building has signage area and lighting to provide emphasis on the entrance the commercial development.

The building massing is divided vertically with changes in relief and massing to minimize the bulk of the second and third floors.

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

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

Finding:

Not applicable.

ii. Buildings shall not exceed a building footprint area of 45,000 square feet as measured outside of the exterior walls and including all interior courtyards. For the purpose of this section an interior courtyard means a space bounded on three or more sides by walls but not a roof.

Finding:

There are no buildings that exceed 45,000 square feet. There are five separate buildings proposed with this application. Building 1 – 7,156 SF, Building 2 – 5,749 SF, Building 3 and 4 7,156 SF and Building 5 is 6,959 SF. The buildings are not touching and the interior plaza area is not bound on three or more sides.

iii. Buildings shall not exceed a gross floor area of 45,000 square feet, including all interior floor space, roof top parking, and outdoor retail and storage areas, with the following exception:

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

Finding:

Not applicable

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

Finding:

At no point is the property 300-feet in length, thus there are no contiguous building lengths of 300-feet proposed.

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.

Finding:

Building 1 – 7,156 SF, Building 2 – 5,749 SF, Building 3 and 4 7,156 SF and Building 5 is 6,959 SF. Buildings 6 – 8 are conceptually 7,156 square feet in area. The total gross floor area is 56,241 square feet. This required outdoor plaza space is required to be 5,624 square feet. There is 3,087 square feet proposed and exception to provide less plaza area is proposed.

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

Finding:

Not applicable.

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.

Finding:

There are sitting areas within the plaza area in the form of poured in place concrete setwalls, dining tables and chairs.

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

Finding:

The plaza areas are on the north side of Building 5 which will have afternoon shade and morning sun. The plaza area in front of building

iii. Protection from wind by screens and buildings.

Finding:

The locations of the plaza areas are all protected from wind by the 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.

Finding:

Trees meeting this standard are provided on the landscape plan.

v. Water features or public art.

Finding:

Not applicable.

vi. Outdoor eating areas or food vendors.

Finding:

No dining areas are proposed, but outdoor seating area for residents and tenants of the commercial space is provided.

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.

Finding:

Not applicable.

18.4.2.050 Historic District Development

The subject property is at the northeast corner of the Skidmore Academy Historic District. The property across Water Street is the northwest corner of the Railroad Historic District. The proposed buildings incorporate the main architectural themes found in Ashland's historic districts but are not an imitation of a specific architectural style. The standards speak to a comparison of historic buildings in the vicinity.

B. Historic District Design Standards.

1. Transitional Areas.

Finding:

The property is located at the boundary of the Skidmore Academy Historic District, and the Detail Site Review zone. The proposed building has numerous traditional, architectural elements and materials, the scale, form, massing and some of the material elements are more industrial / modern styling. It can be found that the proposed buildings are architecturally compatible with the historic district design standards when considering the property location at the boundary of the district.

The Historic District Design Standards are primarily a contrast and comparison of the proposed site development and the development on immediately adjacent properties. The adjacent properties, and those within the 200-foot impact area, are underdeveloped, partially vacant or utilized as a non-conforming use such as, residences in the E-1 zone. Additionally, the graphics provided within the Historic District Design Standards are of residential properties and do not translate easily to commercial development. This complicates that comparisons necessary by code.

It can be found that each proposed building incorporates a number of the historic district design standard objectives such as sense of entry, provision of a base, fenestrations, a rhythm of openings, smaller masses to reduce bulk and scale.

2. Height.

Finding:

The buildings propose each have three stories and an average height less than 40-feet with 38.5 feet from the peak of the ridge to grade. The proposed buildings are below the maximum allowed building height in the Employment zone.

3. Scale.

Finding:

The scale of the development is appropriate for an Employment zoned property that has three street frontages and more than one acre in area.

The buildings are divided into smaller façade widths with a 12-foot separation between the structures.

The nearest commercial developments can be found on Central Avenue. The Ashland Creek Condominiums and the Plaza Inn and Suites on the south side of Central, are just over 200-feet away, too far to adequately judge scale. (Plaza Inn and Suites is 58,578 square feet in area and Ashland Creek Condominiums is 42,224 square feet in area).

A graphical representation is provided on page A0.3 and A0.4 the Architectural renderings that depicts the proposed development with the referenced commercial structures and properties.

4. Massing.

Finding:

The proposed buildings are each a smaller width structure with varied massing. The proposed architecture is similar to the residentially inspired Plaza Inn and Suites yet as evidenced in the submittal's materials; the proposed structures are more consistent with historically contextual commercial architecture. The recessed entrances covered pedestrian areas, wide sidewalks, street trees all provide visual relief and reduce the massing.

The proposed vertical and horizontal rhythms of each building are symmetrical.

5. Setback.

Finding:

The proposed buildings are each setback the maximum allowed by the municipal code. Buildings 1, 2 and 4 are setback the minimum distance to allow for door swing. Building 3 is proposed to be setback approximately eight-feet to provide a pedestrian plaza area.

The maximum setback from the public sidewalk in the Detail Site Review overlay is five feet, the proposed setbacks are only more than five feet when a pedestrian plaza area is provided between the building and the street.

6. Roof.

Finding:

The roof shape, pitch and materials of the five buildings proposed for construction are consistent with the buildings in the vicinity. There are no commercial buildings immediately adjacent, but the material (metal) is found on the existing roof of the Pyramid Juice building and on the industrial buildings across the railroad tracks.

7. Rhythm of Openings.

Finding:

The proposed pattern of wall to door and window openings on the street frontages is clearly defined. Each building has a rhythm of openings and each building is divided into two separate masses.

The proposed window and door patterns are compatible with a width to height ratio maintained across the façade of each proposed building.

8. Base or Platforms.

Finding:

The proposed buildings have different types of windows and door openings and in some instances the windows extend to the floor level and some of the buildings have more pronounced four-foot base with siding or stucco materials to differentiate the base from the remainder of the structure.

9. Form.

Finding:

Each of the proposed buildings has a form that is consistent with commercial development and the design adds visual interest. Each of the proposed buildings incorporates changes in mass on the exterior with columns, framed bays, transoms, and windows to create multiple surface levels. There is a clear visual division that shall be maintained between ground level floor and upper floors.

10. Entrances.

Finding:

Each building has a well-defined, covered, recessed, primary entrances are provided into each commercial tenant spaces that abut the street frontages. Awnings and marquees are proposed to emphasize the entrances.

11. Imitation of Historic Features.

Finding:

The proposed building design of each structure is consistent with this standard. The proposed buildings are clearly contemporary in design while providing historical context with the incorporation of materials and architectural elements found on commercial buildings in Ashland's historic districts.

18.4.3 Parking Access and Circulation:

The proposed development requires 15.72 vehicle parking spaces for commercial uses in Phase One and an additional 9.198 parking spaces for commercial office use in Phase Two. There are 24.91 parking spaces required for commercial office use.

There are 32 parking spaces required for the two/three bedroom residences. These are provided for in the garages.

The proposed parking area provide for a total of 17 or the 25 commercial automobile parking spaces on-site.

Commercial requires 16 bicycle parking spaces. There is a 10 space rack near the plaza area and additional racks provided near the fronts of the buildings.

The residential uses require 16 bicycle parking spaces. They are within the garages.

18.4.3.060 Parking Management Strategies

A. On-Street Parking Credit. Credit for on-street parking spaces may reduce the required off-street parking spaces up to 50 percent, as follows.

1. Credit. One off-street parking space credit for one on-street parking space

Finding:

The proposal seeks to reduce parking by 32 percent through the use of on-street parking credits. The property owner is making substantial improvements to three public street frontages including relocating the curb on Van Ness to provide on-street parking.

There is usually an abundance of parking available in the neighborhood. With the proposed Van Ness Street improvements, seven on-street parking spaces will be created. This is in addition to the five on-street spaces on Water Street and the seven present on Helman Street. The requested reduction in the on-site parking spaces will not have a substantial impact as development in the immediate vicinity is very low and on-street parking is not in demand along