

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

**ASHLAND PLANNING COMMISSION
REGULAR MEETING
NOVEMBER 12, 2008
AGENDA**

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

- II. **ANNOUNCEMENTS**
 - A. **December 18, 2008 Study Session**

- III. **APPROVAL OF AGENDA**

- IV. **CONSENT AGENDA**
 - A. **Approval of Minutes**
 - 1. **October 14, 2008 Planning Commission Meeting**
 - 2. **October 28, 2008 Planning Commission Meeting**
 - B. **Adoption of Findings for 281 Fourth Street, PA #2008-01526**

- V. **PUBLIC FORUM**

- VI. **TYPE II PUBLIC HEARINGS**
 - A. **PLANNING ACTION: 2008-01318**
SUBJECT PROPERTY: 2200 Ashland Street
APPLICANT: Coming Attractions Theatres
DESCRIPTION: Request for Site Review approval to redevelop the existing 5,418 square foot, single-story office building located at 2200 Ashland Street into an 18,791 square foot, three-story office and retail building. The property is located within the Detail Site Review Zone and the development is subject to the Additional Standards for Large Scale Projects and Ashland Boulevard Corridor Design Standards. Also included are requests for: Administrative Variance to the Site Design and Use Standards and Exception to Street Standards relating to the reconfiguration of off-street parking between the building and Ashland Street and to Ashland Street improvements, and Tree Removal Permit to remove six trees greater than six-inches in diameter-at-breast-height.
COMPREHENSIVE PLAN DESIGNATION: Commercial; ZONING: C-1; ASSESSOR'S MAP #: 39 1E 14 BB; TAX LOT #: 300.

 - B. **PLANNING ACTION: 2008-00911**
SUBJECT PROPERTY: 2300 Siskiyou Blvd.
APPLICANT: Steve Asher
DESCRIPTION: A request for Site Review approval to construct thirteen condominium units for the property located at 2300 Siskiyou Boulevard. Also included are requests for a Physical

**CITY OF
ASHLAND**



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

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

& Environmental Constraints Review Permit to allow tree removal and parking space installation on Flood Plain Corridor/Riparian Preservation Lands adjacent to a culverted section of Clay Creek; Tree Removal Permits to remove 36 of the site's 78 trees; and an Exception to Street Standards to not install sidewalks and curbs along Siskiyou Boulevard frontage. (The approval of this application would replace the previous Performance Standards Options subdivision approval from PA #96-131).

COMPREHENSIVE PLAN DESIGNATION: Low Density Multi Family Residential; ZONING: R-2; ASSESSOR'S MAP #: 39 1E 14 CA; TAX LOTS: 7700, 7800, 7801, 7802, 7803, 7804, 7805, 7806, 7807 and 7808.

C. PLANNING ACTION: 2008-01517

SUBJECT PROPERTY: 232 Vista Street

APPLICANT: Kerry KenCairn

DESCRIPTION: A request for a Minor Land Partition, a Type II to Variance to the requirement that the new lot have a paved 20-foot wide access or an unpaved 20-foot wide access with less than 10 percent slope, and a Physical and Environmental Constraints Permit for development and tree removal on Hillside Lands.

COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; ZONING: R-1-7.5;

ASSESSOR'S MAP #: 39 1E 09BC; TAX LOT: 7500

VII. OTHER

A. Update – APA Legal Issues Forum

VIII. ADJOURNMENT

**CITY OF
ASHLAND**



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

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
REGULAR MEETING
MINUTES
OCTOBER 14, 2008

CALL TO ORDER

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

Commissioners Present:

John Stromberg, Chair
Michael Dawkins
Mike Morris
Debbie Miller
Pam Marsh
Melanie Mindlin
Tom Dimitre
Dave Dotterer
Michael Church

Staff Present:

Bill Molnar, Community Development Director
Derek Severson, Associate Planner
Angela Barry, Assistant Planner
Richard Appicello, City Attorney
April Lucas, Administrative Assistant

Absent Members:

None

Council Liaison:

Cate Hartzell, absent

Stromberg noted the following adjustments to the agenda: 1) the Sustainability Status Report has been moved to Announcements, and 2) the Hearings Board Findings for 960 Harmony Lane has been added to the Consent Agenda.

Commissioners Dotterer/Dawkins m/s to approve the Agenda. Voice Vote: all AYES. Motion passed.

CONSENT AGENDA

A. Approval of Minutes

1. August 27, 2008 Joint Study Session Minutes
2. September 9, 2008 Planning Commission Minutes
3. September 9, 2008 Hearings Board Minutes
4. September 23, 2008 Joint Study Session Minutes
5. September 30, 2008 Joint Study Session Minutes

B. Approval of Findings for 960 Harmony Lane, PA 2008-00801

Mindlin requested the Joint Study Session minutes of August 27, 2008 be amended as follows: 1) Under "Final Overview" (pages 4-5), remove the sentences which state "general support was voiced for this item as presented."

The following corrections were made to the Joint Study Session minutes of September 30, 2008: 1) Michael Church should be listed as present, and 2) Tom Dimitre should be listed as absent.

Commissioners Morris/Dawkins m/s to approve the September 9, 2008 Hearings Board minutes and Findings for 960 Harmony Lane. Voice Vote: Commissioners Dawkins, Morris and Stromberg, YES. Motion passed.

Commissioners Dotterer/Church m/s to approve the remaining items on the Consent Agenda. Voice Vote: all AYES. Motion passed.

PUBLIC FORUM

Allen Baker/1042 Oak Knoll Drive/Stated he is the President of the Oak Knoll Meadows Homeowners Association and expressed his concerns with the proposed I-5 Rest Area and Welcome Center. Mr. Baker stated this rest area would be located directly adjacent to the Oak Knoll neighborhood and stated this would create safety and crime issues. He stated Ashland does not want nor need this facility, and noted ODOT does not have sufficient funds to construct the Welcome Center portion of the facility. Mr. Baker commented on the status of the project and stated it has been approved with conditions by the Jackson County Planning Commission and now goes before the Jackson County Commissioners for approval. He asked that the City deny ODOT's request for city sewer and water, which could put a halt to this project.

Commissioner Dimitre arrived at 7:10 p.m.

Ginny Porter/1033 Oak Knoll Drive/Stated she has spent considerable time researching the I-5 Rest Area project and shared the following information with the Commission: 1) ASHTO national guidelines recommend 60 mile spacing between rest areas; there is currently 58 miles between rest areas on this stretch of interstate, therefore an additional rest area is not needed, 2) There is general consensus that rest areas should not be placed beside a neighborhood or within close proximity to exits because of the crime overflow and impact on local economics, 3) California and Washington do not have welcome centers on interstates, but rather support local visitor centers, 4) Rest areas are not to be placed on dangerous slopes or stretches, and 5) Crime is a major concern at rest areas, with over 1,100 crimes logged by the Oregon State Police over the last 10 years. Ms. Porter stated the proposed location creates major accident issues and noted the steep slope coming down the Siskiyou Pass. She stated the previous rest area was located near the proposed site and had so many accidents a court settlement was filed to demand its closing. She requested the City say "No" to this project.

Dan Folliard/1032 Oak Knoll Drive/Also spoke on the proposed I-5 Rest Area and Welcome Center. He commented on the City's current water and wastewater issues and stated this facility would have an affect on these resources. Mr. Folliard asked that the City deny ODOT's request to connect the rest area to Ashland's water and sewer systems and stated the City's previous City Attorney declared in 2001 that the City was "not bound to provide water or sewer to this site."

Community Development Director Bill Molnar noted this issue went before the City Council in February 2008 and stated he would provide an update the commissioners on what was discussed.

ANNOUNCEMENTS

A. November Planning Commission Meeting

Mr. Molnar reminded the Commission that since their next meeting falls on Veteran's Day, the meeting has been moved to Wednesday, November 12, 2008.

B. November 25th and December 23rd – Study Session Dates

Mr. Molnar noted the regular Planning Commission Study Session dates fall near the holidays in November and December. He stated staff needs to know whether members will be out of town, and whether it will be necessary to cancel or adjust these meetings. Stromberg indicated that given tonight's full agenda, determining this via email would be preferred.

C. Sustainability Study - Status

Mindlin provided a brief update on the Sustainability Work Plan. She stated herself and Commissioner Marsh met with City Administrator Martha Bennett to discuss bringing the work plan before the City Council for approval; however, Ms. Bennett had concerns with moving forward with the work plan and how it would relate with the upcoming Strategic Planning project. Mindlin stated the Sustainability Work Group is now proposing to convene a study group and move ahead with the two main actions outlined in the plan, which are: 1) mapping local resources and finding out what is being done by the community, and 2) investigating what other government entities are doing. She asked that the commissioners contact her if they have any questions or wish to participate in these projects.

TYPE II PUBLIC HEARINGS

Stromberg read aloud the public hearing procedures for land use hearings.

A. PLANNING ACTION: 2008-01526

SUBJECT PROPERTY: 281 Fourth Street

APPLICANT: Noble Coffee

DESCRIPTION: Request for Site Review approval to locate a coffee shop/restaurant into the existing building at 281 Fourth Street and for a Variance to the required number of parking spaces to reduce the number of parking spaces from 12 to 5.

COMPREHENSIVE PLAN DESIGNATION: Employment; ZONING: E-1; ASSESSOR'S MAP #: 39 1E 09BA; TAX LOT #: 101.

Ex Parte Contact

Dawkins and Marsh reported site visits, but had no ex parte contact. Commissioners Dimitre, Miller, Stromberg, Morris, Church, Mindlin, and Church all reported no ex parte contact.

Staff Report

Assistant Planner Angela Barry presented the staff report. She explained this application involves a request to locate a coffee shop/restaurant into the existing building at 280 Fourth Street, and a variance to reduce the number of required parking spaces. She noted the property is located in the Railroad Historic District and is zoned E-1 with a Residential Overlay. Ms. Barry commented on the parking requirements and explained a Type II Variance to parking is needed to reduce the number of required spaces by more than 50%, from 12 spaces to 5. She noted this building was constructed in 1957 and has historically housed shop-type uses due to the lack of on-site parking. She added these light manufacturing uses are the only uses that could be located at this site without requiring a parking variance. Ms. Barry stated the application asserts that this coffee shop will primarily be a neighborhood use and most patrons will likely walk or bike to this location.

Ms. Barry reviewed the proposed conditions listed in the Staff Report. She explained staff has concerns with the bicycle parking being located inside the building, and are recommending that the bike parking be near the entrance on the sidewalk instead. She stated staff is recommending the Applicant improve the sidewalk and pedestrian amenities, which are currently not to standard. Additionally, staff is recommending that the Applicant replace the existing curb cut and install a standard sidewalk. Ms. Barry noted the Historic Commission issued a different recommendation and felt the original curb cut should be left in place so long as the safety issues could be mitigated. Ms. Barry explained that removing the curb cut would allow a safe place for bicycle parking near the entrance and staff felt the benefits of improving the sidewalk outweighed the Historic Commission's recommendation for the curb cut.

Comment was made questioning if the other businesses in the area have the required number of parking spaces. Ms. Barry clarified many of the buildings in this area have the same issues with parking and either have a parking variance or have obtained a parking agreement.

Applicant's Presentation

Mark Knox/Urban Development Services/485 W Nevada Street/Mr. Knox introduced Jared Rennie and Steve Sacks with Noble Coffee Roasters. Mr. Knox provided some history of the site and explained most recently this was the location of Mobius, a 120-seat nightclub that was approved by the Planning Commission, but never made it past the Building Department stage. He noted the Applicant is proposing to change the use to a coffee roasting and small coffee shop. He stated 40% of the floor space would be used for roasting and the remainder would be used for retail and seating. He stated the idea is to create a neighborhood coffee shop that fits within the streetscape and creates some activity for this relatively quiet area. Mr. Knox noted they held a neighborhood meeting and stated it was very well attended and the neighborhood was very supportive of this project. Mr. Knox commented on the bicycle parking and curb cut issues. He stated he has spoken with the City's Public Works Department and are proposing to place one of the bicycle racks inside (due to the covered parking requirement), and one outside on the sidewalk. He also spoke to the curb cut issue and explained this is a historical feature of the building and it is their desire to retain it. He stated installing the sidewalk as proposed by staff would create ADA issues, and noted the Historic Commission unanimously agreed with the curb cut retention. Mr. Knox commented briefly on the parking variance and explained the vast majority of the buildings in this area were created prior to the adoption of parking requirements and do not

meet today's code. He commented on AMC 18.92.055, Variances for Commercial Buildings in Historic Districts, and stated the application meets the intent of this section of the code.

Steve Sacks/Stated a lot of the patrons will visit this business in the morning before the other businesses open, and they feel this use will fit well into the neighborhood. He added this is a reduced use compared to what was there before, and commented on the approval of Mobius. He noted the sidewalk as proposed by staff would raise the level of the building 4 inches and stated they do not believe the existing curb cut will be a problem. He added they will work with the City to make sure it is safe.

Mr. Knox clarified that not all of the uses in this area function at the same time. He also clarified they would like to place 3 tables outside; however, this is a separate approval process they will need to go through. Mr. Knox also clarified their request for a parking variance and commented on the unusual circumstance criteria. He noted no matter what use goes in there, a variance to parking would be needed.

Public Testimony

Peter Brunner/590 Taylor Street/Stated he owns the building at 525 A Street and expressed his concerns with the current parking situation. Mr. Brunner noted the Applicant is asking for a significant reduction to the parking requirement and noted he was not allowed to include a fourth apartment in his building because there was not adequate parking. He stated most of his parking issues are caused by the yoga studio and even though he feels this is a nice proposal, he does not feel that it meets the parking demands for this area.

John Wieczorek/165 Orange Avenue/Encouraged the Planning Commission to vote in favor of this proposal and to approve the parking variance. Mr. Wieczorek stated this application meets the criteria for variances for commercial buildings in historic districts and stated the benefits of this project outweigh any of the perceived negative impacts. He stated this project is consistent with the Comprehensive Plan and voiced his support for this business.

Molly Schiessl/552 A Street/Stated she is an active member of the Ashland Gallery Association and the Ashland Railroad District Association and voiced their support this application. She stated she is before the Commission to affirm their support for this business in this district and feels this will be a great use for this neighborhood. She added she does not have concerns regarding parking, since most of their patrons are on foot, and noted there is only a brief time in the morning when the yoga studio creates a parking demand.

Rebuttal by the Applicant

Mark Knox/Stated the yoga studio does create some parking issues in the morning, however it does not impact Fourth Street. He clarified there are parking problems along A Street; however the parking spaces on Fourth Street between A and B Street are typically only 30-40% full. Mr. Knox clarified they did try to obtain a parking agreement, but noted most businesses are hesitant to enter into these agreements and stated they have created significant problems in this area.

Jarred Rennie/Stated they will be providing responsible employment and will provide a sustainable business in Ashland. He noted they will be encouraging patrons to bike or walk to this business and stated this business will help to create a dynamic neighborhood.

Steve Sacks/Noted people do not come to this type of business in masses. He hopes the Planning Commission will support this project and noted it is just an empty building right now.

Stromberg closed the public hearing and the record.

Advice from Legal Counsel and Staff

Ms. Barry commented on the Applicant's proposal for vehicle and bicycle parking. She stated with the request for a parking variance and the Applicant's assertion that most patrons will walk to bike to this business, staff feels their pedestrian and bike parking facilities should be better.

Ms. Barry commented on the parking variance criteria and stated this application meets the unusual circumstance criteria in that the building was built before there were parking regulations.

Deliberations and Decision

Commissioners Dawkins/Dotterrer m/s to approve Planning Action #2008-01526 with the stipulation that Condition 6A be deleted. **DISCUSSION:** It was clarified Condition 6A is the condition that requires the Applicant to remove the curb cut and replace it with a standard curb and sidewalk. Marsh stated it is pretty clear that the Applicant meets the criteria for a parking variance. She added it is important that the City consider taking a comprehensive look at this area. Dotterrer agreed and felt this was something that needs to be looked at; he also voiced his support for this application. Morris voiced his support for the application and for the retention of the existing curb cut. He also agreed that a study of this area is needed.

Roll Call Vote: Commissioners Marsh, Dawkins, Morris, Dotterrer, Mindlin, Church, Dimitre, Miller and Stromberg, YES. Motion passed.

TYPE III PUBLIC HEARINGS

A. Water Resource Protection Zones Ordinance

Stromberg announced the Public Hearing for the Water Resource Protection Zones Ordinance would be continued to the October 28, 2008 Planning Commission meeting.

TYPE II PUBLIC HEARINGS (Cont.)

B. PLANNING ACTION: 2008-01318

SUBJECT PROPERTY: 2200 Ashland Street

APPLICANT: Coming Attractions Theatres

DESCRIPTION: Request for Site Review approval to redevelop the existing 5,418 square foot, single-story office building located at 2200 Ashland Street into an 18,791 square foot, three-story office and retail building. The property is located within the Detail Site Review Zone and the development is subject to the Additional Standards for Large Scale Projects and Ashland Boulevard Corridor Design Standards. Also included are requests for: Administrative Variance to the Site Design and Use Standards and Exception to Street Standards relating to the reconfiguration of off-street parking between the building and Ashland Street and to Ashland Street improvements, and Tree Removal Permit to remove six trees greater than six-inches in diameter-at-breast-height.

COMPREHENSIVE PLAN DESIGNATION: Commercial; **ZONING:** C-1; **ASSESSOR'S MAP #:** 39 1E 14 BB; **TAX LOT #:** 300.

Ex Parte Contact

Miller noted she frequently drives by this site. Commissioners Marsh, Dotterrer, Church, Morris, Mindlin and Stromberg all reported site visits, but no one had any ex parte contact.

Staff Report

Associate Planner Derek Severson presented the staff report. He stated this application is for the redevelopment of the existing office building located at 2200 Ashland Street into an 18,791 sq. ft., three-story office and retail building. Mr. Severson explained this application involves requests for: 1) an Administrative Variance to the Site Design and Use Standards and exception to the Street Standard relating to the reconfiguration of off-street parking, and 2) a Tree Removal Permit to remove six trees greater than six inches in diameter. Mr. Severson commented on the ODOT right-of-way along Ashland Street and noted the slope constraints on the site. He provided an explanation of the proposed conditions included in the staff report and reviewed the proposed site plan. Mr. Severson noted the Applicant met extensively with ODOT and City staff regarding the mitigation of transportation impacts. He clarified that ODOT had previously indicated with the Barclay Square development and Willow Brook on Clay Street that with further development of this area something would need to be done about left-hand turning movements out of Clay Street. Mr. Severson noted the reduced site distances caused by the overpass on Ashland Street, and stated the application proposes the installation of an extended median on Ashland Street which would be channelized to restrict left hand turning movements from this development and restrict left hand turns from Clay Street onto Ashland Street. Mr. Severson stated staff is recommending approval with the conditions outlined in the staff report.

Mr. Severson clarified the draft findings submitted to the Commission incorporate ODOT's recommendations. (Condition #6)

Comment was made questioning if there is a plan for getting pedestrians and bicycles through this area and asking what happens to the informal paths being used today. Mr. Severson noted pedestrians would have to come further down and cross where there is an available spot. He noted staff did discuss the possibility of asking for an easement; however issues arose regarding the lack of a comprehensive plan identifying a connection there. He added an easement from ODOT would also be necessary to provide a pedestrian path.

Comment was made that this application seems to place a huge burden on the residents of Clay Street. Mr. Molnar commented on the City's Transportation Plan and the IAMP study and clarified staff would continue to look at possibilities for another east-west connection to relieve pressure on Ashland Street. He noted restricting these types of movements are not uncommon in Ashland. He added given the volume of traffic on Ashland Street, left hand turns at this location creates a public safety issue.

Comment was made suggesting an alternate access to this site. Mr. Severson stated it is his understanding that the Applicant did try to pursue this option and stated the Applicant can speak to this further.

Applicant's Presentation

Mark Knox/Urban Development Services/485 W Nevada Street/Introduced Landscape Architect Laurie Sager, Architect James Blissett, Traffic Engineer Robert Court, Civil Engineer Mark Kamarath, and owner representatives Larry McClennan and Ryan Langemeyer. Mr. Knox stated this lot has been an eyesore to the community for a long time and stated this project has funneled down to this traffic and median issue. Mr. Knox commented briefly on the variance and site review. He stated the variance to relocate parking to the front of the building should not be an issue due to the overpass and this lots elevation. Mr. Knox commented on the Tree Removal Permit and stated they are proposing to remove six trees, but will re-plant at least 30.

Laurie Sager/Landscape Architect/Commented on the Maple trees along the north side of the building and explained one is in really poor shape and the other two are in moderate shape. She said that given the impacts of the construction and the neglect of these trees, they felt the best solution to creating a healthy tree environment would be to remove those trees and install new trees after construction. She noted they would be preserving two of the Oak trees. Ms. Sager stated the entire entryway is ODOT right-of-way and they are planning on landscaping the area along the driveway. She commented on the bio-swale area and stated this area will function to clean up the water on site and will provide an educational situation. She noted the plaza areas and felt these would be great additions to the space. Ms. Sager stated she hopes the Commission sees this as an amenity for the site, considering its current use.

James Blissett/Architect/Commented on the atrium entry and their desire to create an inviting office building with lots of light and glass. Mr. Blissett stated the concept was to create a comfortable and warm building and commented on the materials that would be used on the buildings façade. He also commented on the entry band and the materials of the shaded areas.

Mr. Knox commented on the previous statements made regarding the informal pedestrian and bicycle paths on the site. He noted the location of the proposed fence and stated these informal paths would likely be recreated after this project is completed. He also commented on the possibility of an alternate access point and stated the owners of the adjacent property which houses Bi-Mart, Shop N Cart, Taco Bell, and the Oil Stop would not entertain any type of formal arrangement with the Applicant. He stated they have not planned for this project to connect over to that site, but they also have not precluded it. He added there may be an opportunity for a reciprocal access when the Oil Stop property develops.

Public Testimony

Evan Archerd/550 E Main Street/Stated he has not studied this proposal, but has a project on the other side of Ashland Street. Mr. Archerd asked that the public hearing remain open for an additional 7 days so that he can become familiar with this project and make comments.

Rebuttal by the Applicant

Mark Knox/Stated he was not aware that the public hearing could be left open.

City Attorney Richard Appicello clarified anyone can request during the public hearing that the record be left open, or request a continuance be granted for no less than 7 days. He noted they must do one or the other, but the Commission can decide which action to take.

Mr. Knox stated there is a safety issue at this intersection and they understand that people's driving habits are going to change on lower Clay Street. He noted the previous projects that have been approved for this area (Barclay Square, Willow Brook), and stated they knew this restriction for left hand turns was coming.

Robert Court/Traffic Engineer/Stated Clay Street traffic making a left turn onto Ashland St. is likely residential traffic and does not believe east bound Main Street traffic would choose to come up Clay Street and make the very difficult left turn onto Ashland St. when they could use the traffic signal at Tolman Creek Road. Mr. Court stated currently Clay Street at Ashland Street is operating at a level of service "E", and Ashland City standards call for level of service no lower than "D". He added there has been discussion for several years that the next accident that occurs at this intersection would result in the median barrier. Mr. Court commented briefly on the estimated traffic counts once this area is built out and stated it is not feasible to consider installing a traffic signal at this location.

Commissioners Dawkins/Church m/s to extend the public hearing to 10:00 p.m. Voice Vote: all AYES. Motion passed.

Deliberations and Decision

Stromberg stated the Commission needs to decide whether to continue the public hearing, or close the hearing and leave the record open. Dotterer stated the request was to keep the hearing open and feels this is what they should do. Mr. Molnar noted that continuing the hearing to the Commission's November 12 meeting would give staff time to explore some of the issues that came up at tonight's hearing. Mr. Appicello noted the Commission should ask the Applicant whether they agree to the continuance. Mr. Knox indicated that he does not give his consent to this. The Commission continued their discussion on how they would like to proceed with this.

Commissioners Dimitre/Miller m/s to continue the Public Hearing to the November 12, 2008 Planning Commission meeting. DISCUSSION: Mr. Molnar clarified there will not be an extension of the 120-day time limit because the Applicant did not agree to the continuance; he clarified the 120-days expires in February. Dawkins shared his preference to leave the record open and close the public hearing. Morris also voiced support for leaving the record open and closing the hearing. Dotterer noted that continuing the public hearing open allows Mr. Archerd the opportunity to come before the Commission and speak, rather than submitting written comments. Mr. Appicello restated the options for the Commission. **Roll Call Vote: Commissioners Dimitre, Church, Miller, Mindlin, Marsh and Stromberg, YES. Commissioners Morris, Dotterer and Dawkins, NO. Motion passed 6-3.**

Commissioners Dawkins/Marsh m/s to continue the meeting to 10:30 p.m. DISCUSSION: Mr. Knox indicated he is also representing the next Planning Action and does not wish to begin tonight since it is not possible for the Commission to come to a decision in the amount of time remaining. **Voice Vote: all NAYS. Motion failed.**

C. PLANNING ACTION: 2008-00911

SUBJECT PROPERTY: 2300 Siskiyou Blvd.

APPLICANT: Steve Asher

DESCRIPTION: A request for Site Review approval to construct thirteen condominium units for the property located at 2300 Siskiyou Boulevard. Also included are requests for a Physical & Environmental Constraints Review Permit to allow tree removal and parking space installation on Flood Plain Corridor/Riparian Preservation Lands adjacent to a culverted section of Clay Creek; Tree Removal Permits to remove 36 of the site's 78 trees; and an Exception to Street Standards to not install sidewalks and curbs along Siskiyou Boulevard frontage. (The approval of this application would replace the previous Performance Standards Options subdivision approval from PA #96-131).

COMPREHENSIVE PLAN DESIGNATION: Low Density Multi Family Residential; ZONING: R-2; ASSESSOR'S MAP #: 39 1E 14 CA; TAX LOTS: 7700, 7800, 7801, 7802, 7803, 7804, 7805, 7806, 7807 and 7808.

Stromberg announced this Planning Action would be heard on November 12, 2008.

ADJOURNMENT

Meeting adjourned at 10:00 p.m.

*Respectfully submitted,
April Lucas, Administrative Assistant*

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
SPECIAL MEETING
MINUTES
OCTOBER 28, 2008

CALL TO ORDER

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

Commissioners Present:

John Stromberg, Chair
Michael Dawkins
Mike Morris
Pam Marsh
Melanie Mindlin
Dave Dotterer
Michael Church

Staff Present:

Bill Molnar, Community Development Director
Maria Harris, Planning Manager
April Lucas, Administrative Assistant

Absent Members:

Tom Dimitre
Debbie Miller

Council Liaison:

Cate Hartzell

ANNOUNCEMENTS

Mr. Molnar announced staff is planning on cancelling the previously scheduled November and December Study Session dates and holding one Study Session on December 18, 2008 instead. He indicated this meeting would likely be on the preliminary zoning amendments that came out of the Downtown Task Force recommendations and possibly an evaluation of public sidewalk encroachment permit requirements.

PUBLIC FORUM

No one came forward to speak.

TYPE III PUBLIC HEARINGS

A. Water Resource Protection Zones Ordinance

Stromberg introduced Ecologist Jeannine Rossa, who had provided input to the Commission during their most recent site visits.

Jeannine Rossa/Explained she is a professional Fish Biologist and Stream Ecologist and has been working in this profession for 23 years. She noted she is currently working as a freelance consultant and is President of the Jefferson Fish Society. She also stated she was hired by the Bear Creek Watershed Council to work on a watershed assessment, which included the streams that run through Ashland. Ms. Rossa clarified Commission Chair Stromberg had contacted her prior to the last site visits and requested that she attend and provide input.

Ms. Rossa commented on the research obtained during the Bear Creek watershed assessment and stated the stretch of Bear Creek that runs through Ashland is the healthiest part of Bear Creek and has the best rearing habitat for threatened and native fish species. She also commented on intermittent streams and recommended that the Commission think about these streams at flood stage during their planning. Ms. Rossa clarified the intermittent streams in Ashland are unnatural and don't move sediment in the same way they would naturally. She stated it is not possible to make the streams the way they were before, but they can improve their ecological function. Ms. Rossa

commented on the stream that runs through the Albertson's parking lot area, and explained this is an example of a stream that could be more functional than it is now. Ms. Rossa commented briefly on the educational opportunities associated with this ordinance and stated there are a lot of things the City can do to get people excited about streams and get neighborhoods working together on restoration.

Ms. Rossa was asked to comment on the issue of intermittent streams in regards to fish habitat. Ms. Rossa explained they are finding in this region that streams that are bone dry in the summer serve as important rearing habitats for fish in the winter. However, there are only short stretches of intermittent streams in Ashland that can function as fish habitats. She added for this reason, Ashland's contribution to the fish habitat of Bear Creek is primarily water quality.

Ms. Rossa commented on the proposed riparian buffer areas. She stated the 50 ft. measurement tends to encompass the active floodplain and channel areas in most small to medium sized streams, and stated it is a nice round number for people to grasp. She stated the science behind "how much area to protect" recommends one full tree height, because that is essentially how much wood is going to fall into the creek. She added federal lands utilize this "tree height" measurement.

Ms. Rossa shared her input on the ordinance. She voiced concern with the proposed language for nonconforming structures (pg.13) and recommended if a property owner is going to do improvements to decrease problems for future flooding, this is okay; however if a structure is knocked out twice by a flood, than the owner should not be allowed to rebuild in that location. She stated the goal should be to move people's structures out of the flood areas. Ms. Rossa commented on the maintenance and replacement of existing streets, driveways, and utilities (pg.14, pgs.17-20) and stated she is fine with the language in the ordinance, but would want to work to reduce sediment and toxins from getting into the streams. She also commented on the use of herbicides, and stated *glyphosate without surfactants* (such as Rodeo brand herbicide) is generally accepted to be okay to use on blackberries.

PUBLIC COMMENT

Rick Landt/468 Helman Street/Stated it is not possible to go over everything he has concerns about in the time allotted. Mr. Landt voiced his concern that the Ashland Watershed's recommendations were not incorporated into the ordinance and commented on the TID canal and how this affects ephemeral streams. He commented that the main sewer line in Ashland is a major issue and stated the proposed ordinance has a "one size fits all" zone protection. He suggested they use the 100-year floodplain instead, or 40-50 ft. from top of bank, whichever is greater. He also commented briefly that the creeks move; however the ordinance assumes they stay in on place and questioned how this would be dealt with.

JoAnne Eggers/221 Granite Street/Clarified she is speaking as a citizen tonight, and not for the City's Parks & Recreation Dept. Ms. Eggers questioned if the Parks Dept. would be exempt from this ordinance and recommended that they be held to the same standards as the citizens. She stated this is only fair and stated she would like to see the City be an example to the residents of what could be done to protect our water resources.

Mr. Molnar clarified the Parks Department would not be completely exempt, but they have provided a possible provision that acknowledges Calle Guanajuato, Lithia Park and Bluebird Park, and if these areas were damaged in a flood they would be allowed to be constructed back to their existing configuration.

Stromberg closed the Public Hearing at 8:00 p.m.

COMMISSION DELIBERATIONS

Senior Planner Maria Harris provided a brief explanation on why it is necessary to adopt the amended Comprehensive Plan maps and adopt the Local Wetlands Inventory as a technical study.

Commissioners Dotterrer/Marsh m/s to recommend approval to the City Council of adoption of an Ordinance amending the Ashland Comprehensive Plan to adopt the Water Resources Map including significant wetlands and riparian corridors identified in the "Local Wetlands Inventory and Assessment and Riparian Corridor Inventory", and to amend the Floodplain Corridor Land Map to provide consistency with the stream classifications on the Water Resources Map. Roll Call Vote: Commissioners Dawkins, Marsh, Mindlin, Church, Morris, Dotterrer and Stromberg, YES. Motion passed.

Commissioners Marsh/Dotterrer m/s to recommend approval to the City Council of adoption of an Ordinance adopting the "Local Wetlands Inventory and Assessment and Riparian Corridor Inventory" by reference as a technical study supporting the Ashland Comprehensive Plan. Roll Call Vote: Commissioners Morris, Mindlin, Dawkins, Church, Marsh, Dotterrer and Stromberg, YES. Motion passed.

Stromberg noted the handouts submitted to the Commission at the beginning of the meeting, which included: 1) comments submitted by Commissioner Dimitre, 2) additional recommendations submitted by Commissioner Mindlin, 3) a letter submitted by Laura Smith, and 4) the Stream & Wetland Enhancement Guide submitted by staff.

Ms. Harris commented on the substantive revisions outlined in the staff report and noted these changes were included to address the concerns expressed by the Planning Commission during previous meetings. A recommendation was made for Ms. Harris to only address the new changes made since the September 9 meeting.

- **Maintenance and Replacement of Existing Streets, Driveways and Utilities**

Ms. Harris stated if less than 5% additional area is disturbed it is an exempt activity; if it is more than 5% it requires a Limited Use Permit. She clarified this language was expanded from the previous draft to address the maintenance and replacement of public utilities. Comment was made questioning how the 5% area would be determined.

- **Historic Parks & Properties**

Ms. Harris noted language was added that exempts the maintenance and replacement of nonconforming features of Lithia Park, Bluebird Park and Calle Guanajuato.

- **Native Plant Requirements**

Ms. Harris stated language has been added to the definition of local native plant species and noxious and invasive vegetation allowing plants to be added and removed from the lists if approved by the Staff Advisor and the City Horticulturist.

- **Ground Cover, Under-Story & Canopy Tree Standards**

Ms. Harris clarified these standards have been expanded to include plant coverage standards, minimum plant size requirements, and standards for existing vegetation.

- **Enforcement & Penalties**

Ms. Harris noted this section was added and references the General Penalties section of the Ashland Municipal Code. It also includes language requiring an owner to re-establish the natural condition when a water resource protection zone is illegally altered.

Recommendation was made for the Commission to begin their deliberations by working through the 13 changes outlined in the staff report.

Overlapping Regulations

No discussion was had on this item.

Top of Bank

Ms. Harris clarified the ordinance indicates center line will be used for local streams and intermittent/ephemeral streams; and the top of bank definition will be used for the larger streams. Mr. Molnar clarified new home sites cannot be located in the floodplain. He also commented on the Ashland Watershed Partnership and stated their concerns stemmed from the original top of bank definition, however the ordinance now includes further information to help describe top of bank. Comment was made questioning whether the protection zone will move if the stream moves. Mr. Molnar indicated "Yes."

Restoration Standards for Exempt Activities

No discussion was had on this item.

Outdoor Use Area and Pervious Paving

Ms. Harris commented on this language and recommended the Commission delete this section from the ordinance if they go with the native plant approach because it would add an additional 150 ft. to the 50% they are allowed for non-native vegetation. Suggestion was made for staff to include language that allows for a pervious outdoor use area no larger than 150 sq. ft in size in the 50% non-native vegetation area. Dotterrer stated he does not think 150 sq. ft is enough space and feels people should be allowed to use their riparian areas. Comment was made questioning the use of the language "outdoor use area shall be located at least 10 ft. from the top of bank" since the ordinance does not use the top of bank definition for the local and intermittent streams. Recommendation was made for staff to make this consistent with the rest of the ordinance. Statement was made that this is a difficult issue since it deals with two issues; the 50% non-native planting provision and the 150 sq. ft. patio.

- **50% Non-Native Vegetation Area**

Comment was made questioning the language "the area from water's edge to the midpoint of the riparian buffer" and suggesting it may be preferred to standardize these measurements. Ms. Harris clarified the reason staff wrote it this way is because typically when restorations happen, people plant from the water's edge up. Mindlin voiced her support for the proposed language. Staff was directed to remove Section E from Outdoor Uses (pg. 12).

- **Outdoor Use Area**

Dotterrer voiced his opinion that 150 sq. ft. is too small, but stated he is okay with letting this go if the rest of the Commission does not agree. Stromberg questioned the one-size allotment regardless of the size of the lot. Church suggested this language be removed and does not think this is an appropriate use in this area. He added everything that is unnatural in that zone will eventually end up in the creek. Dotterrer commented that they are talking about urban areas and re-stated his support for pervious patios in this area. Mindlin commented that she sees this issue as an opportunity for compromise. Marsh commented that she does not think the patio area should be in the native plant zone and should be located behind it instead. She suggested patios (up to 150 sq. ft in size) be allowed in the 50/50 portion of the zone. The majority of the Commission voiced support for this concept.

Unpaved Trails

Ms. Rossa came forward to comment on the unpaved trails provision. She expressed concern with the language that allows trails in the stream bank protection zones to be located closer to and within the stream bank if approved by state and federal agencies. She clarified there is a certain amount of work that needs to occur before it triggers needing to notify the Department of State Lands, and stated there are not a lot of triggers that involve the federal agencies. She recommended this phrase be changed to not include state and federal agencies since it will be very difficult for these agencies to work with individuals.

Commissioners Dotterrer/Church m/s to extend the meeting to 10:00 p.m. Voice Vote: all AYES. Motion passed.

No other individuals wished to comment. Stromberg re-closed the Public Hearing at 9:30 p.m.

Non-Conforming Structures

Stromberg read aloud Commissioner Dimitre's input for the group. Marsh voiced her support for allowing the replacement of legally established non-conforming structures, but is not okay with the replacement of all non-conforming structures in non-residential areas. Additionally, she voiced her discomfort with treating residential properties different from commercial properties. Stromberg commented that how long it takes to rebuild a business is a major issue and they might not get rebuilt if the process takes too long. Morris suggested they make commercial and residential the same and speed up the process for both. Ms. Harris clarified the proposed language states legally established non-conforming principal structures in residential zones may be replaced, and all non-conforming structures in non-residential zones may be replaced. Comment was made noting Ms. Rossa's suggestion for two tries and then you are done. Dawkins noted there is only a very small percentage of residential properties that are built out to the creek, and stated most of this issue pertains to businesses within the downtown area. Comment was made questioning if staff could apply the exemption to properties located within historic commercial and historic employment zoned areas. Several members voiced support for this concept.

Historic Parks & Properties

No discussion was had on this item.

Previously Approved Building Envelopes & Driveways

Ms. Harris provided a brief explanation of this provision. No discussion was had on this item by the Commission.

Maintenance and Replacement of Existing Streets, Driveways and Utilities

Mr. Molnar clarified there is typically a 10 ft. wide utilities easement and this could be used to define the area. He stated individuals would then be allowed an additional 5% outside that easement. He indicated staff would look into this concept further.

Commissioner Marsh/Church m/s to extend meeting to 10:30 p.m. Voice Vote: all AYES. Motion passed.

Stromberg suggested they recommend that the Council place removing public facilities from the floodplain in the City's Capital Improvement Plan.

Removal of Invasive Vegetation

Stromberg noted Commissioner Dimitre's written suggestions. Mr. Molnar noted Ms. Rossa's suggestion for the ordinance to refer to herbicides that are approved and kept on a list at the City. Dotterrer commented that if a product is safe to use, they ought to allow it. Dawkins commented that blackberries can be managed on a manual basis. Church noted that not everyone is going to be willing to remove them manually. Comment was made expressing concern whether individuals would use these "safe" herbicides the way they are suppose to. Stromberg conducted a straw poll on this issue and the Commission was split. It was agreed that they would move on and come back to this issue at the next meeting.

Ground Cover, Under-Story & Canopy Tree Standards

Morris questioned the language that states "the minimum planting size should be 3/4 to 1-inch" and stated the ordinance should specify the exact minimum. He also questioned the language that states "planted in a triple row with staggered spacing of 20 ft. along the length of the stream bank." Morris stated there are many places where you would not be able to plant in this configuration and suggested this language be added to the guidelines, rather than the ordinance. Mr. Molnar indicated staff could insert language into the ordinance that provides for some flexibility.

Enforcement & Penalties

Stromberg stated that he expects this to be a challenging discussion and recommended they deal with this issue at their next meeting.

Mindlin briefly reviewed the recommendations she had submitted to the Commission, which included a recommendation for the Council to consider a mandatory review of the native plant requirement every 3 years to determine how well the native plantings are performing.

Stromberg announced the deliberations on this ordinance would be continued to the Thursday, November 6, 2008 Planning Commission Special Meeting.

ADJOURNMENT

Meeting adjourned at 10:30 p.m.

Respectfully submitted by,
April Lucas, Administrative Assistant

BEFORE THE PLANNING COMMISSION
October 14, 2008

IN THE MATTER OF PLANNING ACTION #2008-01526, REQUEST FOR A)
SITE REVIEW APPROVAL TO LOCATE A COFFEE SHOP/RESTAURANT) FINDINGS,
INTO THE EXISTING BUILDING AT 281 FOURTH STREET AND FOR A) CONCLUSIONS,
VARIANCE TO THE REQUIRED NUMBER OF PARKING SPACES TO) AND ORDERS
REDUCE THE NUMBER OF PARKING SPACES FROM 12 TO 5 FOR A)
PROPERTY LOCATED AT 281 FOURTH STREET.)
)

APPLICANT: NOBLE COFFEE

RECITALS:

- 1) Tax lot 101 of 39 1E 09BA is located at 281 Fourth St. and is zoned E-1, Employment, with Residential Overlay. The applicant is requesting a Site Review approval to locate a coffee shop/restaurant into the existing building at 281 Fourth Street and for a Variance to the required number of parking spaces to reduce the number of parking spaces from 12 to 5 for a property located at 281 Fourth Street.
- 2) The criteria for Site Review are described in AMC Chapter 18.72.070, as follows:
 - A. All applicable City ordinances have been met or will be met by the proposed development.
 - B. All requirements of the Site Review Chapter have been met or will be met.
 - C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.
 - D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property.
- 3) The criteria for a Variance are described in AMC Chapter 18.72.090, as follows:
 - A. That there are unique or unusual circumstances which apply to this site which do not typically apply elsewhere.
 - B. That the proposal's benefits will be greater than any negative impacts on the development of the adjacent uses; and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City. (Ord.2425 S1, 1987).
 - C. That the circumstances or conditions have not been willfully or purposely self-imposed.
- 4) The Planning Commission, following proper public notice, held a Public Hearing on October 14, 2008 at which time testimony was received and exhibits were presented. The Planning Commission approved the application, subject to conditions pertaining to the appropriate development of the site.

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

SECTION 1. EXHIBITS

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

Staff Exhibits, lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

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

SECTION 2. CONCLUSORY FINDINGS

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

2.2 The Planning Commission finds that restaurant uses are a permitted use in the E-1 zoning district.

2.3 The Planning Commission finds that the public utilities have capacity to serve the development. Water, sewer, paved access to and through the development site, electricity, and urban storm drainage are currently in place. Sidewalks are in place. New street tree grates and a replacement street tree will be provided as a condition of the project.

2.4 The Planning Commission finds that the application meets the approval criteria for a Site Review approval, and that the new door and improvements to the frontage will improve the orientation to the street in conformance with the Site Design and Use standards for commercial developments.

2.5 The Planning Commission finds that the request for a Variance to the required number of parking spaces is supported by the evidence in the record. These circumstances were in place prior to the applicants' acquiring the property and as such were not willfully self-imposed. The Planning Commission finds that the building's location in the Railroad Historic District, the fact that the existing historic building takes up the majority of the site, and the lack of available off-site parking within 200-feet constitute a unique situation. Additionally, the Planning Commission finds that the benefits of the proposal will be greater than the negative impacts. The use will fit in the neighborhood better than would a light industrial-type use that could meet the parking requirements. The applicants will install bike racks indoors and outdoors in order to improve the non-automotive transportation facilities and make the coffee shop more of a neighborhood use. The five on-street parking places available to serve the restaurant will be adequate.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the applications for a Site Review approval to locate a coffee shop/restaurant into the existing building at 281 Fourth Street and for a Variance to the required number of parking spaces to reduce the number of parking spaces from 12 to 5 for a property located at 281 Fourth Street have satisfied all relative substantive standards and criteria and are supported by evidence in the record.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve Planning Action #2008-01526. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2008-01526 is denied. The following are the conditions and they are attached to the approval:

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise modified here.
- 2) That the plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify this Site Review approval shall be submitted and approved prior to issuance of a building permit.
- 3) That all conditions of the Historic Commission, where consistent with the applicable ordinances and standards, shall be conditions of approval unless otherwise modified herein.
- 4) That the windows of the building shall not be tinted so as to prevent views from outside of the building into the interior of the building.
- 5) That prior to the issuance of a building permit:
 - a) Exterior building colors shall be muted colors, and sample exterior building colors shall be provided with the building permit submittals for review and approval of the Staff Advisor. Bright or neon paint colors shall not be used in accordance with II-C-2f)1) of the Detail Site Review Standards.
 - b) Any exterior lighting shall be shown on the building permit submittals and appropriately shrouded so there is no direct illumination of surrounding properties.
- 6) That prior to the issuance of a certificate of occupancy for the restaurant:
 - a) The street tree in the well in front of the building shall be replaced. The street tree shall be chosen from the adopted Street Tree List and shall be installed in accordance with the specifications noted in Section E of the Site Design and Use Standards. The street tree shall be irrigated.
 - b) The applicant shall install metal street tree grates to match replacement grates installed on the west side of Fourth Street at the corner of Fourth and B Streets.
 - c) Two bike racks shall be provided outside, in front of the building in addition to the indoor sheltered spaces. The bike rack details shall be submitted for review and approval by the Staff Advisor. All bicycle parking shall be installed in accordance with design and rack standards in 18.92.040.I and J.
- 7) That the applicants shall obtain a sign permit prior to the installation of any signage on the site. Signage shall be subject to the requirements of the Sign Regulations found in Chapter 18.96 of the Ashland Municipal Code, and shall be reviewed by the Historic Commission Review Board and the Staff Advisor prior to the issuance of a sign permit.
- 8) That the applicant will apply for and obtain a sidewalk dining permit from the Ashland Public Works Department prior to locating any tables in the Fourth Street right-of-way.

Planning Commission Approval

Date

**TYPE II
PUBLIC HEARINGS**



PLANNING ACTION: #2008-01318

SUBJECT PROPERTY: 2200 Ashland Street

OWNER/APPLICANT: Coming Attractions Theatres

DESCRIPTION: Request for Site Review approval to redevelop the existing 5,418 square foot, single-story office building located at 2200 Ashland Street into an 18,791 square foot, three-story office and retail building. The property is located within the Detail Site Review Zone and the development is subject to the Additional Standards for Large Scale Projects and Ashland Boulevard Corridor Design Standards. Also included are requests for: Administrative Variance to the Site Design and Use Standards and Exception to Street Standards relating to the reconfiguration of off-street parking between the building and Ashland Street and to Ashland Street improvements, and Tree Removal Permit to remove six trees greater than six-inches in diameter-at-breast-height.

This application includes an evaluation of the ODOT-required extension of the landscaped median within Ashland Street, which would restrict left-turning movements.

COMPREHENSIVE PLAN DESIGNATION: Commercial; **ZONING:** C-1; **ASSESSOR'S MAP #:** 39 1E 14 BB; **TAX LOT #:** 300

CONTINUED PLANNING COMMISSION HEARING: November 12, 2008, 7:00 PM, Ashland Civic Center



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

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

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

During the Public Hearing, the Chair shall allow testimony from the applicant and those in attendance concerning this request. The Chair shall have the right to limit the length of testimony and require that comments be restricted to the applicable criteria. Unless there is a continuance, if a participant so requests before the conclusion of the hearing, the record shall remain open for at least seven days after the hearing. In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator's office at 541-488-6002 (TTY phone number 1-800-735-2900). Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting. (28 CFR 35.102.-35.104 ADA Title I).

SITE DESIGN AND USE STANDARDS

18.72.070 Criteria for Approval

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

- A. All applicable City ordinances have been met or will be met by the proposed development.
- B. All requirements of the Site Review Chapter have been met or will be met.
- C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.
- D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.

(ORD 2655, 1991; ORD 2836, 1999)

ADMINISTRATIVE VARIANCE FROM SITE DESIGN AND USE STANDARDS

18.72.090

An administrative variance to the requirements of this chapter may be granted with respect to the requirements of the Site Design Standards adopted under section 18.72.080 if, on the basis of the application, investigation and evidence submitted, all of the following circumstances are found to exist:

- A. There is a demonstrable difficulty in meeting the specific requirements of the Site Design Standards due to a unique or unusual aspect of the proposed use of a site;
- B. Approval of the variance will not substantially negatively impact adjacent properties;
- C. Approval of the variance is consistent with the stated purpose of the Site Design and Use Chapter; and
- D. The variance requested is the minimum variance which would alleviate the difficulty.

EXCEPTION TO STREET STANDARDS

18.88.050 F – Exception to Street Standards

An exception to the Street Standards is not subject to the Variance requirements of section 18.100 and may be granted with respect to the Street Standards in 18.88.050 if all of the following circumstances are found to exist:

- A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- B. The variance will result in equal or superior transportation facilities and connectivity;
- C. The variance is the minimum necessary to alleviate the difficulty; and
- D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.

(ORD 2951, 2008; ORD 2836, 1999)

TREE REMOVAL

18.61.080 Criteria for Issuance of Tree Removal - Staff Permit

An applicant for a Tree Removal Permit shall demonstrate that the following criteria are satisfied. The Staff Advisor may require an arborist's report to substantiate the criteria for a permit.

- A. Hazard Tree: The Staff Advisor shall issue a tree removal permit for a hazard tree if the applicant demonstrates that a tree is a hazard and warrants removal.
 1. A hazard tree is a tree that is physically damaged to the degree that it is clear that it is likely to fall and injure persons or property. A hazard tree may also include a tree that is located within public rights of way and is causing damage to existing public or private facilities or services and such facilities or services cannot be relocated or the damage alleviated. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard or a foreseeable danger of property damage to an existing structure and such hazard or danger cannot reasonably be alleviated by treatment or pruning.
 2. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.
- B. Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:
 1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards, including but not limited to applicable Site Design and Use Standards and Physical and Environmental Constraints. The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and
 2. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; and
 3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.

The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.

4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

(ORD 2951, 2008; ORD 2883, 2002)

**ASHLAND PLANNING DEPARTMENT
STAFF REPORT ADDENDUM
November 12, 2008**

PLANNING ACTION: #2008-01318

APPLICANT: Coming Attractions Theatres

LOCATION: 2200 Ashland Street

ZONE DESIGNATION: C-1

COMPREHENSIVE PLAN DESIGNATION: Commercial

APPLICATION DEEMED COMPLETE: October 6, 2008

120-DAY TIME LIMIT: February 3, 2009

ORDINANCE REFERENCE:

18.32	C-1 Retail Commercial District
18.61	Tree Preservation and Protection
18.72	Site Design Review
18.88.050.F	Exception to Street Standards

REQUEST: Request for Site Review approval to redevelop the existing 5,418 square foot, single-story office building located at 2200 Ashland Street into an 18,971 square foot, three-story office and retail building. The property is located within the Detail Site Review Zone and the development is subject to the Additional Standards for Large Scale Projects and Ashland Boulevard Corridor Design Standards. Also included are requests for: Administrative Variance to the Site Design and Use Standards and Exception to Street Standards relating to the reconfiguration of off-street parking between the building and Ashland Street and to Ashland Street improvements, and Tree Removal Permit to remove six trees greater than six-inches in diameter-at-breast-height.

I. Relevant Facts

A. Background - History of Application

At the October 14, 2008 regular meeting of the Planning Commission, the applicants presented their proposal and public testimony was taken. During the public testimony, Evan Archerd who owns property across Ashland Street, indicated that he had not received notice of the application and requested that the public hearing remain open for seven days so that he could familiarize himself with the proposal and make comments, as provided in the Oregon Revised Statutes. After some discussion of the request, the hearing was continued until the next regular meeting to be held on November 12, 2008.

B. Issues Raised during the October Meeting

Commissioner questions of staff and the applicants during the October meeting left two questions which staff believed merited further response. Specifically, commissioners questioned: 1) Were Clay Street neighbors notified of the application? And 2) Can access be consolidated with the development to the east (i.e. Oil Stop, Shop 'N Kart, and Bi-Mart)? In addition, based on concerns expressed about the median extension, staff conducted a brief study to compare the likely travel times to nearby destinations based on routes likely to be taken with and without the extended median in place.

II. Project Impact

Noticing Issue

At the October meeting, staff explained that the width of the Ashland Street right-of-way was such that it consumed a considerable portion of the required noticing area. Following that meeting, Staff expanded the notice area from the property's north lot line to the northern boundary of the Ashland Street right-of-way and sent a new notice of the November 12 hearing to the modified notice area. This modification resulted in the mailing of notices to approximately 135 additional property owners.

Consolidated Access

In response to Commissioner questions about the possibility for consolidating access with the properties to the east, such as Oil Stop, Shop 'N Kart and Bi-Mart, the applicants indicated that while they had attempted to obtain easements they were unable to do so, at least in part due to the number of property owners involved. Staff added that as those properties redevelop, consolidated access could be required however there is nothing that could be done with this application to require those properties to provide access for the applicants now.

Upon further consideration, staff believes that an additional condition of approval should be added to at least enable future consolidated access with redevelopment of the adjacent properties. A Condition #7 has been proposed below, with the following language:

#7 - That prior to the issuance of a building permit, the applicant shall sign an agreement indicating that in the event that an access easement over the properties to the east (Tax Lots 1300, 1500, and 1800) can be obtained in the future, the driveway within the ODOT right-of-way shall be modified at the subject property's owner's expense to accommodate access to those properties. Final language of this agreement shall be approved by the Staff Advisor and City Attorney prior to the applicant's signature.

Impact of Left-Turn Restriction

During the October meeting, Commissioners noted that the installation of the median and the associated restriction of left turning movements from Clay Street onto Ashland Street represented a significant and burdensome change to Clay Street neighbors.

In an attempt to gauge the impact of the median's installation, staff conducted a brief comparison of travel times from Teal Lane within the Wingspread Mobile Park to Albertson's and to Shop 'N Kart by two different routes, the first utilizing a left turn from Clay Street onto Ashland Street and the second by taking Clay Street north to East Main Street to Tolman Creek Road. This comparison occurred during the 8:00 a.m. hour on a weekday, traveling at the posted speed limit, and the results are summarized in the table below:

ROUTE	TEAL TO ALBERTSONS	TEAL TO SHOP 'N KART
Left-Out onto Ashland Street	3:15 & 3:39	2:15
Clay St. to E. Main St. to Tolman Cr. Rd.	3:31	4:40

While the distance from Teal Lane to Albertson's was significantly longer via East Main Street and Tolman Creek Road (1.2 miles versus 0.55 miles), when traveled in traffic the trip took roughly the same amount of time by either route. The distance from Teal Lane to Shop 'N Kart is also significantly longer when traveled via East Main Street and Tolman Creek Road (1.34 miles versus 0.46 miles), and took 2:25 longer. In staff's assessment, the actual impact of the median installation to travel times is relatively small when viewed in light of the fact that the median addresses a long-identified safety concern at the intersection of Clay Street and Ashland Street.

III. Procedural - Required Burden of Proof

The criteria for Site Review approval are described in 18.72.070 as follows:

- A. All applicable City ordinances have been met or will be met by the proposed development.
- B. All requirements of the Site Review Chapter have been met or will be met.
- C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.
- D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.

The criteria for an Administrative Variance to the Site Design and Use Standards are described in 18.72.090 as follows:

- A. There is a demonstrable difficulty in meeting the specific requirements of the Site Design Standards due to a unique or unusual aspect of the proposed use of a site;
- B. Approval of the variance will not substantially negatively impact adjacent properties;
- C. Approval of the variance is consistent with the stated purpose of the Site Design and Use Chapter; and
- D. The variance requested is the minimum variance which would alleviate the difficulty.

The criteria for an Exception to Street Standards are described in 18.88.050 as follows:

- A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- B. The variance will result in equal or superior transportation facilities and connectivity;
- C. The variance is the minimum necessary to alleviate the difficulty; and
- D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.

The criteria for a Tree Removal Permit to remove a tree which is not a hazard are described in 18.61.080.B as follows:

- 1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards, including but not limited to applicable Site Design and Use Standards and Physical and Environmental Constraints. The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and
- 2. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; and
- 3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.

The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping

- designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.
4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

IV. Conclusions and Recommendations

As noted during the October meeting, in staff's view the proposed redevelopment of this long-neglected building and site represents the type of high quality development that the Site Design Review Chapter intends to encourage, and we believe that the proposal presents commendable design solutions for the unique challenges presented by the re-use of the existing building, the distance between the property line and the existing street improvements, and the grade change associated with the adjacent overpass. The building's sense of entry is to be significantly enhanced with the addition of a new three-story atrium element, pedestrian connectivity to the site improved with the installation of a new sidewalk adjacent to the existing driveway, and two distinct plaza areas established to bring "people areas" to a long-neglected site.

With these points in mind, staff strongly recommend approval of the application with the following conditions attached:

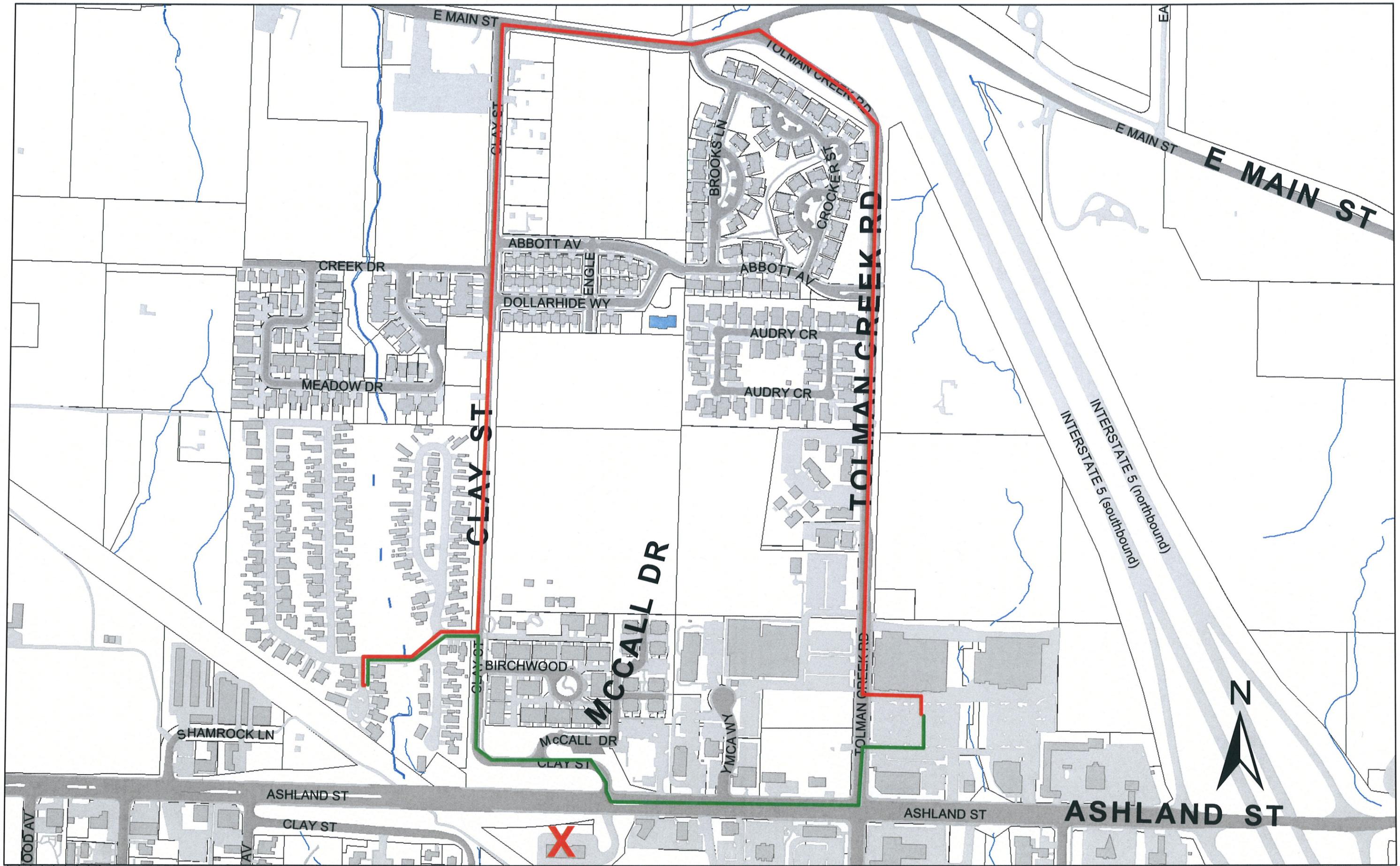
- 1) That all proposals of the applicant shall be conditions of approval unless otherwise modified herein.
- 2) That the conversion of any portion of the building's general office space to a different commercial use shall require approval by the Ashland Planning Department to verify that the total parking requirements do not exceed the 48 available off-street parking spaces approved with this application.
- 3) That building permit submittals shall include:
 - a) The plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application for a modification of this Site Review approval shall be submitted and approved prior to issuance of a building permit.
 - b) All easements, including public utility, pedestrian access, drainage and fire apparatus access easements shall be identified on the building permit submittals.
 - c) The applicants shall submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Planning, Building and Electric Departments prior to the issuance of the building permit. Transformers and cabinets shall be located in areas least visible from streets, while considering the access needs of the Electric Department.

- d) That a final utility plan for the project shall be reviewed and approved by the Engineering Division and Building Divisions prior to issuance of a building permit. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins. Any necessary service upgrades shall be at developer's expense.
- e) That a revised drainage plan, including any necessary on-site detention measures, shall be submitted at the time of a building permit application for review and approval by the Building, Planning and Engineering Divisions. Evidence of any necessary drainage easements shall be provided with the revised drainage plan.
- f) A comprehensive sign program in accordance with the requirements of Chapter 18.96 shall be developed for the building and submitted for review and approval concurrently with the building permit submittals. The applicants shall obtain a Sign Permit prior to installation of any signage, and all requirements of Chapter 18.96 shall be met. Signage located on ODOT right-of-way must be approved by ODOT and evidence of approval provided with the sign permit application.
- g) Lot coverage calculations shall be provided which differentiate new and existing coverage areas on the subject property, including buildings, plazas, sidewalks, walkways, parking areas and all other proposed lot coverage. These calculations are to be used to ensure that the applicants receive proper credit in calculating systems development charges (SDC's) for stormwater at the time of building permit issuance.
- h) The inverted u-racks shall be used for the bicycle parking. Ten bicycle parking spaces shall be installed in accordance with design and rack standards in 18.92.040.I and J prior to the issuance of the certificate of occupancy. The building permit submittals shall verify that the number, spacing and coverage requirements for bicycle parking are met in accordance with 18.92.040.I.
- i) That the color, texture, dimensions, shape and building materials for all exterior components of the project be included at the time of submission of building permit. The information shall be consistent with the colors, texture, dimensions and shape of materials and building details proposed and approved as part of the land use application.
- j) Revised Landscape, Irrigation and Tree Protection Plans shall be provided for the review and approval of the Staff Advisor prior with the building permit submittal. These revised plans shall address: 1) the recommendations of the Ashland Tree Commission, where consistent with the Site Design and Use Standards and with final approval by the Staff Advisor; 2) identification of required mitigation trees; 3) irrigation system requirements including programmable automatic timer controllers and maintenance watering schedule with seasonal modifications. The applicants shall obtain the required plumbing permits and inspections for installation of the required double-check valve(s) associated with the irrigation system. The applicants shall provide evidence of easement for landscaping to be installed within the ODOT right-of-way and on the adjacent tax lot (39 1E 14BB 200).

- k) Exterior lighting shall be shielded to prevent direct illumination to abutting properties. Specific lighting fixture details shall be provided for the review and approval of the Staff Advisor with the building permit submittal.
 - l) Final engineered plans for the median, including landscaping and irrigation consistent with the Ashland Boulevard Corridor requirements, shall be submitted for the review and approval of Planning, Engineering and ODOT with the building permit, and shall be installed according to the approved plan, with necessary permits and inspections from the City of Ashland and Oregon Department of Transportation (ODOT) prior to the issuance of a building permit.
 - m) That the engineered construction drawings for the sidewalk and curb adjacent to the driveway within the ODOT right-of-way shall be submitted for review and approval of the Oregon Department of Transportation and the Ashland Planning and Engineering Divisions. The sidewalk shall be a minimum of five feet in width. Prior to the issuance of a building permit or commencement of work within the right-of-way, the applicant shall submit documentation of approved ODOT permits for all work to be done within the ODOT right-of-way including but not limited to the driveway and approach, median installation, utility installation, landscaping, tree removal, and signage.
 - n) Building plans shall be revised to increase the depth of the covered areas beneath the awnings at the primary and secondary entrances to a minimum of seven feet, in keeping with the Detail Site Review requirements to provide protection for pedestrians from rain and sun.
- 4) That prior to the issuance of a building permit:
- a) A Tree Verification Permit shall be applied for and approved by the Ashland Planning Division prior to permit issuance, site work, building demolition, and/or storage of materials. The Verification Permit is to inspect the identification of the trees to be removed and the installation of tree protection fencing for the tree to be retained. The tree protection shall be chain link fencing six feet tall and installed in accordance with 18.61.200.B.
- 5) That prior to the issuance of a certificate of occupancy:
- a) All service and equipment installations shall be installed according to Ashland Electric Department specifications prior to certificate of occupancy. Electric service shall be installed underground to serve the building, and existing overhead service removed as proposed by the applicants, prior to the issuance of the certificate of occupancy. The electric service plan shall be reviewed and approved by the Ashland Electric Department and Ashland Engineering Division prior to installation.
 - b) The requirements of the Ashland Fire Department including fire apparatus access and work area, hydrant and fire department connection spacing and clearance, flow requirements, and approved addressing shall be clearly identified on the construction drawings, and shall be reviewed and approved by the Ashland Fire Department prior to the issuance of a Certificate of

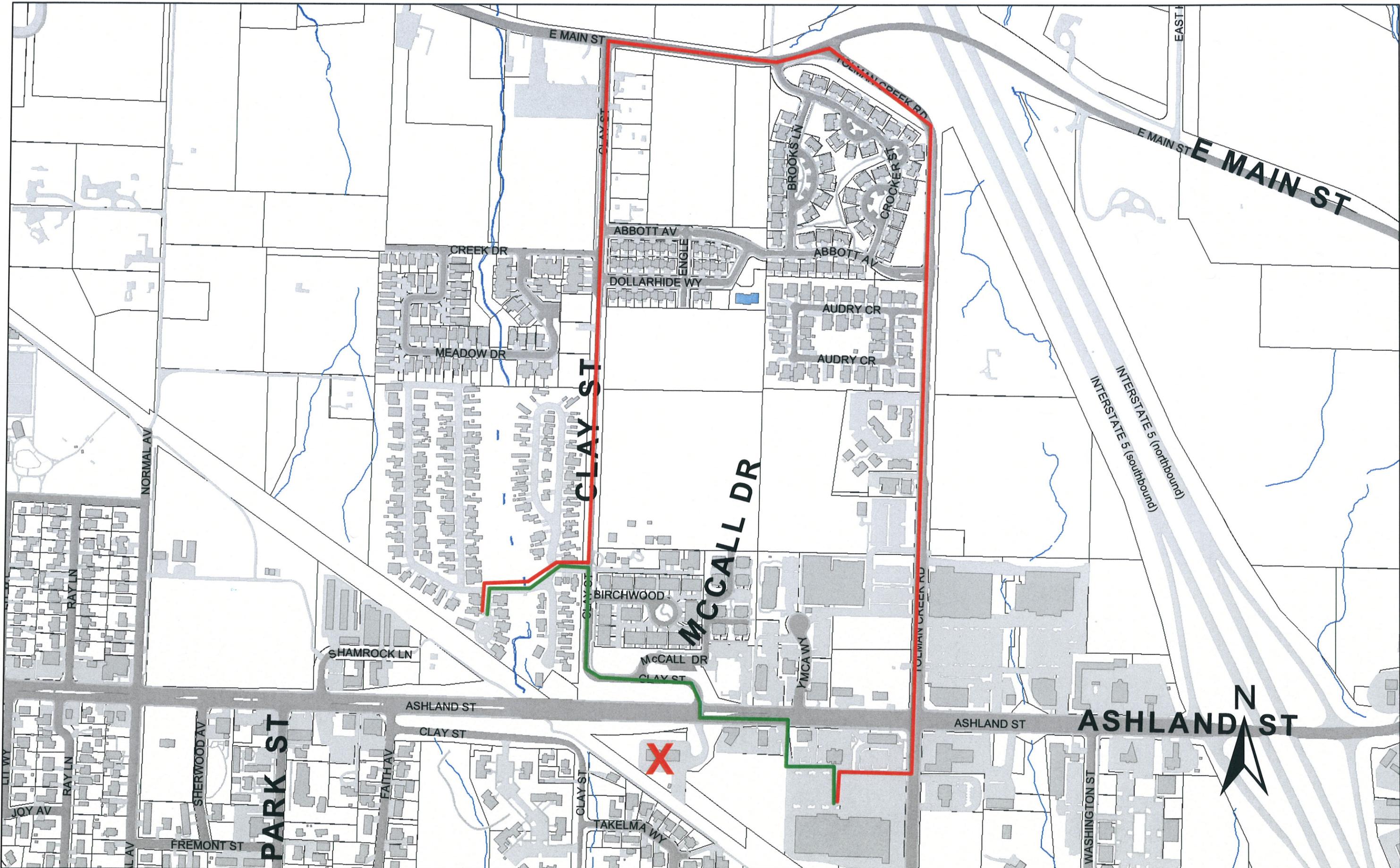
Occupancy.

- c) Required mitigation measures for the trees removed shall be completed prior to the issuance of a certificate of occupancy. The applicants shall provide for on-site or off-site planting of mitigation trees, or make payment in-lieu of replanting as required by ordinance. Any trees to be planted as on-site mitigation shall be identified on the revised Landscape Plan to be submitted with the building permit.
 - d) All hardscaping, including driveways, sidewalks, walkways, and required automobile and bicycle parking; landscaping; and the irrigation system, including that located in the landscape median in Ashland Street shall be installed according to the approved plans, inspected and approved by the Staff Advisor.
 - e) Screening for the trash and recycling enclosure shall be installed in accordance with the Site Design and Use Standards. An opportunity to recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure in accordance with 18.72.115.A.
6. That the conditions recommended by the Oregon Department of Transportation (ODOT) as outlined in the October 10, 2008 letter from David J. Pyles shall be conditions of approval.
7. That prior to the issuance of a building permit, the applicant shall sign an agreement indicating that in the event that an access easement over the properties to the east (Tax Lots 1300, 1500, and 1800) can be obtained in the future, the driveway within the ODOT right-of-way shall be modified at the subject property's owner's expense to accommodate access over those properties. Final language of this agreement shall be approved by the Staff Advisor and City Attorney prior to the applicant's signature.



0 80 160 320 Feet

Property lines are for reference only, not scaleable



0 90 180 360 Feet

Property lines are for reference only, not scaleable

BEFORE THE PLANNING COMMISSION

November 12, 2008

DRAFT

IN THE MATTER OF PLANNING ACTION #2008-01318, A REQUEST FOR)
SITE REVIEW APPROVAL TO REDEVELOP THE EXISTING 5,418 SQUARE)
FOOT, SINGLE-STORY OFFICE BUILDING LOCATED AT 2200 ASHLAND)
STREET INTO AN 18,971 SQUARE FOOT, THREE-STORY OFFICE AND)
RETAIL BUILDING. THE PROPERTY IS LOCATED WITHIN THE DETAIL)
SITE REVIEW ZONE AND THE DEVELOPMENT IS SUBJECT TO THE)
ADDITIONAL STANDARDS FOR LARGE SCALE PROJECTS AND ASHLAND)
BOULEVARD CORRIDOR DESIGN STANDARDS. ALSO INCLUDED ARE)
REQUESTS FOR: ADMINISTRATIVE VARIANCE TO THE SITE DESIGN AND)
USE STANDARDS AND EXCEPTION TO STREET STANDARDS RELATING)
TO THE RECONFIGURATION OF OFF-STREET PARKING BETWEEN THE)
BUILDING AND ASHLAND STREET AND TO ASHLAND STREET)
IMPROVEMENTS, AND TREE REMOVAL PERMITS TO REMOVE SIX TREES)
GREATER THAN SIX-INCHES IN DIAMETER-AT-BREAST-HEIGHT.)

**FINDINGS,
CONCLUSIONS
AND ORDERS**

APPLICANTS: Coming Attractions Theatres

RECITALS:

- 1) Tax lot 300 of Map 39 1E 14BB is located at 2200 Ashland Street and is zoned C-1 (Commercial).
- 2) The applicants are requesting Site Review approval to redevelop the existing 5,418 square foot, single-story office building located at 2200 Ashland Street into an 18,971 square foot, three-story office and retail building. The property is located within the Detail Site Review Zone and the development is subject to the Additional Standards for Large Scale Projects and Ashland Boulevard Corridor Design Standards. Also included are requests for: Administrative Variance to the Site Design and Use Standards and Exception to Street Standards relating to the reconfiguration of off-street parking between the building and Ashland Street and to Ashland Street improvements, and Tree Removal Permit to remove six trees greater than six-inches in diameter-at-breast-height. The site plan and building elevations are on file at the Department of Community Development.
- 3) The criteria for Site Review approval are as follows:
 - A. All applicable City ordinances have been met or will be met by the proposed development.
 - B. All requirements of the Site Review Chapter have been met or will be met.
 - C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.

- D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.
- 4) The criteria for an Administrative Variance are as follows:
- A. There is a demonstrable difficulty in meeting the specific requirements of the Site Design Standards due to a unique or unusual aspect of the proposed use of a site;
 - B. Approval of the variance will not substantially negatively impact adjacent properties;
 - C. Approval of the variance is consistent with the stated purpose of the Site Design and Use Chapter; and
 - D. The variance requested is the minimum variance which would alleviate the difficulty.
- 5) The criteria for an Exception to Street Standards are as follows:
- A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
 - B. The variance will result in equal or superior transportation facilities and connectivity;
 - C. The variance is the minimum necessary to alleviate the difficulty; and
 - D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.
- 6) The criteria for a Tree Removal Permit are as follows:
- 1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards, including but not limited to applicable Site Design and Use Standards and Physical and Environmental Constraints. The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and
 - 2. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; and
 - 3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.

The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.

4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.
- 7) The Planning Commission, following proper public notice, held public hearings on October 14 and November 12, 2008 at which time testimony was received and exhibits were presented. The Planning Commission approved the requested Site Review, Administrative Variance, Exception to Street Standards and Tree Removal Permits subject to conditions pertaining to the appropriate development of the site.

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

SECTION 1. EXHIBITS

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

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

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

SECTION 2. CONCLUSORY FINDINGS

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

2.2 The Planning Commission finds that the office, retail, and café-restaurant uses proposed for the building are in compliance with the permitted uses in the C-1 Commercial zoning district, and that similar uses. The Planning Commission finds that while the C-1 zoning district does not require standard setbacks from property lines, because the property abuts a residential zoning district to the south, across the railroad tracks, a ten-foot per story rear yard setback is required. In addition, the Commission finds that properties along Ashland Street are subject to special setback requirements that they provide both a 65-foot setback from the centerline of the street and no less than a 20-foot front yard. The Planning Commission finds that the three-story building proposed is located more than 30 feet from the rear property line and thus satisfies the required rear yard setback, and because the building is more than 90 feet from the edge of sidewalk on Ashland Street, and approximately 46 feet from the property line, it complies with the special setbacks as well. The Commission further finds that the proposed building height of 40 feet complies with the maximum 40-foot building height allowed in the zoning district, and that the proposal will result in approximately 29 percent

landscaping on site, which exceeds the 15 percent minimum landscaping requirements for the district.

2.3 The Planning Commission finds that the project is in compliance with the Basic Site Review Standards for Commercial Development, Detail Site Review Standards, Additional Standards for Large Scale Projects, and Ashland Boulevard Corridor Standards. The Commission further finds that the proposed addition adds two stories to the existing building and incorporates an entry atrium, greatly strengthening both the building's orientation to the street and sense of entry despite the challenges posed by the distance and grade change between the building and the sidewalk. In addition, the Commission finds that the sidewalk being provided from the existing sidewalk on Ashland Street down the slope adjacent to the driveway provides a pedestrian connection from the building to the street, and that this connection is further strengthened by the secondary entrance proposed on the façade facing the driveway and new sidewalk connection.

The Planning Commission finds that the building's 18,971 square feet achieve a 0.36 floor area ratio (F.A.R.) on the 52,187 square foot lot, complying with the requirement for an F.A.R. between 0.35 and 0.50. The Commission further finds that the proposed new entry atrium element on the north façade provides a symmetrical balance and division of the building's mass while strengthening the sense of entry, and that the design has incorporated varying surface treatments, changes in relief, and covered entries to further strengthen the entry, break up the building's mass, relate to human scale and provide shelter for pedestrians. The Commission also finds that the two plaza areas provided represent more than the required ten percent of the building area, and incorporate all six of the desired plaza space elements: sitting space, areas for sun and shade, protection from wind, trees, water features and outdoor eating areas.

2.4 The Planning Commission finds that there is adequate capacity of City facilities available to serve the proposed buildings. Existing facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation via existing streets are in place and serve the existing building. The applicants propose to upgrade existing facilities where necessary to serve the proposed development, including undergrounding the existing overhead electrical services at the developer's expense. The applicants have proposed to install a bio-swale and additional engineered detention measures to address on-site stormwater detention and filtration, and will use permeable pavers for a significant portion of the site's proposed paving to minimize run-off.

2.5 The Planning Commission finds that in order to insure the viability, safety and integrity of Ashland Street as a through corridor it is necessary that a channelized, landscaped median be installed within the Ashland Street right-of-way and proposed by the applicants and supported by the Oregon Department of Transportation and City of Ashland Engineering Division. This median will restrict the development's driveway to right-in/right-out only, and will also limit left turning movements onto Ashland Street for drivers on Clay Street. Eastbound drivers on Ashland Street will continue to be able to turn left onto Clay Street. A Traffic Impact Study submitted with the application notes that drivers exiting the site's driveway have a sight distance of only 330 feet where

412 feet are necessary to meet AASHTO site distance standards, and concludes that with the median in place, Oregon Department of Transportation mobility standards and City of Ashland service standards will be met. The Planning Commission further finds it necessary to provide for a driveway connection to enable future consolidation of access points with the developments located to the east of the subject property, and a condition to this effect has been added.

2.6 The Planning Commission finds that the combination of the right-of-way width, location of improvements within the right-of-way including the overpass, the presence of areas of 50 percent slope between the building and the existing street improvements, and the distance and grade change between the building and the street represent demonstrable difficulties which support granting the requested Administrative Variance for the placement of some of the parking between the building and the street. The Commission further finds that the standard relating to the placement of parking is directly tied to the stated purpose of the Site Design Review Chapter, which is partly to “[T]o enhance the environment for walking, cycling and mass transit use...” Typically, the placement of parking between the building and the street not only alters the building’s orientation and relationship to the streetscape, but also creates real and perceived barriers for pedestrians and bicyclists, however in this case, the grade change and distance between the existing street improvements affect the building’s orientation to a degree that the Commission finds that the placement of the parking as proposed does not result in additional substantially negative impacts. The Planning Commission further finds that the proposed building modifications significantly strengthen the building’s orientation to the street and the proposed third story helps this orientation overcome some of the distance and grade change to better relate to the pedestrian streetscape, and that by extending a direct connection from the existing Ashland Street sidewalk along the driveway to the building, the proposal has addressed building orientation and connectivity in a manner consistent with the Chapter and the standard. The Commission finds that the application has satisfied the requirements for the requested Administrative Variance to the Site Design and Use Standards.

2.7 The Planning Commission finds that the application has satisfied the requirements for an Exception to Street Standards with regard to required improvements along Ashland Street. The Commission further finds that the construction of the railroad overpass has created severe slopes and an exaggerated separation between the property line and the existing street improvements, resulting in a demonstrable difficulty in providing additional sidewalk width or planting street trees. It also indicates that the project engineer has determined that disturbances associated with street tree planting could affect the slope’s stability. The Planning Commission also finds that the applicants’ providing a sidewalk connection from the existing Ashland Street sidewalk to be installed curbside adjacent to the driveway, down to the building with landscaping to be installed behind the sidewalk provides equal transportation facilities and pedestrian connectivity in a manner consistent with the purpose and intent of the Performance Standards Options Chapter.

2.8 The Planning Commission finds that the application satisfies the applicable criteria for a Tree Removal Permit to remove six of the existing trees on and adjacent to the site, including one tree within the ODOT right-of-way located within the path of the proposed sidewalk. The Commission further finds that the removals are proposed in order both to accommodate the proposed

redevelopment of the site and to address the declining health of some of the trees. The Commission finds that the proposal is consistent with the applicable approval criteria given the location of the trees relative to the existing building, the extent of the proposed redevelopment of the site in order to bring it fully into compliance with standards, and the proposed re-landscaping of the full site.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the application for Site Review approval to redevelop the existing 5,418 square foot, single-story office building into an 18,971 square foot, three-story office and retail building, an Administrative Variance to the Site Design and Use Standards and Exception to Street Standards relating to the reconfiguration of off-street parking between the building and Ashland Street and to Ashland Street improvements, and Tree Removal Permits to remove six trees greater than six-inches in diameter-at-breast-height (d.b.h.) has satisfied all relative substantive standards and criteria and is supported by evidence in the record.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve the requested Site Review, Administrative Variance, Exception to Street Standards and Tree Removal Permits for Planning Action # 2008-01318. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2008-01318 is denied. The following are the conditions and they are attached to the approval:

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise modified herein.
- 2) That the conversion of any portion of the building's general office space to a different commercial use shall require approval by the Ashland Planning Department to verify that the total parking requirements do not exceed the 48 available off-street parking spaces approved with this application.
- 3) That building permit submittals shall include:
 - a) The plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application for a modification of this Site Review approval shall be submitted and approved prior to issuance of a building permit.
 - b) All easements, including public utility, pedestrian access, drainage and fire apparatus access easements shall be identified on the building permit submittals.
 - c) The applicants shall submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Planning, Building and Electric Departments prior to the issuance of the building permit. Transformers and cabinets shall be located in areas least visible from streets, while considering the access needs of the Electric Department.

- d) That a final utility plan for the project shall be reviewed and approved by the Engineering Division and Building Divisions prior to issuance of a building permit. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins. Any necessary service upgrades shall be at developer's expense.
- e) That a revised drainage plan, including any necessary on-site detention measures, shall be submitted at the time of a building permit application for review and approval by the Building, Planning and Engineering Divisions. Evidence of any necessary drainage easements shall be provided with the revised drainage plan.
- f) A comprehensive sign program in accordance with the requirements of Chapter 18.96 shall be developed for the building and submitted for review and approval concurrently with the building permit submittals. The applicants shall obtain a Sign Permit prior to installation of any signage, and all requirements of Chapter 18.96 shall be met. Signage located on ODOT right-of-way must be approved by ODOT and evidence of approval provided with the sign permit application.
- g) Lot coverage calculations shall be provided which differentiate new and existing coverage areas on the subject property, including buildings, plazas, sidewalks, walkways, parking areas and all other proposed lot coverage. These calculations are to be used to ensure that the applicants receive proper credit in calculating systems development charges (SDC's) for stormwater at the time of building permit issuance.
- h) The inverted u-racks shall be used for the bicycle parking. Ten bicycle parking spaces shall be installed in accordance with design and rack standards in 18.92.040.I and J prior to the issuance of the certificate of occupancy. The building permit submittals shall verify that the number, spacing and coverage requirements for bicycle parking are met in accordance with 18.92.040.I.
- i) That the color, texture, dimensions, shape and building materials for all exterior components of the project be included at the time of submission of building permit. The information shall be consistent with the colors, texture, dimensions and shape of materials and building details proposed and approved as part of the land use application.
- j) Revised Landscape, Irrigation and Tree Protection Plans shall be provided for the review and approval of the Staff Advisor prior with the building permit submittal. These revised plans shall address: 1) the recommendations of the Ashland Tree Commission, where consistent with the Site Design and Use Standards and with final approval by the Staff Advisor; 2) identification of required mitigation trees; 3) irrigation system requirements including programmable automatic timer controllers and maintenance watering schedule with seasonal modifications. The applicants shall obtain the required plumbing permits and inspections for installation of the required double-check valve(s) associated with the irrigation system. The applicants shall provide evidence of easement for landscaping to be installed within the ODOT right-of-way and on the adjacent tax lot (39 1E 14BB 200).
- k) Exterior lighting shall be shielded to prevent direct illumination to abutting properties. Specific lighting fixture details shall be provided for the review and approval of the Staff Advisor with the building permit submittal.

- l) Final engineered plans for the median, including landscaping and irrigation consistent with the Ashland Boulevard Corridor requirements, shall be submitted for the review and approval of Planning, Engineering and ODOT with the building permit, and shall be installed according to the approved plan, with necessary permits and inspections from the City of Ashland and Oregon Department of Transportation (ODOT) prior to the issuance of a building permit.
 - m) That the engineered construction drawings for the sidewalk and curb adjacent to the driveway within the ODOT right-of-way shall be submitted for review and approval of the Oregon Department of Transportation and the Ashland Planning and Engineering Divisions. The sidewalk shall be a minimum of five feet in width. Prior to the issuance of a building permit or commencement of work within the right-of-way, the applicant shall submit documentation of approved ODOT permits for all work to be done within the ODOT right-of-way including but not limited to the driveway and approach, median installation, utility installation, landscaping, tree removal, and signage.
 - n) Building plans shall be revised to increase the depth of the covered areas beneath the awnings at the primary and secondary entrances to a minimum of seven feet, in keeping with the Detail Site Review requirements to provide protection for pedestrians from rain and sun.
- 4) That prior to the issuance of a building permit:
- a) A Tree Verification Permit shall be applied for and approved by the Ashland Planning Division prior to permit issuance, site work, building demolition, and/or storage of materials. The Verification Permit is to inspect the identification of the trees to be removed and the installation of tree protection fencing for the tree to be retained. The tree protection shall be chain link fencing six feet tall and installed in accordance with 18.61.200.B.
- 5) That prior to the issuance of a certificate of occupancy:
- a) All service and equipment installations shall be installed according to Ashland Electric Department specifications prior to certificate of occupancy. Electric service shall be installed underground to serve the building, and existing overhead service removed as proposed by the applicants, prior to the issuance of the certificate of occupancy. The electric service plan shall be reviewed and approved by the Ashland Electric Department and Ashland Engineering Division prior to installation.
 - b) The requirements of the Ashland Fire Department including fire apparatus access and work area, hydrant and fire department connection spacing and clearance, flow requirements, and approved addressing shall be clearly identified on the construction drawings, and shall be reviewed and approved by the Ashland Fire Department prior to the issuance of a Certificate of Occupancy.
 - c) Required mitigation measures for the trees removed shall be completed prior to the issuance of a certificate of occupancy. The applicants shall provide for on-site or off-site planting of mitigation trees, or make payment in-lieu of replanting as required by ordinance. Any trees to be planted as on-site mitigation shall be identified on the revised Landscape Plan to be submitted with the building permit.

- d) All hardscaping, including driveways, sidewalks, walkways, and required automobile and bicycle parking; landscaping; and the irrigation system, including that located in the landscape median in Ashland Street shall be installed according to the approved plans, inspected and approved by the Staff Advisor.
 - e) Screening for the trash and recycling enclosure shall be installed in accordance with the Site Design and Use Standards. An opportunity to recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure in accordance with 18.72.115.A.
6. That the conditions recommended by the Oregon Department of Transportation (ODOT) as outlined in the October 10, 2008 letter from David J. Pyles shall be conditions of approval.
7. That prior to the issuance of a building permit, the applicant shall sign an agreement indicating that in the event that an access easement over the properties to the east (Tax Lots 1300, 1500, and 1800) can be obtained in the future, the driveway within the ODOT right-of-way shall be modified at the subject property's owner's expense to accommodate access over those properties. Final language of this agreement shall be approved by the Staff Advisor and City Attorney prior to the applicant's signature.

Planning Commission Approval

Date

**ASHLAND PLANNING DEPARTMENT
STAFF REPORT
October 14, 2008**

PLANNING ACTION: #2008-01318

APPLICANT: Coming Attractions Theatres

LOCATION: 2200 Ashland Street

ZONE DESIGNATION: C-1

COMPREHENSIVE PLAN DESIGNATION: Commercial

APPLICATION DEEMED COMPLETE: October 6, 2008

120-DAY TIME LIMIT: February 3, 2009

ORDINANCE REFERENCE:

18.32	C-1 Retail Commercial District
18.61	Tree Preservation and Protection
18.72	Site Design Review
18.88.050.F	Exception to Street Standards

REQUEST: Request for Site Review approval to redevelop the existing 5,418 square foot, single-story office building located at 2200 Ashland Street into an 18,971 square foot, three-story office and retail building. The property is located within the Detail Site Review Zone and the development is subject to the Additional Standards for Large Scale Projects and Ashland Boulevard Corridor Design Standards. Also included are requests for: Administrative Variance to the Site Design and Use Standards and Exception to Street Standards relating to the reconfiguration of off-street parking between the building and Ashland Street and to Ashland Street improvements, and Tree Removal Permit to remove six trees greater than six-inches in diameter-at-breast-height.

I. Relevant Facts

A. Background - History of Application

In 2006, building permits were issued for structural, electrical and plumbing renovations in order to create tenant spaces for the Interfaith Care Community of Ashland and Ashland Emergency Food Bank. The Interfaith Care Community of Ashland occupied the space through April of 2008, and the Ashland Emergency Food Bank continues to operate on site. Because these uses amounted to a change of tenant in an existing commercial building, with no associated intensification of use, no planning action was required.

In January 2002, an application for Site Review Permit to construct a multi-story, mixed use addition to convert the existing building to a holistic medical center, and an Administrative

Variance to the Site Design and Use Standards relating to the allowance of off-street parking between the street and the front of the building, was approved. This project was never built. (PA#2002-012).

In June 1998, a request for Site Review approval for a 6,044 addition was approved. This project was never built (PA #98-057).

In July 1984, a Conditional Use Permit was granted to allow for a fence-enclosed outdoor storage area at the rear of the property. A Variance was also granted to allow placement of a ground sign within the state highway right-of-way (PA #84-064).

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

B. Detailed Description of the Site and Proposal

The subject property is located at the southeast corner of the intersection of Clay Street and Ashland Street. The property is an approximately 1.2 acre triangular parcel, with Ashland Street state highway right-of-way located directly to the north, Central Oregon and Pacific railroad right-of-way located to the south, and commercial properties containing the Oil Stop, BiMart, and Shop-N-Kart located to the east. The subject property contains the former Handyman Ace Hardware building, a 5,418 square foot single-story commercial structure that sat vacant from September of 1998 when the hardware store closed until it was put back into use for the Interfaith Care Community and Ashland Food Bank in late 2006. County records indicate that the building was constructed around 1967, and as such it would predate current land use regulations. A significant portion of the site is paved to accommodate the parking and circulation associated with the former hardware store use. A small shed is also located in the southeast corner of the site.

The existing property and properties to the east are zoned Commercial (C-1); properties to the south across the railroad tracks are zoned Residential (R-1-5); properties to the north directly across Ashland Street and to the southwest are zoned Residential (R-2); and to the northwest the adjacent properties are zoned Employment (E-1). The subject property is located within the Detail Site Review Zone, and is also subject to additional standards for large scale projects and for development along the Ashland Boulevard Corridor.

The subject property is relatively flat, however the adjacent overpass where Ashland Street crosses the railroad right-of-way has slopes of approximately 50 percent beginning at the back edge of the existing sidewalk. The application notes that the Ashland Street right-of-way extends to the bottom of this slope, approximately 40 feet behind the sidewalk, and goes on to suggest that the existing building street presence is limited by a separation from the street of roughly 110 feet and a grade change of approximately 20 feet. The adjacent railroad right-of-way is 60 feet in width providing a separation between the existing building and the adjacent homes to the south of at least 125 feet.

Natural features on the site are limited to three deciduous trees located to the north of the existing building, an Italian cypress located at the northwest corner of the building, and two trees (an 18-inch d.b.h. Oak and a smaller multi-trunked fruit tree) located on the southern

portion of the property. Clay Creek, a Riparian Preservation Creek, is located across the railroad tracks to the east, off of the subject property.

1. Site Review

The application requests Site Review Approval to redevelop the existing 5,418 square foot, single-story commercial building into a three-story 18,971 square foot office and retail building. In addition to the substantial addition to the structure proposed, the application involves completely upgrading the site with new parking, circulation, irrigation, and site landscaping including outdoor plaza space and the addition of two water features.

To the south of the building, there will be an approximately 3,000 square foot outdoor plaza with a water feature, outdoor seating, trees, and arbors to provide shade and protection from the weather. To the north of the building, an area of permeable pavers is to provide a connection between the building entry and a water feature and landscaped area installed north of the parking spaces. The application notes that this area may appeal to those lingering near the entry, particularly during summer months when the area will provide a shady location on the site.

Based on parking calculations provided with the application, 47 parking spaces are required and 48 have been identified on the site plan provided. These spaces are spread around the site, and landscape islands with required parking lot trees have been identified on the landscape plan provided. Bicycle parking locations are also identified at the northeast corner of the building, and near the middle of the southern elevation. Access to the site is to be from the existing driveway off of Ashland Street, which is located within an extension of the Ashland Street right-of-way. As part of the application, a sidewalk connection is to be provided from the existing Ashland Street sidewalk, running alongside the driveway and down to the building's east façade.

The proposed expansion of the building from a single story to three stories includes the addition of a new entry atrium which creates a more symmetrical front elevation and emphasizes the entry. Exterior materials are to be CMU block and brick in neutral earth tones, with wood panel accents. 1,717 square feet of the proposed building area is to accommodate a café space at the southeast corner of the ground floor, where it can take advantage of the outdoor plaza seating. 500 square feet are proposed for retail use, and the remaining 16,754 square feet of building area is to function as general office space.

The applicants have met extensively with Planning, Public Works and Oregon Department of Transportation (ODOT) staff to discuss traffic issues relating to the proposal and have provided a traffic study as part of the application. As required by ODOT, the application includes a proposal to restrict left turning movements into and out of the subject property with the installation of a raised median in the Ashland Street right-of-way. This median would connect to the landscape median installed with Barclay Square, and would also restrict left turning movements for southbound traffic from Clay Street.

2. Administrative Variance to the Site Design & Use Standards

The application includes a request for an Administrative Variance to the Site Design & Use Standards' requirement that no parking be located between the building and the street. Given that the existing building placement and site circulation are being retained, the application proposes to place some parking along the north property line, between the building's north wall and the Ashland Street right-of-way.

3. Exception to Street Standards

Ashland Street is currently paved, with bike lanes, curbs and gutters in place and an existing approximately six-foot wide public sidewalk installed curbside and separated from the vehicular travel lanes by a three-foot high concrete wall. The grade breaks at the back of the sidewalk, sloping as much as 50 percent down to the edge of the right-of-way at the base of the slope approximately 40 feet away. No street trees are in place along this section of Ashland Street, and the application includes a request for an Exception to Street Standards in order to maintain the current improvements on Ashland Street unchanged. The applicants propose to improve the existing driveway located within ODOT right-of-way, providing a sidewalk connection from the existing Ashland Street sidewalk to be installed curbside down to the building with landscaping to be installed behind the sidewalk.

4. Tree Removal

As part of the proposal, the applicants are requesting Tree Removal Permits to remove six of the existing trees on the site, including one tree within the ODOT right-of-way located within the path of the proposed sidewalk.

II. Project Impact

The project requires Site Review approval since it involves a 13,553 square foot expansion of an existing building in the C-1 zoning district. Because the subject property is located within the Detail Site Review Zone on Ashland Street, and the proposal involves a gross floor area of more than 10,000 square feet and a building more than 100-feet in length, the application is also subject to Detail Site Review standards, Additional Standards for Large Scale Projects, and Ashland Boulevard Corridor standards. AMC 18.72.050.A. requires that the application be subject to a public hearing due to the building's size and location within the Detail Site Review Zone. Also included are requests for an Administrative Variance to the Site Design and Use Standards and Exception to Street Standards relating to the reconfiguration of off-street parking between the building and Ashland Street and to Ashland Street improvements, and a Tree Removal Permit to remove six trees greater than six-inches in diameter-at-breast-height.

A. Site Review

Applicable Ordinances

The first criterion that must be satisfied for Site Review approval is that, “*All applicable City ordinances have been met or will be met by the proposed development.*” The C-1 zoning district requires the first floor of the building to be used for permitted or special permitted uses. In this case, all of the building’s square footage has been designated as either office, retail, or café/restaurant, all of which are permitted uses in the C-1 zoning district.

The C-1 zoning district does not require standard setbacks from property lines, however because the property abuts a residential zoning district to the south, across the railroad tracks, a ten feet per story rear yard setback is required. The three-story building is well beyond 30 feet from the rear property line and thus satisfies the standard. In addition, properties along Ashland Street are subject to special setback requirements that they provide both a 65-foot setback from the centerline of the street and that they provide no less than a 20-foot front yard. As proposed, the building is more than 90 feet from the edge of sidewalk on Ashland Street, and approximately 46 feet from the property line. The proposed building height is approximately 40 feet which is the maximum building height allowed in the C-1 zoning district. The proposal will result in approximately 29 percent landscaping on site which exceeds the 15 percent minimum for the C-1 zoning district.

Site Design & Use Standards

The second and third criteria for Site Review approval are that, “*All requirements of the Site Review Chapter have been met or will be met*” and that “*The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.*” As noted above, the subject property is located within the Detail Site Review Zone on Ashland Street, and the proposal involves a gross floor area of more than 10,000 square feet and a building more than 100-feet in length, so the application is subject not only to Basic Site Review Standards, but also to Detail Site Review standards, Additional Standards for Large Scale Projects, and Ashland Boulevard Corridor standards. The Basic Site Review Standards require that for non-conforming sites, a percentage of the site equal to the percentage of the proposed building expansion be brought into compliance with standards; because the building is being increased by more than 100 percent the full site must be brought into compliance with standards.

Both the Basic and Detail Site Review standards address building orientation, requiring that buildings have their primary orientation to the street, be accessed from the public sidewalk, and where buildings are within 30 feet of the street they have a functional, attractive entrance directly from the sidewalk to the building interior. In addition, walls within 30 feet of the street, plaza, or other public open space must have at least 20 percent of their surface in display areas, windows or doorways. These requirements are intended to create an attractive and interesting streetscape along commercial corridors and provide a comfortable walking environment by giving pedestrians direct access to the front of buildings. In the case of the existing building, the street-side façade is separated from the sidewalk by more than 100 feet and by a grade change of at least 20 feet; there is no pedestrian connection from the sidewalk to the building; the building lacks a

defined sense of entry from the street and generally does not contribute to the streetscape.

The proposed addition adds two stories to the existing building and incorporates an entry atrium, greatly strengthening both the building's orientation to the street and sense of entry despite the challenges posed by the distance and grade change. The applicants also propose to extend the existing sidewalk from Ashland Street down the slope adjacent to the driveway to create a new pedestrian connection from the building to the street. A secondary entrance is proposed on the façade facing the driveway and new sidewalk connection; this entry and the adjacent plaza space effectively strengthen the pedestrian connection without detracting from the building's primary entrance and orientation to Ashland Street.

The landscape plan provided details proposed plantings including a variety of trees, shrubs, and groundcovers distributed around the site. Parking lot landscaping and trees are proposed to shade and buffer the parking areas. Additional landscaping is also proposed to be provided adjacent to the sidewalk along the driveway and along a portion of the sloped area between the north property line and the street. Two distinct plaza areas have been proposed. Both are hardscaped to designate "people" areas, and include water features, shade trees, outdoor seating adjacent to the proposed café, and protection from the sun and wind.

As proposed, the building's 18,971 square feet achieve an approximately .36 floor area ratio (F.A.R.) on the 52,187 square foot lot. Developments are required to have a minimum F.A.R. of .35 and to not exceed .50. The existing building's length is approximately 125 feet, with minimal changes in the façade. With the proposed addition, a new entry atrium element proposed for the north façade provides symmetrical balance and division of the building's mass while greatly strengthening the sense of entry. Windows and doors are greatly increased with the redevelopment proposed, and the design incorporates varying surface treatments, changes in relief, and covered entries which further strengthen the entry and provide architectural interest.

Adequate Capacity

The final criterion to be addressed for Site Review approval is, "That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options." Existing public facilities and utilities are in place within the adjacent rights-of-way to serve the existing building, and the application notes that services will be upgraded where necessary to serve the project, including the undergrounding of existing overhead power lines. A bio-swale is proposed to provide on site detention and filtration of stormwater. In reviewing the application, the Engineering Division has indicated that proposed routing of overflow drainage from the bio-swale may be difficult given the need for easements and the presence of the railroad tracks, and have asked for some revisions to the drainage plan in the event that easements are unavailable or difficulties encountered. The applicants have been made aware of this concern, and have indicated that they are pursuing easements with the Oregon Department of Transportation (ODOT)

and will provide any necessary engineering to address additional on-site detention required.

Vehicular access to the site is provided via Ashland Street, a state highway under ODOT jurisdiction. Ashland Street is currently paved with bike lanes, curbs, gutters, and sidewalks in place. The subject property lacks direct frontage along Ashland Street's improved section due to the grade and separation relating to the adjacent railroad overpass, but a driveway from Ashland Street extends within the Ashland Street right of way to serve the property. The applicants have requested an Exception to Street Standards to not install further improvements on Ashland Street, but do propose to add a sidewalk adjacent to this driveway to provide improved pedestrian connectivity to the site.

A landscaped center median to restrict left turning movements was required to be installed with the Barclay Square development across Ashland Street in 2004. As was the case with that application, the crown in Ashland Street as it passes over the railroad tracks limits sight distance for motorists turning onto Ashland Street from the subject property's driveway, and the higher speeds of automobiles near the crest of the Ashland Street overpass present an additional element of caution. With the Barclay Square approval, ODOT had indicated that with additional development in the vicinity, the landscaped median would need to be extended to the west to restrict left-turning movements for southbound Clay Street drivers turning left onto Ashland Street toward Tolman Creek Road. In meetings with the applicants, City staff and ODOT representatives, ODOT has indicated that with the approval of additional developments on Clay Street such as the Willowbrook application and the current proposal, this median now needs to be installed to limit left-turning movements onto Ashland Street both from the subject property and from Clay Street. The application has included a Traffic Impact Analysis which supports the median installation, and has provided a preliminary engineered design for the median. A condition has been added to require that a final engineered plan for the median, including landscaping and irrigation consistent with the Ashland Boulevard Corridor requirements, be submitted for the review and approval of Planning, Engineering and ODOT prior to the issuance of the building permit.

B. Administrative Variance to the Site Design & Use Standards

The application includes a request for an Administrative Variance to the Site Design & Use Standards' requirement that no parking be placed between the building and the street. The existing building location and the site's general circulation pattern are proposed to be retained, with some parking to be placed along the north property line, between the building's north wall and the Ashland Street right-of-way necessitating this Variance.

The application materials note that the right-of-way width, location of improvements within the right-of-way including the overpass, the presence of areas of 50 percent slope between the building and the existing street improvements, and the distance and grade change between the building and the street all represent demonstrable difficulties in meeting this standard. These difficulties were the basis for a similar Administrative

Variance approval with the 2002 application, and staff believe that they remain equally valid today.

Staff also believe that the standard relating to the placement of parking is directly tied to the stated purpose of the Chapter, which is partly to "... [T]o enhance the environment for walking, cycling and mass transit use..." Parking between the building and the street not only alters the buildings orientation and relationship to the streetscape, but also typically creates both real and perceived barriers for pedestrians and bicyclists. In this instance, the grade change and distance between the existing improvements affect the building's orientation to a degree that staff believe that the placement of the parking as proposed does not result in additional substantially negative impacts. In staff's view, the proposed building modifications significantly strengthen the building's orientation to the street and the proposed third story helps this orientation overcome some of the distance and grade change involved to better relate to the pedestrian streetscape. By extending a direct connection from the existing Ashland Street sidewalk along the driveway to the building, the proposal has addressed building orientation and connectivity in a manner consistent with the Chapter and the standard. Overall, staff believe that the application has satisfied the requirements for the requested Administrative Variance.

C. Exception to Street Standards

Ashland Street is currently paved, with bike lanes, curbs and gutters in place and an existing approximately six-foot wide public sidewalk installed curbside and separated from the vehicular travel lanes by a low concrete wall. The grade breaks at the back of the sidewalk, sloping as much as 50 percent down to the edge of the right-of-way at the base of the slope approximately 40 feet away. No street trees are in place along this section of Ashland Street, and the application includes a request for an Exception to Street Standards in order to maintain the current improvements on Ashland Street unchanged. The application notes that the construction of the overpass has created the severe slopes as well as an exaggerated separation between the property line and the existing improvements, resulting in a demonstrable difficulty in providing additional sidewalk width or planting street trees. It also indicates that the project engineer has determined that disturbances associated with street tree planting could affect the slope's stability. The applicants propose to improve the existing driveway located within ODOT right-of-way, providing a sidewalk connection from the existing Ashland Street sidewalk to be installed curbside down to the building with landscaping to be installed behind this sidewalk in order to provide equal or superior facilities as required for an Exception. In reviewing this component of the application, staff concurs with the applicants that the severe slopes and exaggerated separation are a unique circumstance and represent a demonstrable difficulty, and we believe that the proposed landscaping improvements and extension of the sidewalk adjacent to the driveway provides an equivalent facility that is consistent with the purpose and intent of the Performance Standards Options Chapter.

D. Tree Removal Permit

As part of the proposal, the applicants are requesting Tree Removal Permits to remove six of the existing trees on and adjacent to the site, including one tree within the ODOT

right-of-way located within the path of the proposed sidewalk. The application materials note that these removals are proposed in order to either accommodate the proposed redevelopment of the site or because of the declining health of the trees. Given the location of the trees relative to the existing building, the extent of the proposed redevelopment of the site in order to bring it fully into compliance with standards, and the proposed re-landscaping of the full site, staff believe that the proposal is consistent with the approval criteria.

III. Procedural - Required Burden of Proof

The criteria for Site Review approval are described in 18.72.070 as follows:

- A. All applicable City ordinances have been met or will be met by the proposed development.
- B. All requirements of the Site Review Chapter have been met or will be met.
- C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.
- D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.

The criteria for an Administrative Variance to the Site Design and Use Standards are described in 18.72.090 as follows:

- A. There is a demonstrable difficulty in meeting the specific requirements of the Site Design Standards due to a unique or unusual aspect of the proposed use of a site;
- B. Approval of the variance will not substantially negatively impact adjacent properties;
- C. Approval of the variance is consistent with the stated purpose of the Site Design and Use Chapter; and
- D. The variance requested is the minimum variance which would alleviate the difficulty.

The criteria for an Exception to Street Standards are described in 18.88.050 as follows:

- A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- B. The variance will result in equal or superior transportation facilities and connectivity;
- C. The variance is the minimum necessary to alleviate the difficulty; and

- D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.

The criteria for a Tree Removal Permit to remove a tree which is not a hazard are described in 18.61.080.B as follows:

1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards, including but not limited to applicable Site Design and Use Standards and Physical and Environmental Constraints. The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and
2. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; and
3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.

The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.

4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

IV. Conclusions and Recommendations

In staff's view, the proposed redevelopment of this long-neglected building and site represents the type of high quality development that the Site Design Review Chapter intends to encourage, and we believe that the proposal presents commendable design solutions for the unique challenges presented by the re-use of the existing building, the distance between the property line and the existing street improvements, and the grade change associated with the adjacent overpass. The building's sense of entry is to be significantly enhanced with the addition of a new three-story atrium element, pedestrian connectivity to the site improved with the installation of a new sidewalk adjacent to the existing driveway, and two distinct plaza areas established to bring "people areas" to a long-neglected site.

With these points in mind, staff strongly recommend approval of the application with the following conditions attached:

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise modified herein.

- 2) That the conversion of any portion of the building's general office space to a different commercial use shall require approval by the Ashland Planning Department to verify that the total parking requirements do not exceed the 48 available off-street parking spaces approved with this application.
- 3) That building permit submittals shall include:
 - a) The plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application for a modification of this Site Review approval shall be submitted and approved prior to issuance of a building permit.
 - b) All easements, including public utility, pedestrian access, drainage and fire apparatus access easements shall be identified on the building permit submittals.
 - c) The applicants shall submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Planning, Building and Electric Departments prior to the issuance of the building permit. Transformers and cabinets shall be located in areas least visible from streets, while considering the access needs of the Electric Department.
 - d) That a final utility plan for the project shall be reviewed and approved by the Engineering Division and Building Divisions prior to issuance of a building permit. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins. Any necessary service upgrades shall be at developer's expense.
 - e) That a revised drainage plan, including any necessary on-site detention measures, shall be submitted at the time of a building permit application for review and approval by the Building, Planning and Engineering Divisions. Evidence of any necessary drainage easements shall be provided with the revised drainage plan.
 - f) A comprehensive sign program in accordance with the requirements of Chapter 18.96 shall be developed for the building and submitted for review and approval concurrently with the building permit submittals. The applicants shall obtain a Sign Permit prior to installation of any signage, and all requirements of Chapter 18.96 shall be met. Signage located on ODOT right-of-way must be approved by ODOT and evidence of approval provided with the sign permit application.
 - g) Lot coverage calculations shall be provided which differentiate new and existing coverage areas on the subject property, including buildings, plazas, sidewalks, walkways, parking areas and all other proposed lot coverage. These calculations are to be used to ensure that the applicants receive proper credit in calculating systems development charges (SDC's) for stormwater at the time of building permit issuance.

- h) The inverted u-racks shall be used for the bicycle parking. Ten bicycle parking spaces shall be installed in accordance with design and rack standards in 18.92.040.I and J prior to the issuance of the certificate of occupancy. The building permit submittals shall verify that the number, spacing and coverage requirements for bicycle parking are met in accordance with 18.92.040.I.
- i) That the color, texture, dimensions, shape and building materials for all exterior components of the project be included at the time of submission of building permit. The information shall be consistent with the colors, texture, dimensions and shape of materials and building details proposed and approved as part of the land use application.
- j) Revised Landscape, Irrigation and Tree Protection Plans shall be provided for the review and approval of the Staff Advisor prior with the building permit submittal. These revised plans shall address: 1) the recommendations of the Ashland Tree Commission, where consistent with the Site Design and Use Standards and with final approval by the Staff Advisor; 2) identification of required mitigation trees; 3) irrigation system requirements including programmable automatic timer controllers and maintenance watering schedule with seasonal modifications. The applicants shall obtain the required plumbing permits and inspections for installation of the required double-check valve(s) associated with the irrigation system. The applicants shall provide evidence of easement for landscaping to be installed within the ODOT right-of-way and on the adjacent tax lot (39 1E 14BB 200).
- k) Exterior lighting shall be shielded to prevent direct illumination to abutting properties. Specific lighting fixture details shall be provided for the review and approval of the Staff Advisor with the building permit submittal.
- l) Final engineered plans for the median, including landscaping and irrigation consistent with the Ashland Boulevard Corridor requirements, shall be submitted for the review and approval of Planning, Engineering and ODOT with the building permit, and shall be installed according to the approved plan, with necessary permits and inspections from the City of Ashland and Oregon Department of Transportation (ODOT) prior to the issuance of a building permit.
- m) That the engineered construction drawings for the sidewalk and curb adjacent to the driveway within the ODOT right-of-way shall be submitted for review and approval of the Oregon Department of Transportation and the Ashland Planning and Engineering Divisions. The sidewalk shall be a minimum of five feet in width. Prior to the issuance of a building permit or commencement of work within the right-of-way, the applicant shall submit documentation of approved ODOT permits for all work to be done within the ODOT right-of-way including but not limited to the driveway and approach, median installation, utility installation, landscaping, tree removal, and signage.
- n) Building plans shall be revised to increase the depth of the covered areas beneath the awnings at the primary and secondary entrances to a minimum of seven feet, in keeping with the Detail Site Review requirements to provide protection for pedestrians from rain and sun.

- 4) That prior to the issuance of a building permit:
 - a) A Tree Verification Permit shall be applied for and approved by the Ashland Planning Division prior to permit issuance, site work, building demolition, and/or storage of materials. The Verification Permit is to inspect the identification of the trees to be removed and the installation of tree protection fencing for the tree to be retained. The tree protection shall be chain link fencing six feet tall and installed in accordance with 18.61.200.B.

- 5) That prior to the issuance of a certificate of occupancy:
 - a) All service and equipment installations shall be installed according to Ashland Electric Department specifications prior to certificate of occupancy. Electric service shall be installed underground to serve the building, and existing overhead service removed as proposed by the applicants, prior to the issuance of the certificate of occupancy. The electric service plan shall be reviewed and approved by the Ashland Electric Department and Ashland Engineering Division prior to installation.
 - b) The requirements of the Ashland Fire Department including fire apparatus access and work area, hydrant and fire department connection spacing and clearance, flow requirements, and approved addressing shall be clearly identified on the construction drawings, and shall be reviewed and approved by the Ashland Fire Department prior to the issuance of a Certificate of Occupancy.
 - c) Required mitigation measures for the trees removed shall be completed prior to the issuance of a certificate of occupancy. The applicants shall provide for on-site or off-site planting of mitigation trees, or make payment in-lieu of replanting as required by ordinance. Any trees to be planted as on-site mitigation shall be identified on the revised Landscape Plan to be submitted with the building permit.
 - d) All hardscaping, including driveways, sidewalks, walkways, and required automobile and bicycle parking; landscaping; and the irrigation system, including that located in the landscape median in Ashland Street shall be installed according to the approved plans, inspected and approved by the Staff Advisor.
 - e) Screening for the trash and recycling enclosure shall be installed in accordance with the Site Design and Use Standards. An opportunity to recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure in accordance with 18.72.115.A.



PLANNING ACTION: #2008-01318

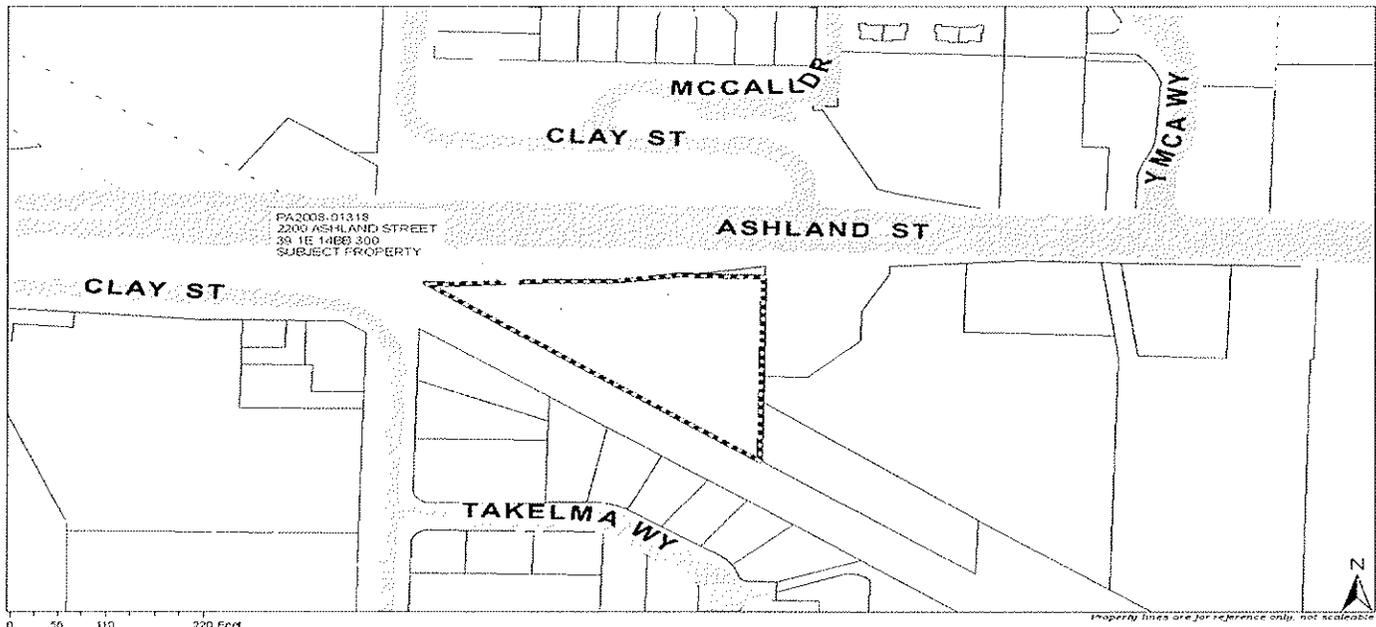
SUBJECT PROPERTY: 2200 Ashland Street

OWNER/APPLICANT: Coming Attractions Theatres

DESCRIPTION: Request for Site Review approval to redevelop the existing 5,418 square foot, single-story office building located at 2200 Ashland Street into an 18,791 square foot, three-story office and retail building. The property is located within the Detail Site Review Zone and the development is subject to the Additional Standards for Large Scale Projects and Ashland Boulevard Corridor Design Standards. Also included are requests for: Administrative Variance to the Site Design and Use Standards and Exception to Street Standards relating to the reconfiguration of off-street parking between the building and Ashland Street and to Ashland Street improvements, and Tree Removal Permit to remove six trees greater than six-inches in diameter-at-breast-height.
COMPREHENSIVE PLAN DESIGNATION: Commercial; ZONING: C-1; ASSESSOR'S MAP #: 39 1E 14 BB; TAX LOT #: 300

NOTE: The Ashland Tree Commission will also review this Planning Action on **October 9, 2008 at 6:00 p.m.** in the Community Development and Engineering Services building (Siskiyou Room) located at 51 Winburn Way.

ASHLAND PLANNING COMMISSION MEETING: October 14, 2008, 7:00 PM, Ashland Civic Center



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

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

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

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

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

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

SITE DESIGN AND USE STANDARDS

18.72.070 Criteria for Approval

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

- A. All applicable City ordinances have been met or will be met by the proposed development.
- B. All requirements of the Site Review Chapter have been met or will be met.
- C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.
- D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.

(ORD 2655, 1991; ORD 2836, 1999)

ADMINISTRATIVE VARIANCE FROM SITE DESIGN AND USE STANDARDS

18.72.090

An administrative variance to the requirements of this chapter may be granted with respect to the requirements of the Site Design Standards adopted under section 18.72.080 if, on the basis of the application, investigation and evidence submitted, all of the following circumstances are found to exist:

- A. There is a demonstrable difficulty in meeting the specific requirements of the Site Design Standards due to a unique or unusual aspect of the proposed use of a site;
- B. Approval of the variance will not substantially negatively impact adjacent properties;
- C. Approval of the variance is consistent with the stated purpose of the Site Design and Use Chapter; and
- D. The variance requested is the minimum variance which would alleviate the difficulty.

EXCEPTION TO STREET STANDARDS

18.88.050 F – Exception to Street Standards

An exception to the Street Standards is not subject to the Variance requirements of section 18.100 and may be granted with respect to the Street Standards in 18.88.050 if all of the following circumstances are found to exist:

- A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- B. The variance will result in equal or superior transportation facilities and connectivity;
- C. The variance is the minimum necessary to alleviate the difficulty; and
- D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.

(ORD 2951, 2008; ORD 2836, 1999)

TREE REMOVAL

18.61.080 Criteria for Issuance of Tree Removal - Staff Permit

An applicant for a Tree Removal Permit shall demonstrate that the following criteria are satisfied. The Staff Advisor may require an arborist's report to substantiate the criteria for a permit.

- A. Hazard Tree: The Staff Advisor shall issue a tree removal permit for a hazard tree if the applicant demonstrates that a tree is a hazard and warrants removal.
 1. A hazard tree is a tree that is physically damaged to the degree that it is clear that it is likely to fall and injure persons or property. A hazard tree may also include a tree that is located within public rights of way and is causing damage to existing public or private facilities or services and such facilities or services cannot be relocated or the damage alleviated. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard or a foreseeable danger of property damage to an existing structure and such hazard or danger cannot reasonably be alleviated by treatment or pruning.
 2. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.
- B. Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:
 1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards, including but not limited to applicable Site Design and Use Standards and Physical and Environmental Constraints. The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and
 2. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; and
 3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.
 4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

(ORD 2951, 2008; ORD 2883, 2002)

**PROJECT DESCRIPTION FOR
COMING ATTRACTIONS THEATRES OFFICE BUILDING
REQUESTING A SITE REVIEW PERMIT, ADMINSTRATIVE
VARIANCE, STREET EXCEPTIONS REQUEST &
TREE REMOVAL PERMIT**



**SUBMITTED TO
CITY OF ASHLAND PLANNING DEPARTMENT
ASHLAND, OREGON**

**SUBMITTED BY
URBAN DEVELOPMENT SERVICES, LLC.
485 W. NEVADA STREET
ASHLAND, OR 97520**

RECEIVED

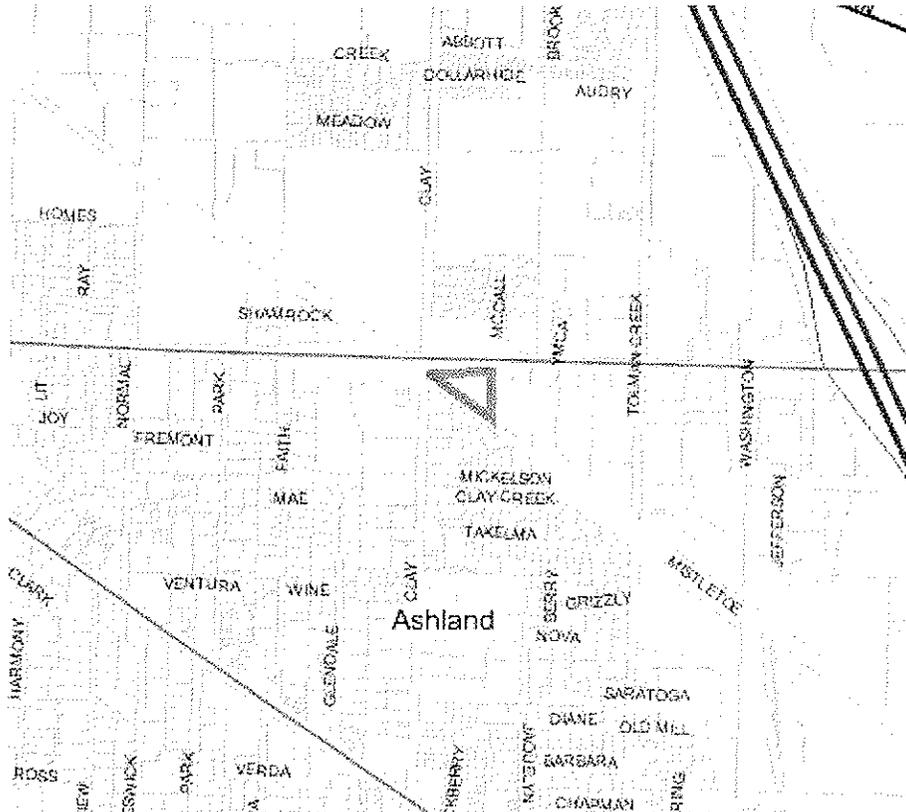
AUG 8 2008

**City of Ashland
Community Development**

I. PROJECT INFORMATION:

PLANNING ACTION: The applicants are requesting a Site Review Permit, Administrative Variance to the Site Design Standards, Street Exceptions Request and Tree Removal Permit to redevelop the existing single-story office building located at 2200 Ashland Street (old Handyman Building) into a three-story office and retail building.

ADDRESS & LEGAL DESCRIPTION: 2200 Ashland Street, 391E 14BB 300



vicinity map of site (outlined)

RECEIVED

AUG 8 2008

City of Ashland
Community Development

TEAM INFORMATION:

OWNER:

Coming Attraction Theatres
1644 Ashland Street
Ashland, OR 97520
Tel: 541-488-1021

ARCHITECT:

The Design Collective
2303 W. Commodore Way, Suite 310
Seattle, WA 98199
Tel: 206-282-2730

LAND USE PLANNING:

Urban Development Services, LLC
485 W. Nevada Street
Ashland, OR 97520
Tel: 541-482-3334

LANDSCAPE ARCHITECT:

Sager & Associates
700 Mistletoe Road, Suite 201
Ashland, OR 97520
Tel: 941-7659

OWNER'S REPRESENTATIVE:

The Langemeyer Collaborative
P.O. Box 697
Ashland, OR 97520
Tel: 541-488-7700

CIVIL ENGINEERING:

Construction Engineering Consultants
P.O. Box 1724
Medford, Oregon 97501
Tel: 541-779-5268

SURVEYOR:

Terra Survey
274 4th Street
Ashland, OR 97520
Tel:541-482-6474

TRANSPORTATION ENGINEER:

RDK Engineering
3350 Green Acres Drive
Central Point, OR 97502
Tel:541-664-0393

RECEIVED

COMPREHENSIVE PLAN & ZONING DESIGNATION:

Commercial / C-1

AUG 8 2008

LOT AREA:

1.2 acres (52,187 sq. ft.)

City of Ashland
Community Development

COMMERCIAL DENSITY:

Permitted: 1st Floor: 100% commercial or 65% commercial & 35% residential
2nd & 3rd Floor: 100% commercial or residential

Proposed: 1st Floor: 100% commercial
2nd & 3rd Floor: 100% commercial

RESIDENTIAL DENSITY:

Permitted: 18 units (1.2 acres X 15 units per acre)
Proposed Density: no residential units are proposed at this time

BUILDING DATA (enclosed space):

Existing Building Area: 5,418 sq. ft.

Proposed Building Area: 18,971 sq. ft.
First Floor: 6,323 sq. ft. (905 sq. ft. additional)
Second Floor: 6,323 sq. ft.
Third Floor: 6,323 sq. ft.

LOT COVERAGE:

Building Footprint 6,323 sq. ft.
Landscaping: 15, 111 sq. ft. (15% Required / 29% Proposed)
Courtyard/Plaza (1,858 Required): 3,218 sq. ft. (10% Required / 17% Proposed)
** The above landscaping percentages do not represent certain areas directly off-site proposed to be landscaped and irrigated by applicant all of which are within the Oregon Department of Transportation Department's right-of-way.*

PARKING: Required:

General Office Area: 1 parking space per 450 sq. ft.
Retail Area: 1 parking space per 350 sq. ft.
Restaurant Area: 1 parking space per 4 seats
Handicap Spaces: 1 per 25 parking spaces

Proposed:

General Office Area: 12,355 sq. ft. = 27.45 parking spaces
 Retail Area: 3,088 sq. ft. = 8.82 parking spaces
 Restaurant Area: 32 seats = 8 parking spaces
 Handicap Spaces: 3 parking spaces
 Additional Spaces: 4 parking spaces (10% maximum)
 Required Parking: 48.69 (49 parking spaces provided)

FLOOR AREA RATIO (FAR)

Minimum FAR: .35 Maximum FAR: .50
 Building: 18,971 sq. ft.
 Plaza: 3,218 sq. ft.
 Proposed FAR: .42

RECEIVED

AUG 8 2008

APPLICABLE ORDINANCES:

Site Design & Use Standards, Chapter 18.72
 Site Design & Use Standards (Design Standards)
 Basic Site Review, Section II
 Detail Site Review, Section II
 Large Scale Standards, Section II
 Parking Lot Landscaping & Screening Standards, Section II
 Street Tree Standards, Section II
 Ashland Boulevard Corridor, Section V
 Tree Preservation & Protection, Chapter 18.61
 Off-Street Parking, Chapter 18.92
 Administrative Variance, Chapter 18.72.090

City of Ashland
Community Development

ADJACENT ZONING/USE (see map below):

WEST: Railroad Right-of-way / Overpass
 EAST: C-1; Commercial
 SOUTH: Railroad Right-of-way / R-1-5 Single Family Residential;
 NORTH: Overpass / Ashland Street / Clay Street / R-2 Multi-Family Residential
 SITE: C-1; Commercial

II. SITE DESCRIPTION:

Proposal: The applicants propose to add two floors and significantly upgrade the site's parking and landscaping in order to provide the necessary space for the office headquarters of Coming Attractions Theatres, Inc., a local company that owns and manages movie theatres throughout the Pacific Northwest. A portion of the ground floor, approximately 1700 sq. ft. will house a small café / bagel shop, 500 sq. ft. will be for retail and the remaining 4,059 sq. ft. space will be used for professional office. The second and third floors will be used as professional office space with the majority dedicated to Coming Attractions Theatres, Inc.

History of Site: The subject building was originally constructed in the 1950's for the Oregon Department of Forestry. More recently, the building housed a Handyman Hardware store and most recently the Ashland Emergency Food Bank and Interfaith Care Community of Ashland. The adjacent overpass (Ashland Street / Highway 66) was

constructed in the early 1970's as was the existing driveway. The building and site have seen little improvement over the last 10 years and has broken sidewalks, little landscaping, no irrigation, cracking asphalt, broken curbs, faded surface graphics and the building has some boarded windows, faulty brick work and various structural defects.

In 2002, a three-story Medical Office Complex including two residential units was approved by the Ashland Planning Commission with 11 conditions (PA-2002-012). The approval was eventually abandoned, but would have included a total building area of 13,200 sq. ft. The application included two Variances from the Site Design & Use Standards to allow parking/driveway within the front of the building (between building and street) and to allow the minimum Floor Area Ratio (FAR) to be less than the required 35%.



Aerial Image of Site

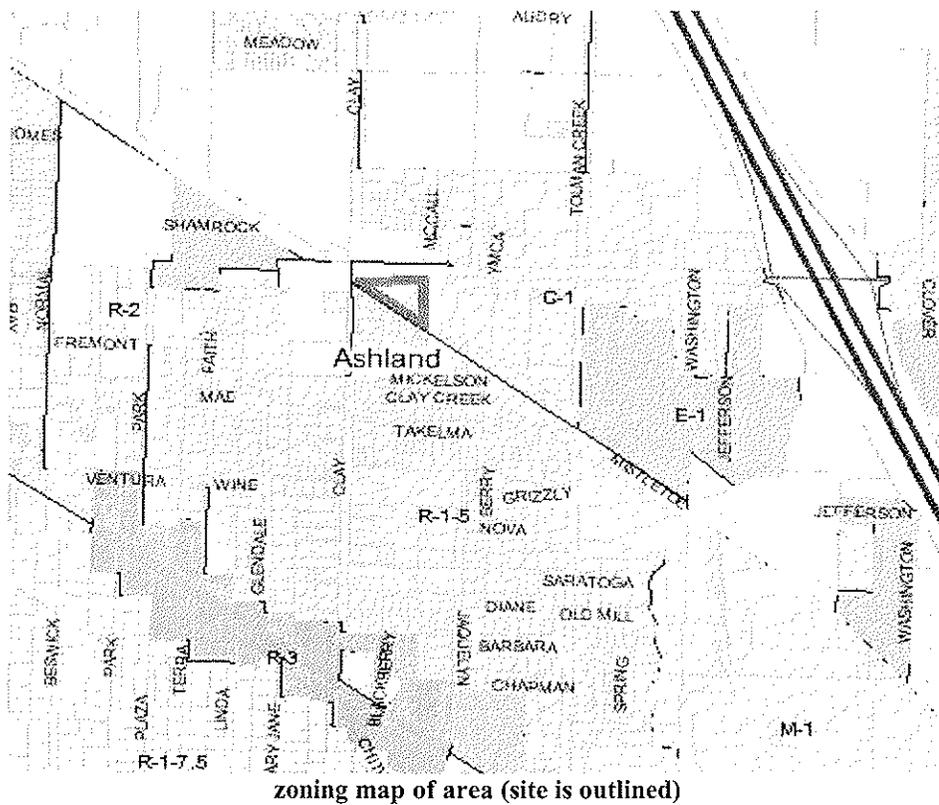
City of Ashland
Community Development

Boundaries: The site is triangular shaped with the Railroad right-of-way along the rear, a large vacant commercially zoned property to the east (between Oil Stop and Shop-n-Kart) and the Ashland Street right-of-way along the front. The boundary of the Ashland Street right-of-way is somewhat unusual and plays a significant role in not only the site's history, but also the proposal as the right-of-way extends to the bottom of the overpass' slope – approximately 40' from the sidewalk's edge. The existing driveway is also within the right-of-way area installed during the construction of the overpass.

Site: In general, the subject property has little slope (3%), but the adjacent overpass has

slopes of approximately 50% starting directly behind the public sidewalk. Other than a couple of smaller trees, no natural elements exist most likely due to the site's history and location adjacent to the overpass. The building has no street presence, sits 110' away from the street and is 20' +/- below street grade. The adjacent Railroad right-of-way is 60' in width creating a separation from the building to the adjacent houses to the south by more than 125'.

Site's Zoning: The property is within the C-1 zoning district (Chapter 18.32, Retail Commercial District) which is intended to provide for a variety of uses such as office, retail, manufacturing and residential and designed to stabilize, improve and protect the C-1 uses that provide commercial commodities and services (18.32.010). As evidenced herein this document as well as the enclosed plan submittals, the applicant's contend the proposed development will be in concert with the types of uses permitted in the zone and will significantly improve the aesthetics of the site.



RECEIVED

AUG 8 2008

City of Ashland
Community Development

III. PROJECT DESCRIPTION:

Introduction: The applicants are requesting a Site Review Permit, Administrative Variance to the Site Design Standards, Street Exceptions Request and Tree Removal Permit to redevelop the existing single-story office building located at 2200 Ashland Street (old Handyman Building) into a three-story office and retail building. The proposal includes substantial on and off site improvements. The planning and design efforts for this project started in early April with the applicants holding a neighborhood meeting in mid July. During the neighborhood meeting various questions were asked with the proposal being greatly received.

Site Plan: The applicants intend to completely upgrade the site with new landscaping, irrigation and pervious paver-blocks within the drive isles and parking areas. In addition, the building is to be surrounded by landscape and hardscape areas intended to compliment the building's architecture, soften the driveway and parking areas, and to create a positive human scale presence for pedestrians.

Although the site is dramatically different when compared to standard street commercial fronting parcels, the Site Plan has been designed in accordance with the City's Site Design and Use Standards with the front of the building facing the street, an attractive and functional front entrance, building off-sets, plazas, water features (two), etc.

On the south side of the building will be an approximate 3,000 sq. ft. plaza area consisting of a water feature, seating, trees, arbor for shade and protective elements during inclement weather. On the north side of the building, the Site Plan includes additional landscape and hardscape elements creating a small motor-court environment for employees and guests. In addition to the impervious pavers, the space is designed to improve the experience for people who may be lingering near the door's entrance or prefer a more shady location during the summer months. Finally, it should be recognized the site's asphalt has been "dramatically" reduced for a variety of reasons – most significantly being aesthetics. The reduction areas include the one-way drive isle along the north and east side of the building, the extended curb and landscaping area to the east side of the building and the extended curb and landscaping area to the north side of the building.

The site plan includes a total of 49 parking spaces separated in different areas and with various landscape islands in an attempt to reduce massing and heat gain. The parking areas also include shade trees; one per seven parking spaces. Along the railroad tracks there will be a 5' landscape area plus a new fence. The landscaping in this area will be heavily landscaped in order to provide additional screening from neighbors to the south – opposite the railroad tracks.

Building Design: The building's design expands the existing one story office building that currently sits significantly below the Ashland Street right-of-way and is nearly invisible into a three story Professional Office Center so that it creates a positive and dynamic contribution to the site and streetscape.

One of the principal goals of the applicant's was to continue to use or "recycle" the existing building so as utilize its resources. The Architects achieved this goal by adding the vertical addition and atrium to the outside of the building. The new entry atrium creates a more traditional symmetrical front elevation and a welcoming comfortable feel for visitors and occupants. The atrium space is designed to provide plenty of natural light indoors. This orientation of the space will allow for a very efficient layout of future office spaces in the original core building.

The building's exterior materials were chosen with the goal of providing an established, but inviting presence for an office building. The CMU and brick in neutral earth-tone colors along with wood panels on the façade and underneath the canopies will provide a positive experience. The office spaces will have natural light and incredible views with the incorporation of multiple window locations at upper floors. The café space provides a

connection to the outside environment by providing seating around a water feature and a trellis overhead.

Ingress & Egress (median): Vehicular ingress and egress to the site will be from the existing driveway (owned by the Oregon Department of Transportation) off of Ashland Street. A new sidewalk paralleling the driveway will be installed providing pedestrian and handicap access.

After numerous meetings between various staff members of the Oregon Department of Transportation, Ashland City Planning and Public Work officials and the applicants' various representatives which includes a Transportation Engineer, a decision was made to install a center median within Ashland Street that will allow for left hand turning movements onto lower Clay Street, but will eliminate left hand turning movements out of Clay Street, left hand turning movements into to the subject site and out of the site.

Although the applicants are willing to complete this improvement and definitely agree some mitigating circumstances are warranted, the vehicle trips generated by this proposal are extremely minimal and typically not enough to generate such an expensive and traffic altering proposal which will also limits property owners on lower Clay Street from exiting left onto Ashland Street. Of course, this application includes a Traffic Impact Study (TIS) that confirms ODOT's and the City's position on this matter, but it should be understood this intersection has been declining in capacity with the recent approvals of Barclay Square, the 10 acre - 117 unit Willowbrook Subdivision (yet to be built), expansion of the Wingspread Mobile Home Park, the 24-unit Birchwood Subdivision and various other developments. In fact, during the planning process and public hearings for the Willowbrook Subdivision, there was correspondence between ODOT officials and the project's Transportation Engineer that clearly identified a median at this intersection would be imminently fourth coming as this area includes large tracts of multi-family zoned land identified within the City's Buildable Land Inventory.

Finally, it should be understood the applicants have been in communication with the adjacent property owners to the east (owners of the Bi-Mart / Ship-n-Kart center) to not only ensure comprehensive circulation and site planning occurs between the properties, but to also help mitigate the median issue. Unfortunately, due to a variety of ownership issues, it has prohibited the applicants from obtaining vehicular easements through the property. Regardless, based on all correspondence, studies and intuitive observations, it has been made very clear to the applicants the median is necessary and will be required by ODOT as part of any development on the subject property.

Administrative Variance: The proposal does include an Administrative Variance for a number of the City's Site Design & Use Standards due to the physical nature of the property (overpass and building location). Each request is explained throughout this document. One standard is to retain the parking and driveway between the street and the building as required by Section II-C-1d of the Site Design and Use Standards which was intended to minimize "strip style" developments. Unfortunately, there really is no logical or reasonable way to avoid the request as it was specifically caused by the development of the overpass "after" the existing building was built. Even to consider moving the building to the property line would create a first and second floor "below" grade with windows and entries directly viewing the overpass' embankment. Even if the addition

RECEIVED

AUG 8 2008

City of Ashland

was built to the front property line, the actual footprint of the building would still be 40' from the back of the sidewalk and look architecturally far worse. A "minor" example of this can be seen at the Bank of America building on the corner of Ashland Street and Tolman Creek Road where the building "sits" in a hole and has little to no interaction with the public right-of-way. In this application's case, the building's added volume, orientation and architecture was specifically designed in an attempt to "relate" to the right-of-way.

Nevertheless, based upon staff's request the applicant will be adding elements (alternating brick pattern, water feature, reduced asphalt, added landscaping, etc.) to the front area that attempts to meet the intent of not only this specific design standard but all of the standards. It also should be noted that because of the severe grade difference, the proposed parking and drive isle in the front area will not be visible. An explanation of each Administrative Variance is further described below.

Exception to Street Standards: Due to the extreme slopes of the Oregon Department of Transportation's overpass, the application includes a request for an Exception to the Street Standards. Section VII.2 of the adopted Ashland Street Standards provides the following language for street improvement exception requests:

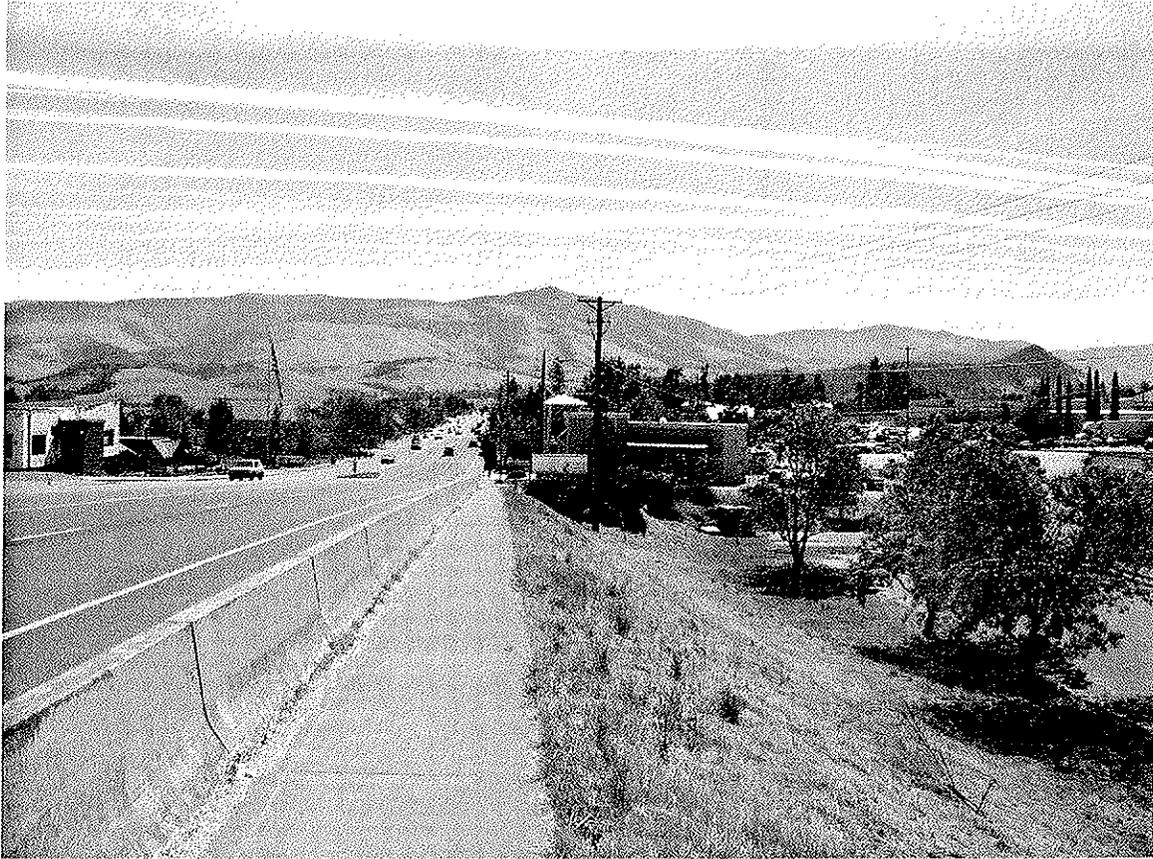
Generally, the range of local street types make it possible to construct or improve local streets in accordance with the street design standards. In certain situations where the physical features of the land or existing neighborhood create constraints, or natural features should be preserved, exceptions should be made. Exceptions could result in construction of meandering sidewalks, sidewalks on only one side of the street, or curbside sidewalks segments instead of setback walks. In limited situations where topography or natural features preclude the construction of a sidewalk, a pedestrian path may be substituted on one side of the street at the discretion of the City Council. A pedestrian path is an area designated for walking which is constructed to a lesser standard than the standard concrete sidewalk (i.e. asphalt, crushed granite). Exceptions to the Street Standards shall be limited to situations where there is demonstrable difficulty in meeting the specific requirements due to unique or unusual aspects of the site.

As previously described above, the construction of the overpass has created sever slopes of 50% or more directly behind the existing sidewalk as well as an exaggerated property line separation between the applicant's property line and the sidewalk. Under these circumstances, the applicants are requesting an exception to the street standards which typically require 6' – 10' sidewalks, 7' – 8' parkrows. The slope and unusual right-of-way distance create both a physically unique and unusual site constraint situation. The existing sidewalk will remain and in combination of the new sidewalk, will provide equal or superior transportation opportunities for pedestrians. Finally, the request is consistent with the stated purpose and intent of the Performance Standards Options Chapter and is the minimum necessary to alleviate the difficulty.

RECEIVED

AUG 8 2008

City of Ashland
Community Development



Ashland Street – looking east

Utilities: Adequate public facilities are available within the adjacent rights-of-way. The applicants have worked with the various utility companies to ensure both existing and proposed utilities are available to provide the necessary services. At no time has there been any indication by these companies that services or capacity of services is unavailable. All improvements within the Ashland Street right-of-way, including construction detouring, will be completed under the direction of the Ashland Engineering Department or Oregon Department of Transportation.

The existing services will continue to be used, but upgraded in certain circumstances including under-grounding of existing overhead lines. The applicant also desires to improve the storm water system with the addition of a landscape retention pond (bio-swale) similar to the bio-swale adjacent to the Elks parking lot along Lithia Way. The bio-swale is intended to filter out pollutants and heavy metallic materials prior to entering waterways, slow down run-off and recharge groundwater.

The applicants have addressed or will address at the time of the building permit all code issues relating to the Ashland Building and Fire Departments. All work will be completed under the direction of the Ashland Building Department and/or Fire Department.

Sanitary Sewer – Sanitary sewer service exists to the site. The sewer service connects to the existing 8” sanitary sewer main in Ashland Street. This service will be evaluated for condition and sizing with the final engineering phase of the project.

RECEIVED

Domestic Water – 1” and 3” Domestic water services exist to the site. A new water main shall be installed from the existing 8” public main in Ashland Street to the site for installation of public fire hydrants. Final fire hydrant locations shall be approved by the fire department.

Storm Drainage – The existing building and parking areas currently drain to localized low areas on the site which allow storm water to percolate into the ground. During heavier rainfall events, these low areas overflow and drain to the northwest along the railroad tracks under the Ashland Street overpass. The proposed site improvements include a bio-swale/detention facility, which will allow storm water to continue to percolate into the ground. This facility will also be designed with an outlet/overflow to the existing drainage course along the railroad tracks to the northwest under the Ashland Street overpass into Clay Creek

Power – There is an existing City of Ashland Electric Department transformer and vault located adjacent to the existing driveway into the property. Power conduits from this transformer to the southeast corner of the property were installed a couple of years ago. These existing conduits will be utilized for connection between the existing transformer and the proposed transformer to serve the remodeled building. Existing overhead service and power poles to the building will be removed.

IV. FINDINGS OF FACT:

The following information has been provided by the applicants to help the Planning Staff, Planning Commission and neighbors better understand the proposed project. In addition, the required *findings of fact* have been provided to ensure the proposed project meets the Site Design & Use Standards as outlined in the Ashland Municipal Code (AMC), Section 18.72.070, Site Design & Use Standards (Design Standards Booklet, adopted August 4th, 1992), Tree Preservation and Protection Standards identified in AMC 18.61, Administrative Variance Standards adopted in 18.72.090 and Street Standards Exception as outlined in the Ashland Street Standards, Section VII.2.

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

Section 18.72.070 Site Review Criteria for Approval

A. All applicable City ordinances have been met or will be met by the proposed development.

To the applicant’s knowledge all City regulations are or will be complied with unless otherwise stated herein.

B. All requirements of the Site Review Chapter have been met or will be met.

To the applicant’s knowledge all Site Review regulations are or will be complied with unless otherwise stated herein. As further addressed below, all requirements listed in the

RECEIVED

AUG 8 2008

City of Ashland

Site Review Chapter (18.72) have or will be complied with. Specifically, the site is being upgraded in respect to ADA compliance, new landscaping and irrigation, improved service infrastructure, a new plaza, a new screened recycle and trash enclosure bin and a more level and secure parking lot.

C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.

As further addressed below, all requirements listed in the Site Design Standards have or will be complied with unless specifically addressed herein.

D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.

Adequate public facilities are available within the adjacent rights-of-way. The applicants have worked with the various utility companies to ensure both existing and proposed utilities are available to provide the necessary services. At no time has there been any indication by these companies that services or capacity of services is unavailable. All improvements within the Ashland Street right-of-way, including construction detouring, will be completed under the direction of the Ashland Engineering Department or Oregon Department of Transportation.

The existing services will continue to be used, but upgraded in certain circumstances including under-grounding of existing overhead lines. The applicant also desires to improve the storm water system with the addition of a landscape retention pond (bio-swale) similar to the bio-swale adjacent to the Elks parking lot along Lithia Way. The bio-swale is intended to filter out pollutants and heavy metallic materials prior to entering waterways, slow down run-off and recharge groundwater.

Adequate transportation can and will be provided to the site. All vehicles will ingress and egress from the existing driveway within the Oregon Department of Transportation's right-of-way. Left hand turning movements out of the site and left hand turning movements will be prohibited with the installation of a enter median and will require automobilists needing to make these movements to go to the next available intersection and turn around.

Due to the extreme slopes of the Oregon Department of Transportation's overpass, the application includes a request for an Exception to the Street Standards. Section VII.2 of the adopted Ashland Street Standards provides the following language for street improvement exception requests:

Generally, the range of local street types make it possible to construct or improve local streets in accordance with the street design standards. In certain situations where the physical features of the land or existing neighborhood create constraints, or natural features should be preserved, exceptions should be made. Exceptions could result in construction of meandering sidewalks, sidewalks on only one side of the

RECEIVED
City of Ashland

AUG 8 2008

City of Ashland

street, or curbside sidewalks segments instead of setback walks. In limited situations where topography or natural features preclude the construction of a sidewalk, a pedestrian path may be substituted on one side of the street at the discretion of the City Council. A pedestrian path is an area designated for walking which is constructed to a lesser standard than the standard concrete sidewalk (i.e. asphalt, crushed granite). Exceptions to the Street Standards shall be limited to situations where there is demonstrable difficulty in meeting the specific requirements due to unique or unusual aspects of the site.

Finally, Section 18.72.070 D., also states all improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options which then refers to the Ashland Street Standards, but includes its own section of criteria for Exception to Street Standards which are as follows:

- A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.*
- B. The variance will result in equal or superior transportation facilities and connectivity;*
- C. The variance is the minimum necessary to alleviate the difficulty; and*
- D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.*

As previously described above, the construction of the overpass has created sever slopes of 50% or more directly behind the existing sidewalk as well as an exaggerated property line separation between the applicant's property line and the sidewalk. Under these circumstances, the applicants are requesting an exception to the street standards which typically require 6' – 10' sidewalks, 7' – 8' parkrows. The slope and unusual right-of-way distance create both a physically unique and unusual site constraint situation. The existing sidewalk will remain and in combination of the new sidewalk along the driveway, will provide equal or superior transportation opportunities for pedestrians. Finally, the request is consistent with the stated purpose and intent of the Performance Standards Options Chapter and is the minimum necessary to alleviate the difficulty.

RECEIVED

AUG 8 2008

City of Ashland
Community Development



2200 Ashland Street – from top of overpass

RECEIVED

V. SITE DESIGN & TREE PRESERVATION STANDARDS

AUG 8 2008

II-C BASIC SITE REVIEW STANDARDS:

City of Ashland
Community Development

As noted previously, the applicant's have met with the site's neighbors in an attempt to identify the community's values and concerns as they relate to the new development's architecture, height, mass and site plan details.

II-C-1a) Orientation and Scale

Buildings shall have their primary orientation toward the street rather than the parking area. Building entrances shall be functional, and shall be accessed from a public sidewalk. Where buildings are located on a corner lot, the entrance shall be oriented toward the higher order street or to the lot corner at the intersection of the streets. Public sidewalks shall be provided adjacent to a public street along the street frontage. Buildings shall be located as close to the intersection corner as practicable.

Building entrances shall be located within 20 feet of the public right of way to which they are required to be oriented. Exceptions may be granted for topographic constraints, lot configuration, designs where a greater setback results in an improved access or for sites with multiple buildings, such as shopping centers,

where this standard is met by other buildings. Automobile circulation or parking shall not be allowed between the building and the right-of-way. The entrance shall be designed to be clearly visible, functional, and shall be open to the public during all business hours.

These requirements may be waived if the building is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices, and automotive service stations and tire stores.

A minimal amount of parking is to be located between the street and sidewalk and the building entrance is further than 20' away from the public right-of-way due to the overpass and unusually wide right-of-way as further described within the Administrative Variance sections of this document. Nevertheless, the submitted building elevations show the front building façade oriented towards Ashland Street. The front façade has an attractive and functional main entrance with a sidewalk extending from Ashland Street to the front door.

II-C-1b) Streetscape

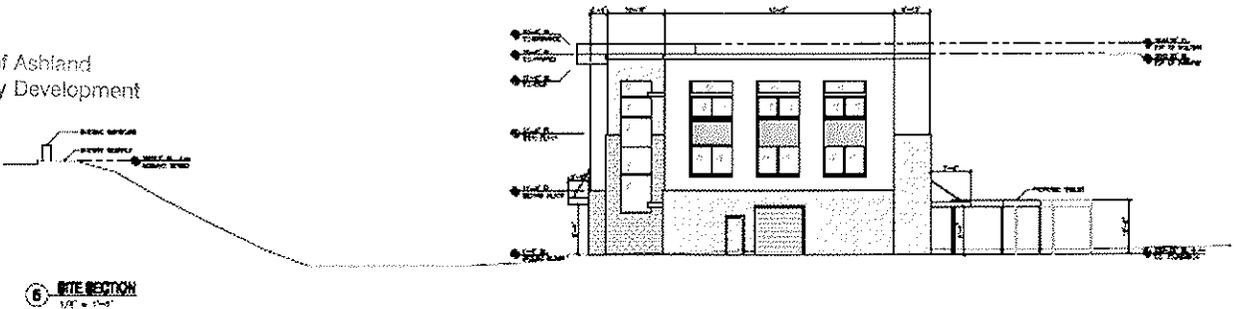
1) One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street.

Again, the applicants are requesting an Administrative Variance from this section of the code as the physical constraints of the right-of-way preclude tree planting. The project's Civil Engineer has confirmed planting in this area may affect the integrity of the slope. Finally, the actual property line is approximately 40' from the back of sidewalk and near 100' from the proposed development.

RECEIVED

AUG 8 2008

City of Ashland
Community Development



The above image is better illustrated on the larger plans (see Sheet A1.1), but it does show the significant grade difference between Ashland Street and the building location. In fact, this is a cross-section from the eastern edge of the site which indicates that a greater grade difference as one gets to the top of the overpass to the west occurs.

II-C-1c) Landscaping

- 1) Landscaping shall be designed so that 50% coverage occurs after one year and 90% coverage occurs after 5 years.
- 2) Landscaping design shall use a variety of low water deciduous and evergreen

trees and shrubs and flowering plant species.

3) Buildings adjacent to streets shall be buffered by landscaped areas at least 10 feet in width, except in the Ashland Historic District. Outdoor storage areas shall be screened from view form adjacent public rights-of-way, except in M-1 zones. Loading facilities shall be screened and buffered when adjacent to residentially zoned land.

4) Irrigation systems shall be installed to assure landscaping success.

5) Efforts shall be made to save as many existing healthy trees and shrubs on the site as possible.

The landscaping and irrigation plans have been designed by a professional Landscape Architect and Arborist and will be installed by a local landscape company. The Landscape Architect has reviewed the applicable landscaping standards within the Municipal Code as well as the Site Design and Use Standards to ensure compliance. The submitted plans comply with the above standards and all plantings and irrigation can be verified at the time of installation. No loading facilities are proposed with this application.

II-C-1d) Parking

1) Parking areas shall be located behind buildings or on one or both sides.

2) Parking areas shall be shaded by deciduous trees, buffered from adjacent non-residential uses and screened from non-residential uses.

Parking is located on three sides of the building, evenly dispersed and landscaped with shade trees. A 5' landscape buffer separates the parking from the rear property line adjacent to the Railroad tracks. The railroad right-of-way is 60' wide providing an adequate separation to meet the standard. In addition, intermittent landscaping areas with shade trees and ground cover help soften the parking lot's hard asphalt appearance. Again, because of the unusual circumstances due to the overpass and now the vertical addition, visibility of the parking will be limited.

II-C-1e) Designated Creek Protection

1) Designated creek protection areas shall be considered design elements and incorporated in the overall design of a given project.

2) Native riparian plant materials shall be planted in the adjacent to the creek to enhance the creek habitat.

Not applicable. There is no creek associated with the subject property.

RECEIVED

II-C-1f) Noise and Glare

AUG 8 2008

City of Ashland
Community Development

1) **Special attention to glare (AMC18.72.110) and noise (AMC9.08.170(c) & AMC 9.08.175) shall be considered in the project design to insure compliance with these Standards.**

The proposed uses are permitted in this zone (business professional office for architects, land use planners, surveyors, therapists, residential, etc.) and will not generate noise beyond what is legally permitted. The applicant is proposing both independent and wall mounted lights for the project and each are designed to limit off-site illumination and glare.

II-C-1g) Expansions of Existing Sites and Buildings

1) **For sites which do not conform to these requirements, an equal percentage of the site must be made to comply with these standards as the percentage of building expansion, e.g., if the building area is to expand by 25%, then 25% of the site must be brought up to the standards required by this document.**

The applicants are proposing a building expansion that exceeds 100% of the building's existing square footage and therefore is proposing to meet all of the Site Design and Use Standards unless otherwise noted herein.

II-C-2. DETAIL SITE REVIEW:

Developments that are within the Detail Site Review Zone shall, in addition to complying with the standards for Basic Site Review, conform to the following standards:

II-C-2a) Orientation and Scale

1) **Developments shall have a minimum Floor Area Ratio of .35 and shall not exceed a maximum Floor Area Ratio of .5 for all areas outside the Historic District. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum floor area ratio.**

The project is proposing a Floor Area Ratio (FAR) of .42 which sits "between" the minimum and maximum FAR established by this standard. The data is as follows:

Minimum FAR:	.35
Maximum FAR:	.50
Building:	18,971 sq. ft.
Plaza:	3,218 sq. ft.
Total:	22,189 / 1.2 acres = .42

RECEIVED

AUG 8 2008

City of Ashland
Community Development

2) **Building frontages greater than 100 feet in length shall have offsets, jogs, or have other distinctive changes in the building facade.**

The existing building's length is 125' with minimal offset which most likely doesn't comply with the standard. The proposal will include an "addition" to the front of the

building, symmetrically placed, to create a more dramatic architectural presence and clearly meets this standard.

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

The building is approximately 100' from the street. Nevertheless, the building does include windows and doors facing the street with the intent to meet this standard. There are no blank walls on the building.

4) Buildings shall incorporate lighting and changes in mass, surface of finish to give emphasis to entrances.

As shown on the elevations, the building design incorporates varying surface improvements and has a stepping front façade that not only creates a more interesting façade, but also helps reduce building mass. The central courtyard and textured path leading to the front entrance emphasizes the building's entrance.

City of Ashland
Community Development

AUG 8 2008

RECEIVED

5) Infill of buildings, adjacent to public sidewalks, in existing parking lots is encouraged and desirable.

Again, due to the physical nature of the overpass and the existing building placement, the purpose and intent of this standard isn't relevant. The building sits 100' from the edge of the street and 60' from the property line. Finally, because of the grade difference, the existing driveway and parking area is not visible.

6) Buildings shall incorporate arcades, roofs, alcoves, porticoes and awning that protect pedestrian from the rain and sun.

The proposed design incorporates a covered roof entrances providing rain and sun protection to pedestrians.

II-C-2b) Streetscape

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

There are two distinct plaza or "people" areas with this proposal both having water features, shade trees, seating and hardscape pavers to distinguish "people" areas from vehicular areas. This is evidenced within the attached plan submittals.

2) A building shall be setback not more than 20 feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas. This

standard shall apply to both street frontages on corner lots. If more than one structure is proposed for a site, at least 65% of the aggregate building frontage shall be within 20 feet of the sidewalk.

Again, due to the physical nature of the overpass and the existing building placement, this purpose and intent of this standard isn't relevant. The building sits 100' from the edge of the street and 60' from the property line. Even if the building was constructed to the front property line, the building would remain at least 40' from the back of the sidewalk.

II-C-2c) Parking & On-site Circulation

- 1) Protected, raised walkways shall be installed through parking areas of 50 or more spaces or more than 100 feet in average width or depth.**
- 2) Parking lots with 50 spaces or more shall be divided into separate areas and divided by landscaped areas or walkways at least 10 feet in width, or by a building or group of buildings.**
- 3) Developments of one acre or more must provide a pedestrian and bicycle circulation plan for the site. On-site pedestrian walkways must be lighted to a level where the system can be used at night by employees, residents and customers. Pedestrian walkways shall be directly linked to entrances and the internal circulation of the building.**

The site and landscaping plans identify pedestrian and bicycle circulation patterns throughout the site and each are proposed to be lighted to a safe and comfortable level. Although less than 50 spaces are proposed, the parking is separated into different areas with landscaping to minimize heat gain and to improve aesthetics.

II-C-2d Buffering and Screening

- 1) 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.**

A 5' landscape buffer is being provided between the rear parking area and the railroad right-of-way which is 60' wide. All adjacent uses are compatible with the proposed uses.

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

The parking areas are screened from Ashland Street primarily due to the extreme grade difference. In addition, the building itself will also screen the site parking. The residentially zoned property to the south is separated by a 60' railroad right-of-way and a 5' landscape area.

II-C-2e) Lighting

RECEIVED

AUG 8 2008

Lighting shall include adequate lights that are scaled for pedestrians by including light standards or placements of no greater than 14 feet in height along pedestrian path ways.

The applicant will provide stand alone and wall mounted lights which will be placed no greater than 14 feet in height.

II-C-2f) Building Materials

1) Buildings shall include changes in relief such as cornices, bases, fenestration, fluted masonry, for at least 15% of the exterior wall area.

The submitted elevations show the building façades having changes in relief significantly greater than 15% of the exterior wall area.

2) 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.

The proposed colors for the building will be earth tone. No bright colors to attract attention are proposed.

II-C STANDARDS FOR LARGE SCALE DEVELOPMENTS

Developments (1) involving a gross floor area in excess of 10,000 square feet or a building frontage in excess of 100 feet in length, (2) located within the Detail Site Review Zone, shall, in addition to complying to the standards for Basic and Detail Site review, shall conform to the following standards:

II-C-3a) Orientation and Scale

1) Developments shall divide large building masses into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.

The proposed building has divided building masses and heights that are in keeping with human scale elements such as changes in building mass and direction, covered entries, windows, trees and small scale lighting. The applicants believe the proposed development will provide all modes of transportation a more pleasant experience compared to the existing environment.

2) No new buildings or contiguous groups of buildings shall exceed a gross square footage of 45,000 square feet or a combined contiguous building length of 300 feet. Any building or contiguous group of buildings which exceed these limitations, and which were in existence in 1992, may expand up to 15% in area or length beyond their 1992 area or length.

RECEIVED

AUG 8 2008

The proposed building does not exceed 45,000 square feet or a building length of 300'.

3) Buildings not connected by a common wall shall be separated by a distance equal to the height of the tallest building. If buildings are more than 240 feet in length, the separation shall be 60 feet.

There are no other proposed buildings on site. The closest adjacent building is the Oil Stop, which is approximately 170' to the east.

II-C-3b) Public Spaces

1) One square foot of plaza or public space shall be required for every 10 square feet of gross floor area.

2) A plaza or public spaces shall incorporate at least 4 of the 6 following elements:

a) 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.

b) A mixture of areas that provide both Sunlight & Shade

c) Protection from wind by screens and buildings.

d) Trees- provided in proportion to the space at a minimum of 1 tree per 800 square feet, at least 2 inches in diameter at breast height.

e) Water features or public art

f) Outdoor Eating Areas or Food Vendors.

As noted and evidenced on the Site Plan and Landscaping Plans, there are two plaza spaces for this project; one on the north side and the other on the south side of the building for a total area of 3,218 square feet or almost double the requirement. Both plaza spaces include water features, shade trees, seating, outdoor eating area, and wind protection.

II-C-3d) Recycling

AUG 8 2008

1) Recycling areas shall be provided at all developments.

City of Ashland
Community Development

The plans show a trash and recycling area directly adjacent to the railroad tracks. This site was chosen so that it is close to the café area and for easy access.

II-D PARKING LOT LANDSCAPING & SCREENING STANDARDS

All parking lots, which for purposes of this section include areas of vehicle maneuvering, parking, and loading, shall be landscaped and screened as follows:

II-D-1) Screening at Required Yards

- 1) Parking abutting a required landscaped front or exterior yard shall incorporate a sight obscuring hedge screen into the required landscaped yard.**
- 2) The screen shall grow to be at least 36 inches higher than the finished grade of the parking area, except for required vision clearance areas.**
- 3) The screen height may be achieved by a combination of earth mounding and plant materials.**
- 4) Elevated parking lots shall screen both the parking lot and retaining wall.**

The project's parking area is screened from the adjacent rights-of-way by the overpass, railroad right-of-way, landscaping buffers and subject building.

II-D-2) Screening Abutting Property Lines

Parking abutting a property line shall be screened by a 5' landscaped strip. Where a buffer between zones is required, the screening shall be incorporated into the required buffer strip and will not be an additional requirement.

The property abutting the rear property is screened by a 5' landscape strip and a fence. In addition, there is a 60' railroad right-of-way separation between the subject property and the closest residential area.

II-D-3) Landscape Standards:

- 1) Parking lot landscaping shall consist of a minimum of 7% of the total parking area plus a ratio of 1 tree for each seven parking spaces to create a canopy effect.**

Approximately 32% of the parking area consists of landscaping. Of the 49 parking spaces, a total of 19 trees within or near the parking spaces are to be planted which is 1 tree for every 2½ parking spaces.

- 2) The tree species shall be an appropriate large canopied shade tree and shall be selected from the street tree list to avoid root damage to pavement and utilities, and damage from droppings to parked cars and pedestrians.**

The proposed parking lot trees and their placements have been chosen by a professional landscape architect with the intent to provide shade and a canopy effect over parked automobiles. The Landscape Architect has reviewed the applicable landscaping standards within the Municipal Code as well as the Site Design and Use Standards to ensure compliance. All trees were chosen from the City's adopted street tree list which includes a variety of tree species recommended for parking lots.

- 3) The tree shall be planted in a landscaped area such that the tree bole is a least 2 feet from any curb or paved area.**

All trees to be planted near a hard surface area will be setback at least 2'.

4) The landscaped area shall be planted with shrubs and/or living ground cover to assure 50% coverage within 1 year and 90% within 5 years.

The Landscape Architect has reviewed the applicable landscaping standards within the Municipal Code as well as the Site Design and Use Standards to ensure compliance. The landscaping coverage will be 50% within the first year after planting and 90% within 5 years.

5) Landscaped areas shall be evenly distributed throughout the parking area and parking perimeter at the required ratio.

The submitted landscape plan shows the parking lot landscaping being evenly distributed throughout the parking lot. Shade trees are evenly distributed near and between spaces and along drive isles to also help in reducing heat gain.

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

The project complies with the above standard.

II-D-6) Other Screening

1) Other screening and buffering shall be provided as follows:

Refuse Container Screen: Refuse containers or disposable areas shall be screened from view by placement of a solid wood fence or masonry wall from five to eight feet in height. All refuse materials shall be contained within the refuse area.

The project's refuse area is located along the railroad right-of-way approximately 200' from Ashland Street and includes masonry walls and solid gates for screening.

Service Corridor Screen: When adjacent to residential uses, commercial and industrial service corridors shall be screened. Siting and design of such service areas shall reduce the adverse effects of noise, odor and visual clutter upon adjacent residential uses.

No service corridors or large delivery service doors are proposed with this application.

Light and Glare Screen: Artificial lighting shall be so arranged and constructed as to not produce direct glare on adjacent residential properties or streets. RECEIVED

No offsite direct light or glare will be directed towards any residential uses as all on-site lighting is intended to be directed either on the building or for the site's adjacent pedestrian sidewalks.

II-E. STREET TREE STANDARDS:

The applicants are requesting an Administrative Variance from this section of the code as the physical constraints of the right-of-way preclude tree planting. The project's Civil Engineer has confirmed planting in this area may affect the integrity of the slope. Trees will be planted at or near the toe of the slope adjacent to the property line. Again, this site is highly unusual due the overpass' existence and sharp (50%) slope directly behind the sidewalk.

V. ASHLAND BOULEVARD CORRIDOR

Other than providing the center median improvements as discussed above, the applicants are requesting an Administrative Variance from this section of the code as the physical constraints of the right-of-way preclude the standards from being complied with which generally discusses sidewalk expansion, planting strips, street trees, etc.

AMC 18.61 TREE PRESERVATION & PROTECTION

18.61.042 Approval & Permit Required

A person who desires to remove a tree, not otherwise exempted in 18.61.035, shall first apply for and receive one of the following tree removal permits before tree removal occurs:

TREE REMOVAL - STAFF PERMIT:

- 1. Tree Removal-Staff Permits are required for the following activities:**
 - a. Removal of trees greater than 6" DBH on any private lands zoned C-1, E-1, M-1, or HC.**
- 2. Applications for Tree Removal - Staff Permits shall be reviewed and approved by the Staff Advisor pursuant to AMC 18.61.080 (Approval Criteria) and 18.108.030 (Notice Requirements). If the tree removal is part of another planning action involving development activities, the tree removal application, if timely filed, shall be processed concurrently with the other planning action.**

The applicants are also requesting a Tree Removal Permit for the removal of 6 street trees equal or greater than 6" dbh. None of the trees would be considered significant trees according to the project Arborist and are being removed to either accommodate the proposed site changes or due to their declining health.

As identified on the attached Landscaping plans, the applicants intend to plant a number of new trees, chosen from the City's adopted Street Tree List. The planting of the trees will include root barriers, staking and irrigation to ensure survival and prosperous growth.

Attachments: Topographic Survey
Site Plan
Architectural Elevations & Renderings
First Floor Plan
Landscape Plans
Preliminary Grading and Utility Plans
Photos

RECEIVED

AUG 8 2008

City of Ashland
Community Development

**COMING ATTRACTIONS THEATRES
2200 ASHLAND STREET
EXISTING SITE PHOTOS**



Front



Front – viewed from east



Site – viewed from southeast



Site – viewed from Bi-Mart



Rear – viewed from south



Site – viewed from front



Rear



Site – viewed from Ashland Street Overpass

RECEIVED

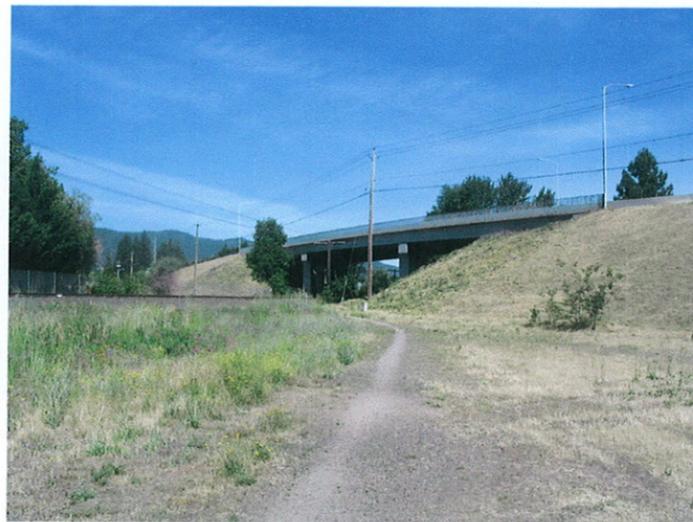
AUG 8 2008

**City of Ashland
Community Development**

COMING ATTRACTIONS THEATRES
2200 ASHLAND STREET
EXISTING SITE PHOTOS



Ashland Street – viewed from driveway



Ashland Street Overpass – viewed from site



East – viewed from site



Driveway – viewed from south



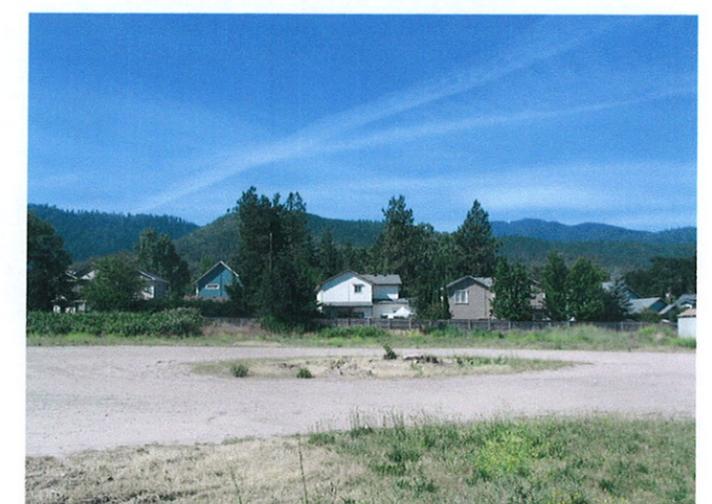
Ashland Street – viewed from west



East – viewed from site



Sign – viewed from east



Neighborhood & Railroad R/W – viewed from site

RECEIVED

AUG 8 2008

City of Ashland
Community Development

TOPOGRAPHIC SURVEY

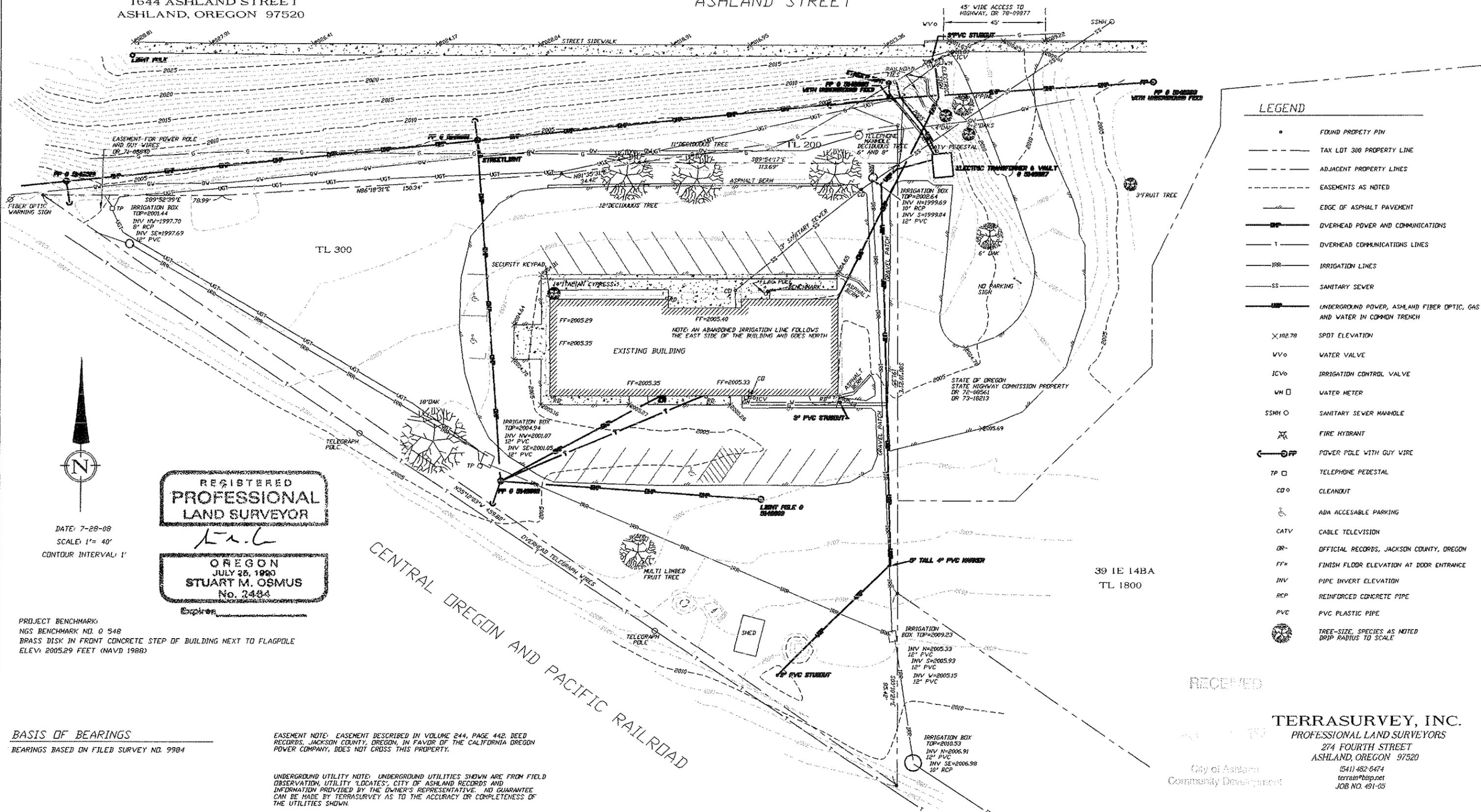
FUTURE COMING ATTRACTIONS OFFICES
2200 ASHLAND STREET
ASHLAND, OREGON 97520

FOR
COMING ATTRACTIONS THEATRES
1644 ASHLAND STREET
ASHLAND, OREGON 97520

ASHLAND STREET

NOTE: A MEDIAN ISLAND BEGINS 880' WESTERLY OF THIS ISLAND

CONCRETE CURB ISLAND



LEGEND	
	FOUND PROPERTY PIN
	TAX LOT 300 PROPERTY LINE
	ADJACENT PROPERTY LINES
	EASEMENTS AS NOTED
	EDGE OF ASPHALT PAVEMENT
	OVERHEAD POWER AND COMMUNICATIONS
	OVERHEAD COMMUNICATIONS LINES
	IRRIGATION LINES
	SANITARY SEWER
	UNDERGROUND POWER, ASHLAND FIBER OPTIC, GAS AND WATER IN COMMON TRENCH
	SPOT ELEVATION
	WATER VALVE
	IRRIGATION CONTROL VALVE
	WATER METER
	SANITARY SEWER MANHOLE
	FIRE HYDRANT
	POWER POLE WITH GUY WIRE
	TELEPHONE PEDESTAL
	CLEANOUT
	ADA ACCESSIBLE PARKING
	CABLE TELEVISION
	OFFICIAL RECORDS, JACKSON COUNTY, OREGON
	FINISH FLOOR ELEVATION AT DOOR ENTRANCE
	PIPE INVERT ELEVATION
	REINFORCED CONCRETE PIPE
	PVC PLASTIC PIPE
	TREE-SIZE, SPECIES AS NOTED DRIP RADIUS TO SCALE



DATE: 7-28-08
SCALE: 1" = 40'
CONTOUR INTERVAL: 1'

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 28, 1990
STUART M. OSMUS
No. 2484

PROJECT BENCHMARK:
NGS BENCHMARK NO. 0 548
BRASS DISK IN FRONT CONCRETE STEP OF BUILDING NEXT TO FLAGPOLE
ELEV: 2005.29 FEET (NAVD 1988)

BASIS OF BEARINGS
BEARINGS BASED ON FILED SURVEY NO. 9984

EASEMENT NOTE: EASEMENT DESCRIBED IN VOLUME 244, PAGE 442, DEED RECORDS, JACKSON COUNTY, OREGON, IN FAVOR OF THE CALIFORNIA OREGON POWER COMPANY, DOES NOT CROSS THIS PROPERTY.

UNDERGROUND UTILITY NOTE: UNDERGROUND UTILITIES SHOWN ARE FROM FIELD OBSERVATION, UTILITY LOCATES, CITY OF ASHLAND RECORDS AND INFORMATION PROVIDED BY THE OWNER'S REPRESENTATIVE. NO GUARANTEE CAN BE MADE BY TERRASURVEY AS TO THE ACCURACY OR COMPLETENESS OF THE UTILITIES SHOWN.

RECEIVED

TERRASURVEY, INC.
PROFESSIONAL LAND SURVEYORS
274 FOURTH STREET
ASHLAND, OREGON 97520

City of Ashland
Community Development

(541) 482-6474
teras@bisp.net
JOB NO. 491-05

ASHLAND STREET

CONNECTION TO EXISTING CITY WATER MAIN

EX. WATER METER

EX. 8" WATER MAIN

EX. 8" SS MAIN

EXISTING FIRE HYDRANT

EXISTING SEWER SERVICE TO BE EVALUATED FOR CONDITION & SIZE AND BE REPLACED IF NECESSARY.

OIL STOP

EXISTING TRANSFORMER TO REMAIN

PROPOSED FIRE HYDRANT

PROPOSED WATER MAIN (FIELD)

EXISTING WATER SERVICES TO BUILDING

EXISTING UNDERGROUND POWER CONDUITS TO BE VERIFIED PRIOR TO CONSTRUCTION

EX. GAS

EX. QWEST

EX. UND. GRND. TELEPHONE

EX. QWEST

EX. UND. GRND. TELEPHONE

PROJECT BOUNDARY

EX. OVERHEAD POWER

EX. OVERHEAD POWER

EX. UND. GRND. TELEPHONE

EX. OVERHEAD POWER

EX. GAS

EXISTING OVERHEAD TELEPHONE

EXISTING OVERHEAD UTILITIES & POLES TO BE REMOVED

PROPOSED UND. GRND. POWER

LEGEND

- PROJECT BOUNDARY
- ==== EXISTING WATER MAIN
- PROPOSED WATER MAIN
- FIRE HYD. (symbol) PROPOSED FIRE HYDRANT
- (symbol) PROPOSED SEWER MANHOLE
- (symbol) EXISTING SEWER MANHOLE
- PROPOSED SANITARY SEWER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING POWER
- EXISTING TELEPHONE
- EXISTING GAS

NOTE: FIRE HYDRANT LOCATIONS SHALL BE APPROVED BY THE ASHLAND FIRE DEPARTMENT

RECEIVED

AUG 8 2008

City of Ashland
Community Development



GRAPHIC SCALE



(IN FBST)
1 inch = 20 ft.

EXHIBIT



CALL 48 HOURS BEFORE YOU DIG



P.O. BOX 1724 • MEDFORD, OREGON 97501
PH. (541) 779-5288 • FAX (541) 779-3139

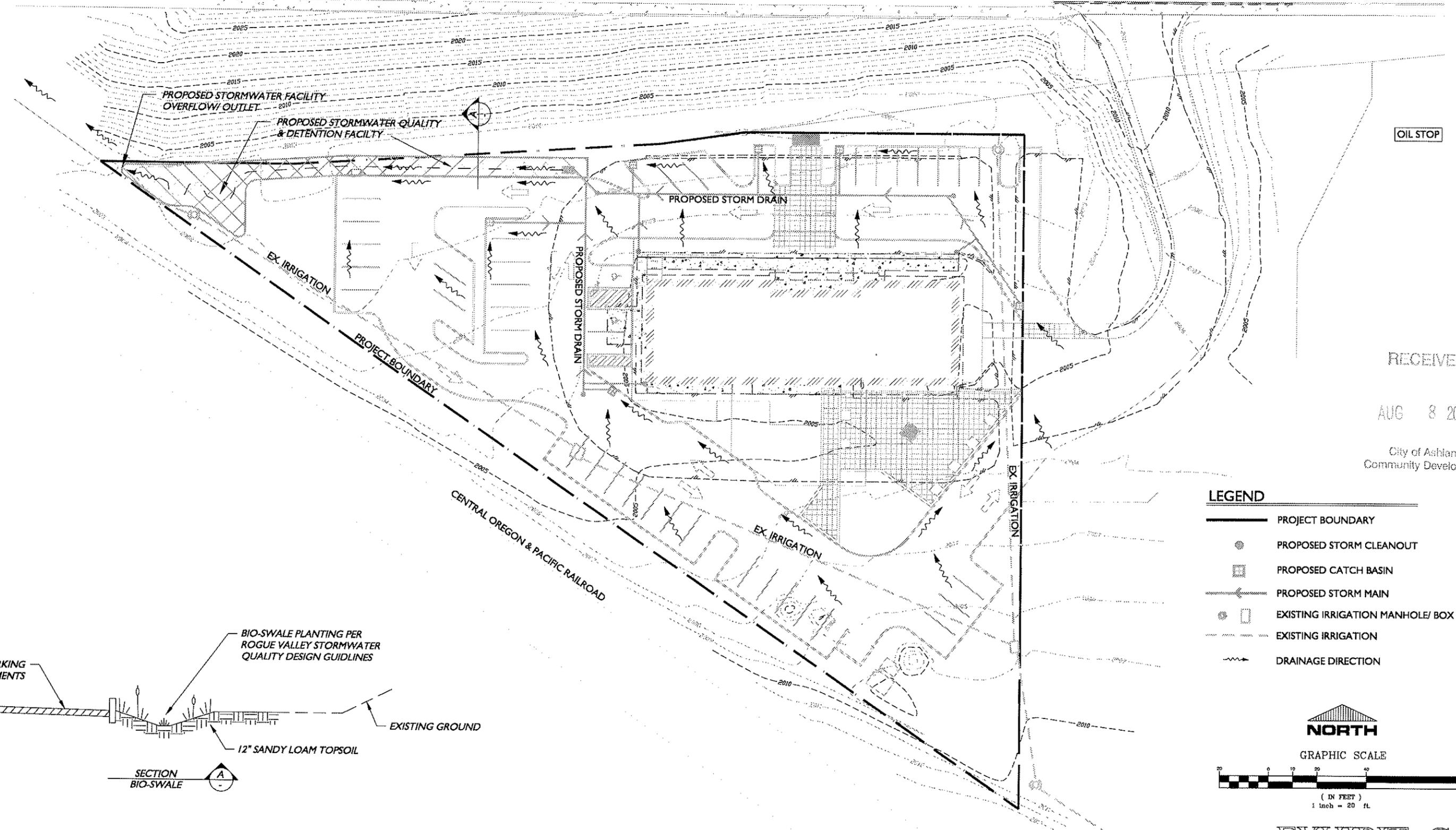
DRAWN BY:	MWK	DATE:	07/08
CHECKED BY:	MWK, PWH	DATE:	07/08
		DATE:	

NO.	REVISION	DATE	BY



CITY OF ASHLAND
COMING ATTRACTIONS
THEATER OFFICES
CONCEPTUAL UTILITY PLAN

ASHLAND STREET



OIL STOP

RECEIVED

AUG 8 2008

City of Ashland
Community Development

- LEGEND**
- PROJECT BOUNDARY
 - PROPOSED STORM CLEANOUT
 - PROPOSED CATCH BASIN
 - ← PROPOSED STORM MAIN
 - □ EXISTING IRRIGATION MANHOLE/ BOX
 - EXISTING IRRIGATION
 - ~> DRAINAGE DIRECTION

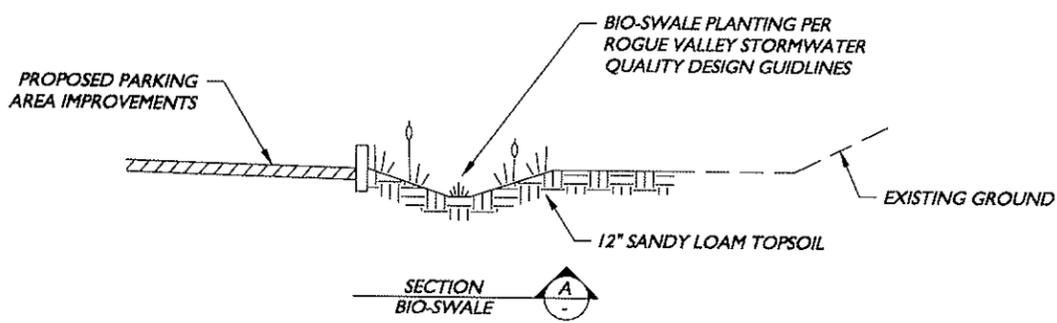
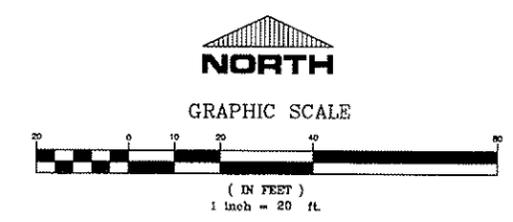


EXHIBIT C.2



P.O. BOX 1724 • MEDFORD, OREGON 97501
PH. (541) 779-5288 • FAX (541) 779-3139

DRAWN BY:	MYK	DATE:	07/08
CHECKED BY:	MWK, PWH	DATE:	07/08
		DATE:	
		DATE:	
		DATE:	

NO.	REVISION	DATE	BY



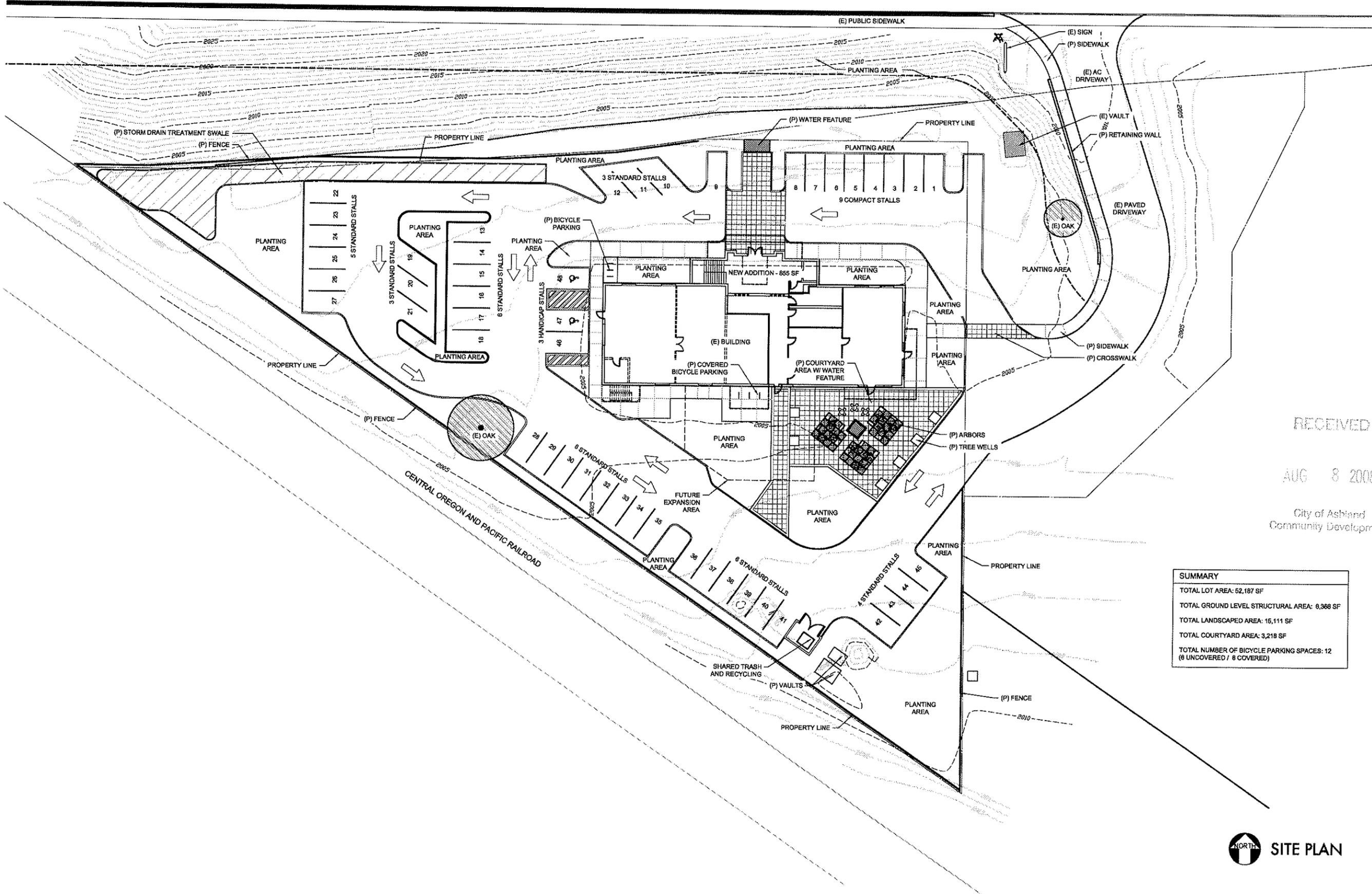
CITY OF ASHLAND

COMING ATTRACTIONS
THEATER OFFICES

CONCEPTUAL GRADING &
DRAINAGE PLAN

PROJECT NO.

DRAWING NO.



RECEIVED

AUG 8 2008

City of Ashland
Community Development

SUMMARY	
TOTAL LOT AREA:	62,187 SF
TOTAL GROUND LEVEL STRUCTURAL AREA:	6,368 SF
TOTAL LANDSCAPED AREA:	15,111 SF
TOTAL COURTYARD AREA:	3,218 SF
TOTAL NUMBER OF BICYCLE PARKING SPACES:	12 (6 UNCOVERED / 6 COVERED)

Laurie Sager
AND ASSOCIATES LANDSCAPE ARCHITECTS INC
700 MISTLETOE ROAD, SUITE 201
ASHLAND, OREGON 97520



Revision Date:

Drawn By:
WMP
Scale 1" = 20'-0"

HALF SCALE

COMING ATTRACTIONS
THEATER OFFICES
2200 ASHLAND STREET
ASHLAND, OREGON 97520



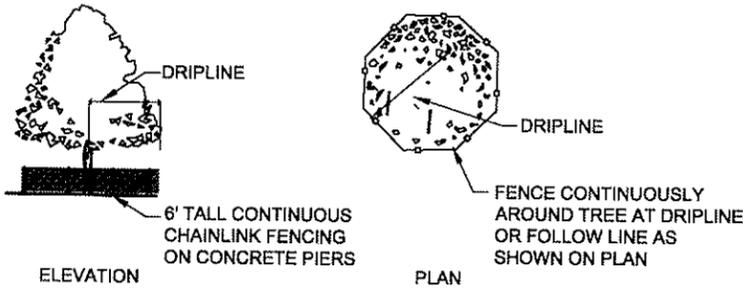
August 8, 2008

L-1.0

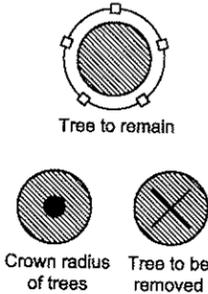
TREE PROTECTION NOTES

- A. Landscape adjacent to the project area shall be protected from damage. No storage of equipment or materials shall occur within drip lines of trees to be preserved which are those identified on this plan.
- B. Trees that are shown to remain shall be protected with fencing as shown in Detail . Fencing shall be 6' tall temporary chain link panels installed with metal connections so that all panels are integrated, these fences shall be installed so that they do not allow passage of pedestrians and/or vehicles through it.
- C. Exceptions to the tree protection specifications may only be granted with written approval from owner's representative.
- D. Work within dripline of trees to remain may require disturbance of tree protection fences. Contractor shall obtain authorization from owner's representative prior to moving fence. Contractor shall remove the fence temporarily to complete work, and replace at the end of each work day. No storage of equipment or materials shall occur within dripline of trees. After the proposed work within dripline is completed, fencing shall be reinstalled.
Note: Where protection fencing overlaps proposed construction, the following measures shall be followed:
1) Hand dig to required depth of final work.
2) Roots under 2" in diameter may be hand cut at a 90° angle.
3) Where roots greater than 2" in diameter are encountered, contractor shall notify Landscape Architect or arborist for direction.
- E. No grading shall be done within the drip lines of existing trees.
- F. Trees to be preserved shall be deep watered throughout construction period as necessary.
- G. Inspection Schedule:
1) Fencing locations and installation technique shall be inspected and approved by owner's representative before demolition or rough grading begins.
2) Routine inspections of fencing and site conditions will occur randomly during construction. Work shall cease if fencing is damaged or moved without prior approval from owner's representative.
3) Inspection will occur upon completion of project to determine condition of trees post construction.

TREE PROTECTION DETAILS



LEGEND

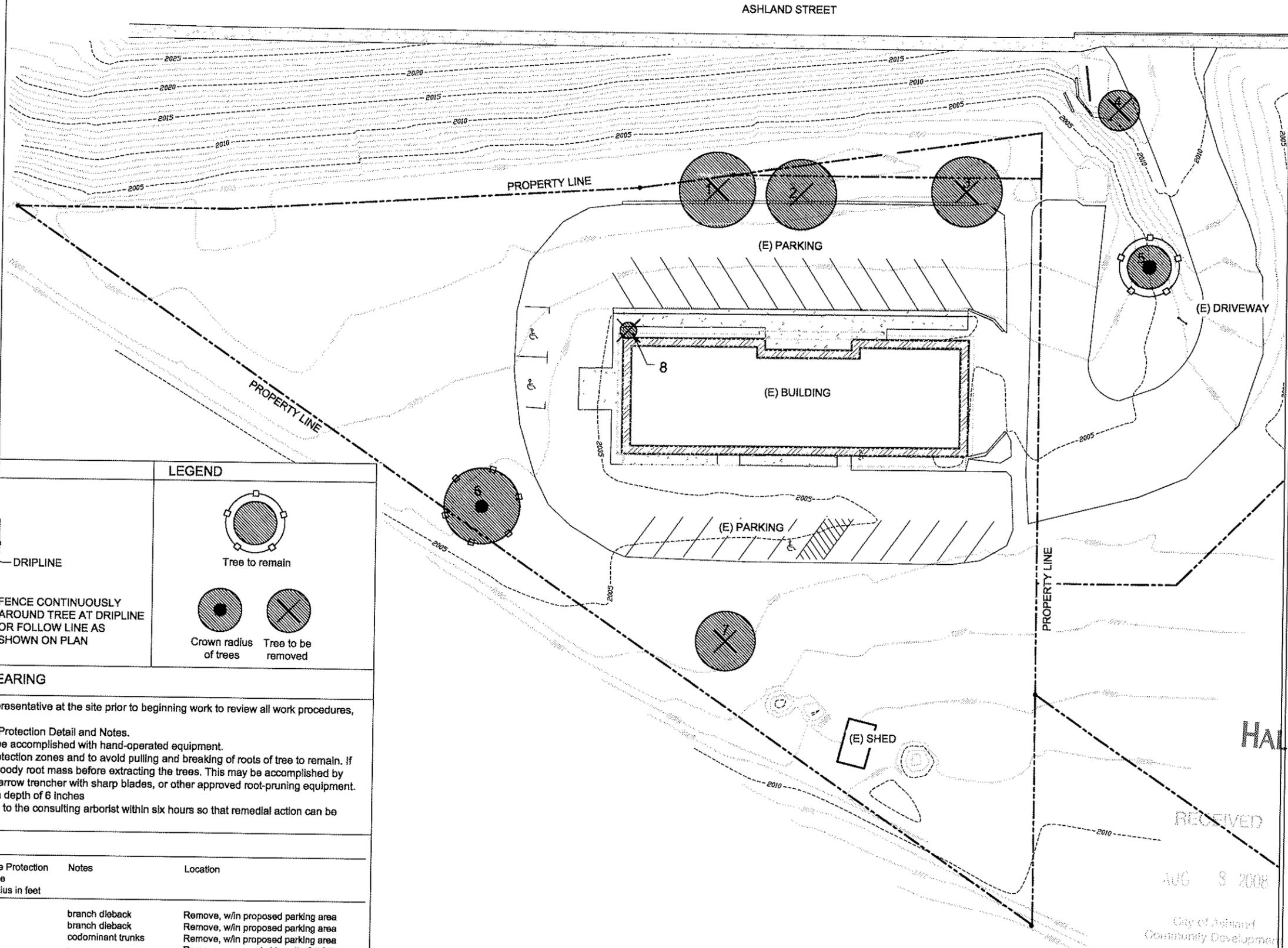


SPECIFICATIONS FOR DEMOLITION AND SITE CLEARING

1. The demolition contractor is required to meet with the owner's representative at the site prior to beginning work to review all work procedures, access and haul routes, and tree protection measures.
2. Install tree protection fencing prior to start of demolition per Tree Protection Detail and Notes.
3. Any brush clearing required within the tree protection zone shall be accomplished with hand-operated equipment.
4. Trees to be removed shall be felled so as to fall way from tree protection zones and to avoid pulling and breaking of roots of tree to remain. If roots are entwined, the consultant requires to first sever the major woody root mass before extracting the trees. This may be accomplished by cutting through the roots by hand, with a vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root-pruning equipment.
5. Brush shall be chipped and placed in the tree protection zone to a depth of 6 inches
6. Any damage to trees due to demolition activities shall be reported to the consulting arborist within six hours so that remedial action can be taken. Timeliness is critical to tree health.

LEGEND OF TREES

#	Tree Species	DBH In Inches	Crown Radius in feet	Condition	Tree Protection Zone Radius in feet	Notes	Location
1	Acer negundo	15"	14'	moderate	NA	branch dieback	Remove, w/in proposed parking area
2	Acer negundo	12"	13'	moderate	NA	branch dieback	Remove, w/in proposed parking area
3	Acer negundo	6" & 8"	13'	poor	NA	codominant trunks	Remove, w/in proposed parking area
4	Pinus ponderosa	6"	7'	good	NA	-	Remove, proposed sidewalk, ODOT prop.
5	Quercus kelloggii	6"	8'	good	11'	protect: to retain	Retain, sloped landscape area, ODOT prop.
6	Quercus kelloggii	18"	14'	good	14'	protect: to retain	Retain
7	Pynus sp.	6"	11'	poor	NA	multi-trunk, poor structure	Remove, w/in proposed parking area
8	Cupressus sempervirens	14"	8'	good	NA	touches exist. bldg.	Remove, proposed building conflict



RECEIVED
AUG 8 2008
City of Ashland
Community Development

TREE PROTECTION / REMOVAL PLAN

Laurie Sager
and Associates Landscape Architects Inc
700 Mistletoe Road, Suite 201
Ashland, Oregon 97520



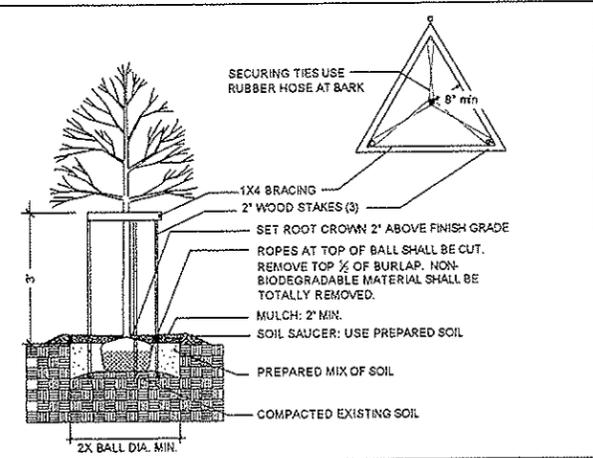
Revision Date:

Drawn By:
PH
Scale 1" = 20'-0"

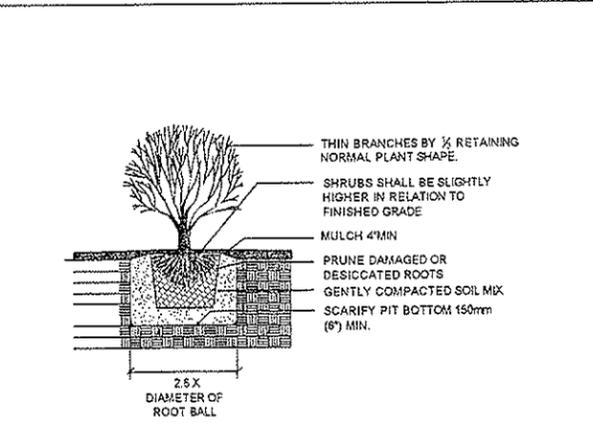
COMING ATTRACTIONS
THEATER OFFICES
2200 ASHLAND STREET
ASHLAND, OREGON 97520

August 8, 2008

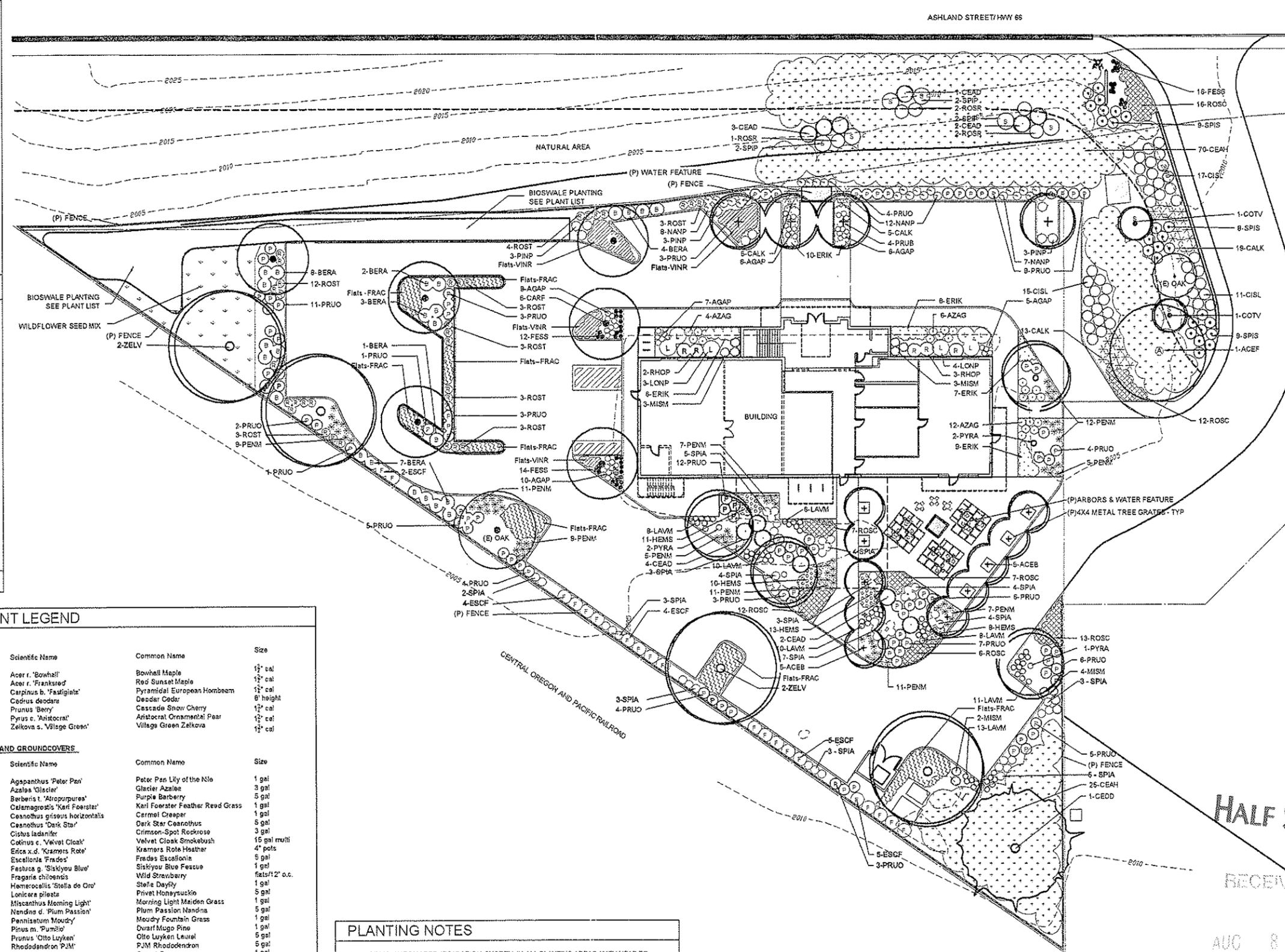
L-2.0



TREE PLANTING DETAIL 1



SHRUB PLANTING DETAIL 2



PLANT LEGEND

TREES			
Symbol	Scientific Name	Common Name	Size
ACGB	Acer t. 'Bowhall'	Bowhall Maple	12" cal
ACEF	Acer t. 'Franksred'	Red Sunset Maple	12" cal
CARF	Carpinus b. 'Fastigiata'	Pyramidal European Hornbeam	12" cal
CEDD	Cedrus deodara	Deodar Cedar	8' height
PRUB	Prunus 'Berry'	Cascade Snow Cherry	12" cal
PYRA	Pyrus c. 'Aristocrat'	Aristocrat Ornamental Pear	12" cal
ZELV	Zelkova s. 'Village Green'	Village Green Zelkova	12" cal
SHRUBS AND GROUNDCOVERS			
Symbol	Scientific Name	Common Name	Size
AGAP	Agapanthus 'Peter Pan'	Peter Pan Lily of the Nile	1 gal
AZAG	Azalea 'Glacier'	Glacier Azalea	3 gal
BERA	Berberis l. 'Atropurpurea'	Purple Barberry	5 gal
CALK	Calamagrostis 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gal
CEAH	Ceanothus griseus horizontalis	Cornel Creeper	1 gal
CEAD	Ceanothus 'Dark Star'	Dark Star Ceanothus	5 gal
CISL	Cistus ladanifer	Crimson-Spot Rockrose	3 gal
COTV	Cotinus c. 'Velvet Cloak'	Velvet Cloak Smokebush	15 gal multi
ERIK	Erica x.d. 'Kramers Role'	Kramers Role Heather	4" pots
ESCF	Escallonia 'Fades'	Fades Escallonia	5 gal
FESS	Festuca g. 'Siskiyou Blue'	Siskiyou Blue Fescue	1 gal
FRAC	Fragaria chiloensis	Wild Strawberry	flat/12" o.c.
HEMS	Hemerocallis 'Stella de Oro'	Stella Daylily	1 gal
LONP	Lonicera pileata	Privet Honeysuckle	5 gal
MISM	Miscanthus Morning Light'	Morning Light Maiden Grass	1 gal
NANP	Nandina d. 'Plum Passion'	Plum Passion Nandina	5 gal
PENM	Pennisetum Moudy'	Moudy Fountain Grass	1 gal
PINP	Pinus m. 'Pumilio'	Dwarf Mugo Pine	1 gal
PRUO	Prunus 'Otto Luyken'	Otto Luyken Laurel	5 gal
RHOP	Rhododendron 'PJM'	PJM Rhododendron	5 gal
ROSC	Rosa carpet	Carpet Rose	1 gal
ROSR	Rosa rugosa	Wild Rose	5 gal
ROST	Rosmarinus 'Tuscan Blue'	Tuscan Blue Rosemary	3 gal
SPIA	Spiraea 'Anthony Waterer'	Anthony Waterer Spiraea	3 gal
SPIP	Spiraea p. 'Plena'	Bridal Wreath Spiraea	3 gal
VINR	Vinca m. 'Ralph Shugart'	Ralph Shugart Vinca	flat/12" o.c.
BIOSWALE PLANTINGS			
Scientific Name	Common Name	Size	
Cornus s. 'Flaviramea'	Yellowtwig Dogwood	5 gal	
Festuca g. 'Siskiyou Blue'	Siskiyou Blue Fescue	1 gal	
Juncus patens	Rush	1 gal	
Salk p. 'Nana'	Dwarf Blue Arctic Willow	5 gal	
Spiraea douglasiana	Douglas Spiraea	1 gal	
WILDFLOWER SEED MIX			
Pratime 460 Low Profile Wildflower Seed Mix available through Hobbs and Hopkins Ltd. 503.239.7518		Seeding rate: 1 oz per 250 SF	

PLANTING NOTES

1. INSTALL AUTOMATED IRRIGATION SYSTEM IN ALL PLANTING AREAS, WITH HEAD TO HEAD COVERAGE.
2. CONTRACTOR SHALL REMOVE ALL STONE, CONCRETE DUST AND DEBRIS FROM PLANTING AREAS PRIOR TO SOIL PREPARATION.
3. IN PLANTING AREAS WHERE FILL IS PRIMARILY GRAVEL, IMPORT 24" OF SANDY LOAM AVAILABLE AT CRATER SAND AND GRAVEL L.A. TO APPROVE SAMPLE.
4. IN AREAS WHERE NATIVE SOIL IS PRESENT, IMPORT 6" OF SANDY LOAM.
5. INSTALL ALL IMPORTED SOIL IN 6" LIFTS AND TILL THOROUGHLY TO BLEND WITH EXISTING SOIL. DO NOT DISTURB ROOT ZONE OF TREES TO REMAIN.
6. PLANT ALL TREES AND SHRUBS PER DETAILS 1 & 2.
7. MULCH ALL LANDSCAPE AREAS AFTER PLANTING W/ 2" DARK MULTIBARK. L.A. TO APPROVE SAMPLE PRIOR TO INSTALLATION.
8. WRAP TREE TRUNKS WITH "TREE WRAP" AVAILABLE AT THE GRANGE COOP, OR EQUAL, TO PREVENT SUN SCALD. REMOVE AFTER FIRST YEAR IN FALL.
9. INSTALL METAL TREE GRATE AFTER PLANTING TREES IN COURTYARD/PLAZA AREA. TREE GRATES SHALL BE 48" MARKET STREET #4842 W/ 30" OPENING. AVAILABLE THROUGH IRONSMITH 760.776.5077. POWDER COAT FINISH TO BE DETERMINED BY L.A.

Laurie Sager
 AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520



Revision Date:

Drawn By: LS
 Scale: 1" = 20'-0"

HALF SCALE

RECEIVED
 AUG 8 2008
 City of Ashland
 Community Development

COMING ATTRACTIONS
 THEATER OFFICES
 2200 ASHLAND STREET
 ASHLAND, OREGON 97520

August 8, 2008

PLANTING PLAN

L-3.0



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 3, District 8 Office

100 Antelope Road

White City, OR 97503

Telephone (541) 774-6399

FAX (541) 774-6349

David.PYLES@odot.state.or.us

August 26, 2008

City of Ashland,

Public Works Department

Attn: Mike Faught & Jim Olson

20 E. Main St.

Ashland, OR 97520

Re: ODOT preliminary issues coordination for proposed redevelopment at 2200 Ashland Street (OR-66)

Dear Mr. Faught & Mr. Olson:

The purpose of this correspondence is to inform the City of Ashland Public Works Department of the Oregon Department of Transportation's (ODOT's) preliminary coordination with the applicant's land use and transportation consultants for the proposed redevelopment of an existing building located at 2200 Ashland Street (i.e., the Old Handyman / U.S. Forrest Service building). Our involvement was initiated by the applicant's agent's (Mr. Mark Knox) request in early July 2008, primarily concerning access to the subject property. ODOT maintains jurisdiction of Ashland Street (Greensprings Highway, OR-66) along this segment of the applicant's frontage. An ODOT Road Approach Permit will be required for access to Ashland Street in the redevelopment of the site, prior to city issuance of certificates of occupancy.

We understand the applicant proposes to redevelop the subject property (Map 39-1E-14BB, Tax Lot 300) and existing building into a professional office building with offices, retail space and a small café. The applicant's coordination with ODOT to date indicates a proposal to add two additional floors to the existing structure, to be used as professional office space (12,365 sq. ft.); and, to remodel the first floor for commercial use (4,588 sq. ft.). The first floor will include a small café of approximately 1,500 sq. ft. The overall square footage of the building will be approximately 18,585 sq. ft. We understand a plan or land use regulation amendment will not be required for redevelopment, as it will be conducted as a site plan review application with Ashland, based on the allowed uses within the existing zone district.

This project constitutes a "change of use" per subsection -0045 of Oregon's Access Management Rule (OAR 734-051). We support the city's request of adequate traffic analysis to support the proposed development, per city municipal code and transportation system plan policy. We request coordination and review approval of a limited safety and performance analysis conducted by the applicant, as evidence to support the identified and recommended mitigation improvements and the city's final land use application decision. See attached ODOT Technical Memorandum and CEC's *Turn Lane - Median Exhibit*, both dated August 19, 2008. We recommend analysis of the existing and proposed development, with and without this access management mitigation.

Based on prior land use permit applications in this immediate vicinity, and our experience and professional judgment on similar projects, we have preliminarily identified the reasonable access management improvement to offset the impacts of this proposed (and prior approved) development projects. This recommendation is consistent with the identified median improvements in prior traffic studies in this vicinity. The applicant's traffic analysis should analyze the existing day-of-opening impacts, with proposed mitigation, at the subject property's driveway with Ashland Street, and the highway's intersection with Clay Street. The applicant's traffic consultant is encouraged to contact Mr. William Fitzgerald (ODOT Traffic Analyst) at (541) 774-6359, to coordinate our traffic study scoping requirements, in addition to those provided in the city's (Olson) scoping letter dated August 7, 2008. The attached median exhibit by consultant CEC, Inc., presents a viable safety and operations remedy, which we support in concept as mitigation for this project.

We appreciate the opportunity to provide preliminary development review assistance and coordination to the applicant and city on this proposed project. Our Development Review Team looks forward to working with all parties as this project moves forward. Please contact me at (541) 774-6399, if you have comments, questions, or require additional information regarding this correspondence. Thank you.

Sincerely,



David J. Pyles
Development Review Planner III

Attachments: 1) ODOT Technical Memorandum (dated 8/19/08)
2) CEC preliminary access management mitigation

Cc: Bill Molnar, City of Ashland Community Development Director
Mark Knox, Urban Development Services, LLC - land use consultant
Robert Kortt, RDK Engineering, traffic engineering consultant
Mark Kamrath, CEC Inc., engineering consultant
ODOT Region 3



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 3 Traffic

100 Antelope Road
White City, OR 97503
Phone 541-864-8816
Fax 541-774-6349

TECHNICAL MEMORANDUM

TO: David Pyles, RV Development Review Planner

FROM: *WH* Ron Hughes, Region 3 Access Management Engineer
David Fletcher, Development Review Engineer –Traffic Section

DATE: August 19, 2008

SUBJECT: 2200 Ashland Street TIA Scoping with Recommendation

This technical memorandum addresses the proposed redevelopment at 2200 Ashland Street in Ashland, OR. Region 3 Traffic Section's professional judgment asserts this development, along with other recent developments, establishes the need for extension of the existing median located east of Clay Street. This recommendation is based on our review of traffic studies for prior vicinity developments (e.g., the 10-acre Clay Street zone change and Barclay Square).

ODOT Traffic recommends a mountable, raised concrete median extension be built to the west towards Clay Street, transitioning to a median curb on the south side of the center median of Ashland Street (OR-66 or Greensprings Highway). This would limit the proposed 2200 Ashland Street development to a right-in / right-out, and eliminate the left-out movement at Clay Street to eastbound Ashland St. The median curb will establish an eastbound, protected left-turn storage pocket for lefts into Clay St. West of this storage pocket, lane striping is recommended as the efficient, cost effective access management remedy to create eastbound channelized left-turns into Clay St.

ODOT understands the city is requiring a traffic impact study (TIS) for the 2200 Ashland Street project, per city code. We request review of the applicant's traffic study, as justification of the access management improvements at this location; and, those similar improvements identified and/or recommended in prior studies. These improvements are warranted to ensure the safety of the traveling public at this location. These improvements are not warranted solely by the proposed redevelopment at 2200 Ashland St.

The design and construction plan of new concrete median with channelizing median curb and lane striping shall be coordinated by the applicant with the city of Ashland and the ODOT. No construction shall occur, prior to review approval by both the city and ODOT.

Please let us know if you require more information.

Cc: Shyam Sharma – Region 3, Traffic Manager
William Fitzgerald – District 8 Traffic Analyst
Shawn Stephens– Assistant District 8 Manager
Jerry Marmon – District Manager

CITY OF ASHLAND

August 7, 2008

Robert Kortt
RDK Engineering
3350 Green Acres Drive
Central Point OR 97502

RE: TRAFFIC IMPACT ANALYSIS FOR 2200 ASHLAND STREET

Dear Robert:

The vertical curve of the railroad overpass structure on Ashland Street severely limits the view of approaching traffic on either side of the structure. This vision restriction negatively impacts the safe entrance of vehicles onto Ashland Street from Clay Street and from other driveways in close proximity. The existing median installed by the developer of the Barclay Square (ADA McCall Drive Condominiums) development was constructed to partially ameliorate this problem. The redevelopment of the old Handyman Hardware Building at 2200 Ashland Street adds a further traffic impact which needs to be addressed in relation to the safety of the Clay Street / Ashland Street intersection.

To properly assess traffic safety in this area, the City desires that a traffic impact analysis (TIA) be conducted which should include the following parameters and conditions:

1. Limit of Study

The study area should, at a minimum, address traffic conditions 500 feet on each side of the intersection of Clay Street at Ashland Street.

2. Study Elements

The study should address the following conditions and take into consideration the following:

- a. Location and use of existing driveway accesses;
- b. Volume of traffic on Ashland Street and on Clay Street;
- c. Traffic speeds on Ashland Street;
- d. Accident history within the study area;
- e. Level of service and anticipated delay at peak periods for the intersection;
- f. Projected traffic volume from the 2200 Ashland Street property based upon current land use codes and on the development proposal;
- g. Vision restrictions posed by the overpass structure and other features;
- h. Turn movements both current and projected from Clay Street as well as from the 2200 Ashland Street property;

Engineering
20 E. Main Street
Ashland, Oregon 97520
www.ashland.or.us

Tel: 541/488-5347
Fax: 541/488-6006
TTY: 800/735-2900

G:\pub-wrks\eng\dept-admin\ENGINEER\2200 Ashland St TIA ltr to RDK Engineering 8 08.doc

**RECEIVED**

AUG 11 2008

City of Ashland

Field Office Court

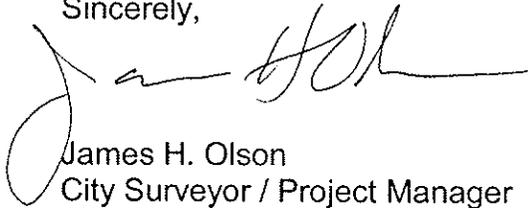
- i. Pedestrian needs and impacts at this location;
- j. Truck movements from Clay Street and from the 2200 Ashland Street property.

3. Conclusions and Recommendations

The engineer shall prepare a written report detailing the noted problems and recommended actions to improve safety along this corridor. The recommendation should take into consideration a previous TIA conducted by your firm for Andy Cochrane for a proposed residential subdivision on Clay Street, north of Ashland Street. The analysis process must also take into consideration ODOT requirements for the intersection.

If you have questions regarding any of the above listed requirements, please feel free to call at 488-5347.

Sincerely,



James H. Olson
City Surveyor / Project Manager

cc: Mike Faught
Bill Molnar

RECEIVED

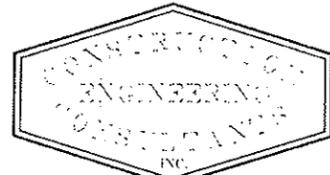
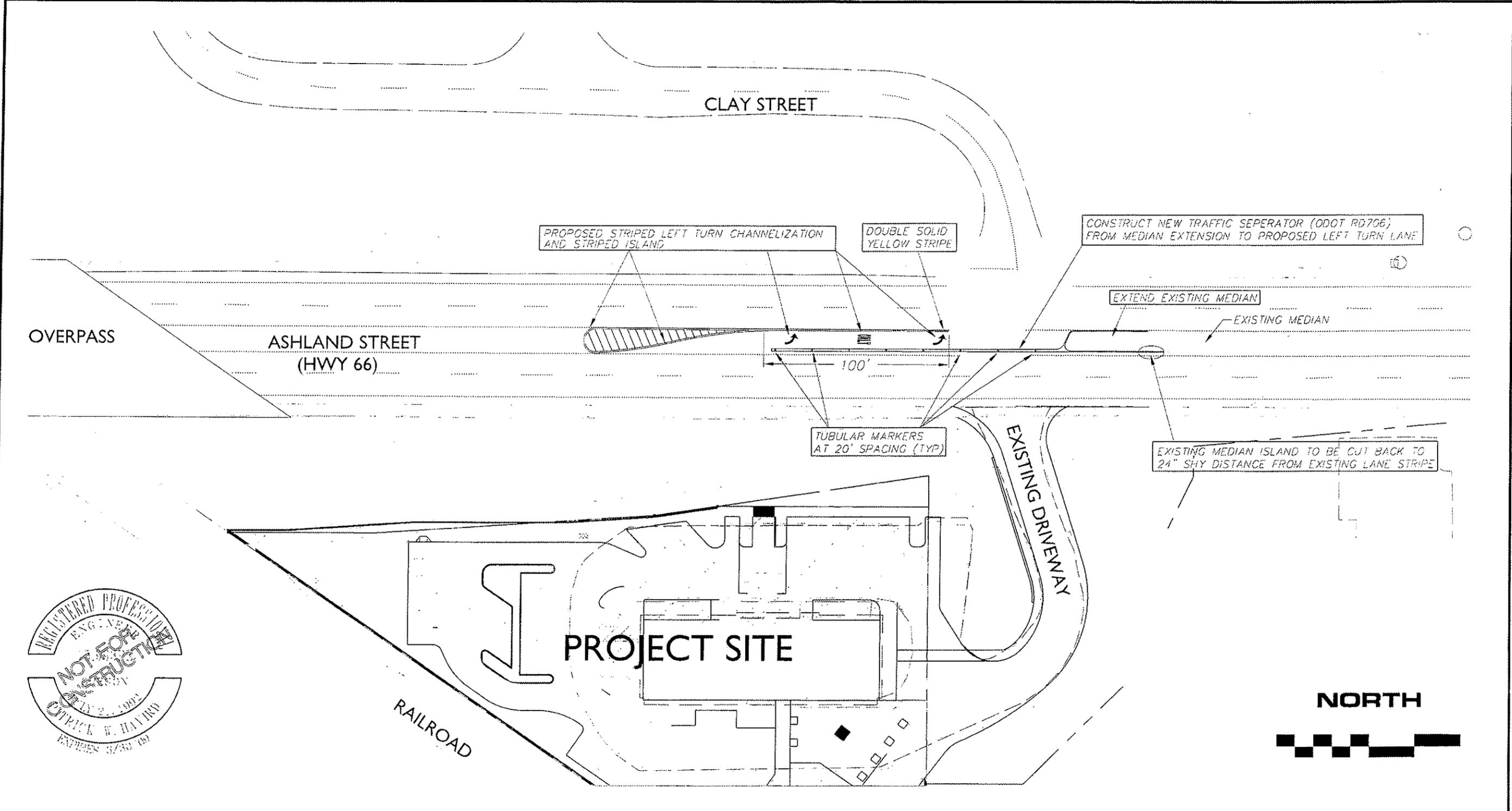
AUG 11 2008

City of Ashland

Field Office Coun

Engineering Tel: 541/488-5347
20 E. Main Street Fax: 541/488-6006
Ashland, Oregon 97520 TTY: 800/735-2900
www.ashland.or.us





P.O. BOX 1724 • MEDFORD, OREGON 97501
 TEL (541) 779-8258 • FAX (541) 779-3189

DRAWN BY: MWK

DATE: 8/08

CHECKED BY: PWH

DATE: 8/08

APPROVED:

DATE:

APPROVED:

DATE:

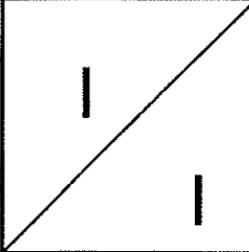
NO. REVISION

DATE BY

CITY OF ASHLAND - ODOT

COMING ATTRACTIONS OFFICE

ASHLAND STREET
 TURN LANE - MEDIAN EXHIBIT
 AUGUST 19, 2008



TRAFFIC IMPACT STUDY

RECEIVED

SEP 16 2008

City of Ashland
Community Development

Commercial Development
2200 Ashland Street
Ashland, Oregon

September 12, 2008

Prepared by:
RDK Engineering
for
John Schweiger

TRAFFIC IMPACT STUDY

RECEIVED

SEP 16 2008

City of Ashland
Community Development

Commercial Development
2200 Ashland Street
Ashland, Oregon

September 12, 2008



RENEWAL DATE 6-30-09

Prepared by:
RDK Engineering
for
John Schweiger

TABLE OF CONTENTS

	Page
I. <u>EXECUTIVE SUMMARY</u>	1
II. <u>INTRODUCTION</u>	
Project Location	3
Project Description.....	3
Study Process and Organization	3
III. <u>EXISTING CONDITIONS</u>	
Existing Site Conditions... ..	4
Traffic Counts	4
Roadway Classifications.....	4
IV. <u>TRAFFIC SAFETY</u>	
Accident Summary	5
Intersection Accident Summaries	5
Queue Lengths.....	5
Sight Distance.....	6
V. <u>GROWTH VOLUMES</u>	
Background Growth.....	7
Seasonal Volume Adjustment	7
Pipeline Traffic Adjustment	7
VI. <u>SITE TRAFFIC</u>	
Existing Access.....	7
Trip Generation	8
Trip Distribution and Assignment	9
Year 2008 Existing and Year 2009 Combined Traffic Volumes.....	9
VII. <u>INTERSECTION CAPACITY AND LEVEL OF SERVICE ANALYSIS</u>	9
VIII. <u>INTERSECTION SUMMARIES</u>	11
IX. <u>CONCLUSIONS</u>	11
 <u>APPENDIX</u>	
A. Figures	
B. Turning Movement Counts	
Seasonal Adjustment	
Pipeline Trip Source	
C. Level of Service Description	
ODOT Mobility Standard	
D. Crash History	
E. Scoping Letters	
F. Trip Generation	
G. Traffic Signal Warrant	
Left/Right Turn Lane Warrants	

TABLE OF CONTENTS

<u>CALCULATIONS:</u>	Year 2008 Combined A.M. & P.M. Peak Hour Level of Service
	Year 2009 A.M. & P.M. Peak Hour No Build Level of Service
	Year 2009 A.M. & P.M. Peak Hour with Project
	Sim Traffic Year 2008 A.M. & P.M. Peak Hour simulations
	Sim Traffic Year 2009 A.M. & P.M. Peak Hour simulations, with project

<u>LIST OF TABLES</u>	<u>PAGE</u>
Table 1	Roadway Classifications.....4
Table 2	Crash Summary5
Table 3	95 th Percentile Queue Lengths 6
Table 4	95 th Percentile Queue Lengths 6
Table 5	Site Generated Traffic A.M. Peak Hour8
Table 6	Site Generated Traffic P.M. Peak Hour.....8
Table 7	AM Peak Hour Level of Service10
Table 8	AM Peak Hour Level of Service10
Table 9	PM Peak Hour Level of Service10
Table 10	PM Peak Hour Level of Service10

LIST OF FIGURES (APPENDIX A)

Figure 1	Vicinity Map
Figure 2A	Site Location
Figure 2B	Site Location
Figure 3	Preliminary Site Plan & Median Design
Figure 4	Ashland Street Access
Figure 5	Existing Lane Configurations and Traffic Control
Figure 6	Year 2008 A.M.(P.M.) Peak Hour Existing Traffic Volumes
Figure 7	Year 2008 A.M.(P.M.) Peak Hour Seasonal Adjustment
Figure 8	Year 2008 A.M.(P.M.) Peak Hour Pipeline Traffic
Figure 9	Year 2008 A.M.(P.M.) Peak Hour Combined Traffic Volumes
Figure 10	Year 2008 – 2009 A.M.(P.M.) Peak Hour Background Traffic
Figure 11	Year 2009 A.M.(P.M.) Peak Hour “No Build” Traffic Volumes
Figure 12	A.M.(P.M.) Peak Hour Site Distribution Percentages
Figure 13	A.M.(P.M.) Peak Hour Site Trip Assignment
Figure 14	Year 2009 A.M.(P.M.) Peak Hour Pass-By Trip Reduction
Figure 15	Year 2009 A.M.(P.M.) Peak Hour Traffic Volumes With Project
Figure 16	Year 2009 A.M.(P.M.) Peak Hour Traffic Volumes With Project & Median Barrier

I. EXECUTIVE SUMMARY

Study Summary

This study presents the results of RDK Engineering's transportation impact study for the proposed re-construction of the existing commercial site at 2200 Ashland Street in the City of Ashland (Former site of the old Handyman Hardware Building). The site is located in the south quadrant of the intersection of Clay Street and Ashland Street.

The proposed 18,585 square foot development will include 12,365 sq. ft. of General Office Space, and 6,220 sq. ft. of Specialty Retail use. Access will be taken from an existing driveway located on Ashland Street, across from Clay Street.

The proposed commercial development is estimated to generate 276 total daily trips, with 62 trips during the A.M. peak, and 35 total trips during the P.M. peak.

A.M. and P.M. peak hour impacts were analyzed for three scenarios at the study area intersection of Clay Street and Ashland Street.

- Existing Year 2008 conditions.
- Year 2009 No Build conditions.
- Year 2009 Build conditions.

Conclusions

The findings of the transportation impact study show that in the existing year 2008, the intersection of Clay Street and Ashland Street is operating to the Oregon Department of Transportation mobility standards during both the A.M. and P.M. peaks. City of Ashland standards are met in the A.M. peak only. The P.M. peak exceeds City level of service standards under current operating conditions.

In the year 2009, with and without the project, the intersection will continue to operate to ODOT mobility standards. City level of service standards will continue to be met during the A.M. peak. The P.M. peak will continue to exceed City standards.

Motorists making the left turn to the west from the site driveway have 330 ft. of sight distance. The AASHTO standard recommends 412 ft. of intersection sight distance.

The minimum stopping distance required for eastbound motorists is 271 ft. Motorists have sight distance of 330 ft. to stop in case of a problem at Clay Street.

In summary, the required stopping sight distance is met for motorists eastbound coming over the over-pass approaching Clay Street. However, intersection sight distance for motorists making the left turn from the site driveway is less than the recommended AASHTO standard.

The Oregon Department of Transportation (ODOT) has indicated that the existing raised median on Ashland Street will be extended to the west in conjunction with this project. (See Figure 3 in Appendix A) Extension of the raised median will not allow for southbound through or left turn traffic from Clay Street. The median barrier will still permit eastbound left turns from Ashland Street onto Clay Street. The barrier will restrict turning movements at the site driveway to “right turn in” and “right turn out” only.

With the median barrier in place, the ODOT mobility standard will continue to be met. The City of Ashland level of service standard will also be met. The level of service will adjust from “F” to “B” in the year 2009, with the project completed and in service.

The transportation impact study concludes that the proposed commercial development can be accommodated on the existing street system to the Oregon Department of Transportation mobility standards, and to the City of Ashland level of service standards.

II. INTRODUCTION

This report summarizes the transportation impact study (TIS) for the proposed commercial development located in the south quadrant of the intersection of Clay Street and Ashland Street in the City of Ashland, Oregon.

The purposes of this study are to identify any transportation related impacts generated by the daily operations of the proposed project and to determine the need for any improvements to the nearby road system, where appropriate, to maintain a satisfactory level of service.

The Oregon Department of Transportation and the City of Ashland have advised that a transportation facility adequacy analysis should be applied to the intersection of Clay Street and Ashland Street.

The analysis years reviewed in this study for ODOT and the City of Ashland include the existing year 2008, the year 2009 "No Build," and the year 2009 Combined traffic (With Project). All analyses have been prepared for the A.M. and P.M. peak hours of the day.

Project Location

The site is located in the south quadrant of the intersection of Clay Street and Ashland Street. A site vicinity map is shown on Figure 1 in Appendix A, The site location is shown on Figure 2. The preliminary site area is shown on Figure 3.

Project Description

The site will be developed on Township 39 Range 1E Section 14BB, tax lot 300. The total site is equal to 1.21 acres. Current zoning for the site is commercial and will not require any land use change for the proposed development to be approved. The project can be accommodated and is consistent with current zoning. Access to the site will be from Ashland Street from an existing driveway.

Study Process and Organization

The process used in preparing this transportation impact study follows a generally accepted approach for preparing a TIS. This process conforms to the general requirements of the Oregon Department of Transportation and the City of Ashland. To the extent possible, any significant departures or modifications to this approach have been documented within this report and coordinated with appropriate agency staff.

This report is formatted to first analyze existing transportation conditions, which will provide an existing framework or reference for the remainder of the analysis. Background traffic along with the traffic generated by the development is assigned and distributed into the existing street network and added to the existing traffic volumes. The report will analyze the projected traffic flow at key intersections within the study area and note any mitigating measures that may be required to maintain an acceptable level of service.

III. EXISTING CONDITIONS

Existing Site Development

Tax lot 300 makes up the total 1.21 acre site. One building is still in service on the site. Existing site traffic is minimal. Site ingress, egress is from an existing driveway on Ashland Street. Some internal trips can be made to and from the east, through adjacent property. These trips can be modified at any time since there is no direct access agreement between properties.

Traffic Counts

RDK Engineering obtained year 2008 A.M. and P.M. peak hour summer counts at the Clay Street and Ashland Street intersection.

Raw count volumes are shown on Figure 6 in Appendix A. Adjusted count volumes, which consider pipeline traffic and seasonal adjustments, are shown in the Year 2008 Combined traffic volumes on Figure 9.

Existing year 2008 A.M. and P.M. peak hour volumes have been adjusted to year 2009 traffic volumes by applying a 2% per year growth rate as background traffic. The 2% rate was used since it was only applied for one year.

Roadway Classifications

The following Table 1 is a summary of the existing roadway classifications and descriptions in the study area.

TABLE 1 - MAJOR ROADWAY CLASSIFICATIONS			
	# Lanes	Classification	Posted Speed
Hwy 66, Ashland St.	4	Regional Highway	35
Clay Street	2	Avenue	25

IV. TRAFFIC SAFETY

Crash History

The crash histories for the study area intersection and surrounding area were obtained from the Oregon Department of Transportation for the five-year period from 2003 through 2007. Crash rates were calculated in accordance with standard guidelines and average daily volumes obtained from peak hour approach volumes, adjusted to Average Daily Traffic.

Intersection safety is generally evaluated by determining the crash rates in terms of Crashes per Million Entering Vehicles (MEV) at intersections. In addition, the details of the crash data are examined to identify any patterns that could be attributable to geometric or operational deficiencies. Generally, a crash rate higher than 1.0 crash/MEV indicates the need for further

investigation at an intersection but care should be taken when calculating crash rates for sections less than one mile or carrying a low volume of traffic because both circumstances can skew the resulting rate and make it appear higher than it actually is. Table 2 below provides the crash rates for the study area.

INTERSECTION / ROADWAY	2003	2004	2005	2006	2007	Total	ADT	Rate
Clay St. from Ashland St. to 500 ft. north	0	0	0	0	0	0	1,220	0.00
Clay St. & Ashland St.	0	0	0	0	1	1	12,770	0.04
YMCA Way & Ashland St.	0	0	1	0	0	1	12,410	0.04
Ashland St. Clay St. to YMCA Way	0	1	0	1	1	3	12,410	0.47

Crash Summaries:

Clay Street from Ashland Street to 500 ft. north – No crashes reported.

Intersection of Clay Street & Ashland Street– One crash was reported over a five year period. The angle crash occurred in the year 2007 and involved injury.

Intersection of YMCA Way & Ashland Street – One crash was reported over a five year period. The angle crash occurred in the year 2005 and was property damage only.

Ashland Street, Clay Street to YMCA Way – Three mid-block crashes reported over a five year period. One turning movement crash in the year 2004, one fixed object crash in 2006, and one angle crash in 2007. One crash involved injury and two were property damage only.

Based on the crash summaries, the Ashland Street study area is operating within acceptable limits for traffic safety. Crash history is provided in Appendix D.

Queue Lengths

The proposed 2200 Ashland Street commercial development will take access from an existing driveway location on Ashland Street. The driveway is located across from the Clay Street intersection with Ashland Street.

Traffic simulations were run and averaged in SimTraffic per ODOT methodology to determine 95th percentile queue lengths. Queue lengths were evaluated to determine if any blockage would occur during the P.M. peak hour to access locations adjacent the Clay Street and Ashland Street intersection.

Results of the SimTraffic simulations indicate that no adjacent access locations would be blocked during the P.M. peak hour. Tables 3 & 4 on the following page show the average P.M. peak hour queue lengths and distance to the nearest access locations. The proposed 2200 Ashland Street development is not shown to cause any significant queue increases on Ashland Street or Clay Street.

The transportation impact study concludes that the 95th percentile queues from the intersection of Clay street and Ashland Street will not block the access to adjacent developments in the year 2009, with the proposed project. Refer to the "Calculations" at the end of the report for SimTraffic results.

Queue Lengths

TABLE 3 – Year 2008 Combined P.M. Peak Hour, 95th % Queues			
Intersection	Distance To Nearest Access (Feet)	Average Queue (Feet)	Exceeded
Clay Street & Ashland Street			
E.B. Left	200	48	No
W.B. Through	160	10	No
W.B. Through/Right	160	16	No
N.B. Left/Through/Right	80	37	No
S.B. Left/Through/Right	100	67	No

Queue Lengths

TABLE 4 – Year 2009 With Project P.M. Peak Hour, 95th % Queues			
Intersection	Distance To Nearest Access (Feet)	Average Queue (Feet)	Exceeded
Clay Street & Ashland Street			
E.B. Left	200	46	No
W.B. Through	160	13	No
W.B. Through/Right	160	16	No
N.B. Left/Through/Right	80	42	No
S.B. Left/Through/Right	100	67	No

Sight Distance

Ashland Street posted speed is 35 mph. This section of Ashland Street is under the operation and maintenance of the Oregon Department of Transportation, however the street section operates as a typical urban arterial street.

The sight distance from the proposed site driveway looking westerly was measured in the field from a point 15 feet south of the eastbound curb lane, and observed from a driver’s eye height of 3.5 feet to view an object to the west at 3.5 feet in height. The intersection sight distance was determined to be 330 feet. The minimum intersection stopping sight distance required per the Oregon Department of Transportation Highway Design Manual is 271 feet. The desired intersection sight distance per AASHTO (American Association of State Highway and Transportation Officials) is 412 feet. Based on these data, intersection sight distance meets the minimum ODOT stopping distance requirements. Intersection sight distance does not meet AASHTO recommended standard.

The sight distance from the proposed site driveway looking to the east at westbound traffic is in excess of 800 ft.

Recommended Improvements

The Oregon Department of Transportation has indicated that the existing raised median area on Ashland Street be extended west to reduce turning movement conflicts from Clay Street and from the proposed project site driveway.

V. GROWTH VOLUMES

Background Growth

A background growth rate of 2% per year was used for the study area. The growth volumes were added to adjust existing year A.M. and P.M. peak hour traffic volumes to the "No Build" and project build-out year 2009 volumes. Peak hour background traffic volumes are shown on Figure 10 in Appendix A.

Seasonal Volume Adjustment

Traffic volume counts used in the study were checked against the highest travel month of the year as determined from the ODOT Automatic Traffic Counter (ATR) No. 15-014 located on the Rogue Valley Highway. An averaged seasonal adjustment of 7% was applied to August count data to develop 30th highest design hour volumes (DHV). Seasonal adjustment is shown on Figure 7 in Appendix A.

Pipeline Traffic Adjustment

Pipeline traffic is traffic generated by recently approved projects that have not been completed at the time of analysis. City Staff have advised that traffic volumes to be generated by the Barclay Square and the Clay Street Residential Development should be included in the study. Pipeline traffic volumes have been included in this study and are shown on Figure 8 in Appendix A. See Appendix B for pipeline trip source.

VI. SITE TRAFFIC

Existing Access

The study assumes that all vehicles traveling to and from the site will access the site from Ashland Street through the one existing driveway.

Currently some vehicles can access the site from private property to the east. This access can be closed at any time. There is no direct access agreement between properties. Therefore, all trips to and from the site have been assigned to the existing driveway on Ashland Street.

Trip Generation

Trip generation calculations for the proposed re-construction of the existing building were prepared utilizing the Institute of Transportation Engineers Trip Generation, Seventh Edition. The ITE Trip Generation rates used were land use codes 710 General Office, and 814 Specialty Retail Center. Refer to Appendix F for trip generation calculations.

All site related trips were assumed to be trips made by private vehicle. The total trip generation anticipated from completion of the proposed building re-construction are summarized in Table's 5 & 6 below.

TABLE 5
Trip Generation, 2200 Ashland Street, A.M. Peak Hour

Land Use	Size	ITE Code	Daily Trips	Weekday A.M. Peak Hour		
				Total	In	Out
General Office	12,365 sf	710	136	19	17	2
Specialty Retail Center	6,220 sf	814	276	43	21	22
TOTAL TRIPS			412	62	38	24
Less Internal Trips:						
Retail to Retail (10%)			(28)	(4)	(2)	(2)
Office to Retail (10%)			(14)	(2)	(2)	(0)
TOTAL DRIVEWAYS TRIPS			370	56	34	22
Less Pass-By Trips:						
General Office (0%)			0	0	0	0
Specialty Retail (10%)			(25)	(3)	(1)	(2)
Less Existing Trips			(4)	(2)	(1)	(1)
NET NEW TRIPS			341	51	32	19

TABLE 6
Trip Generation, 2200 Ashland Street, P.M. Peak Hour

Land Use	Size	ITE Code	Daily Trips	Weekday P.M. Peak Hour		
				Total	In	Out
General Office	12,365 sf	710	136	18	3	15
Specialty Retail Center	6,220 sf	814	276	17	7	10
TOTAL TRIPS			412	35	10	25
Less Internal Trips:						
Retail to Retail (10%)			(28)	(1)	(0)	(1)
Office to Retail (10%)			(14)	(2)	(0)	(2)
TOTAL DRIVEWAYS TRIPS			370	32	10	22
Less Pass-By Trips:						
General Office (0%)			0	0	0	0
Specialty Retail (10%)			(25)	(1)	(0)	(1)
Less Existing Trips			(4)	(2)	(1)	(1)
NET NEW TRIPS			341	29	9	20

Trip Distribution and Assignment

Trip distribution is based on evaluation of existing traffic patterns at the study area intersection, existing and projected traffic volumes, local knowledge, and engineering judgment. Figures 12 and 13 in Appendix A illustrate site distribution percentages and assignments.

Year 2008 Existing and Year 2009 Combined Traffic Volumes

Year 2008 combined traffic volumes include the year 2008 base traffic plus seasonal adjustment, background, and pipeline traffic. Figure 9 in Appendix A illustrates the total combined year 2008 traffic volumes. Year 2009 volumes include combined year 2008 volumes plus project site traffic. Figure 15 in Appendix A illustrates the total projected year 2009 A.M. and P.M. peak hour traffic volumes. Figure 16 illustrates year 2009 A.M. and P.M. peak hour volumes with the median barrier in place.

VII. INTERSECTION AND ROADWAY ANALYSIS

Intersection Capacity and Level of Service

Intersection capacity calculations were conducted utilizing the methodologies presented in the Year 2000 Highway Capacity Manual.

Capacity and level of service calculations for the stop-sign controlled intersection was prepared using "SYNCHRO" software. Copies of the calculations are included in the "Calculations" sections of the report.

Appendix C gives a detailed description of Level of Service measurements for stop sign controlled intersections.

The City of Ashland standards consider the minimum acceptable level of service to be "D." The City will require mitigation to level of service "D" if the existing or projected level of service is in an "E" or "F" condition. The Oregon Department of Transportation (ODOT) uses the intersection volume-to-capacity ratio as its standard for how an intersection is operating. The ODOT mobility standard for this section of Ashland Street (Regional Highway) is 0.85. This section of Ashland Street, from the over-pass to the freeway is Highway 66, and therefore, under the jurisdiction of ODOT.

ODOT mobility standards and City of Ashland level of service calculations address:

- Combined year 2008 A.M. and P.M. peak hour traffic conditions. Combined traffic includes existing, pipeline, and background traffic volumes.
- Combined year 2009 A.M. and P.M. peak hour traffic conditions. Combined traffic includes existing, pipeline, background, and project traffic volumes.
- Combined year 2009 A.M. and P.M. peak hour traffic conditions mitigated to include the extension of the existing raised median barrier across Clay Street.

Tables 7 & 9 shown below, summarize the V/C and level of service calculations for the A.M. and P.M. existing year 2008, projected year 2009 No Build, and projected year 2009 Build level of service with the project. Table's 8 & 10 summarize the year 2009 A.M. and P.M. V/C and level of service with the project and with the raised median barrier in place.

TABLE 7 – A.M. Peak Hour Level of Service – Existing Channelization			
Intersection	Year 2008 Combined	Year 2009 No Build	Year 2009 With Project
Clay Street & Ashland Street	0.43 – C – 22.0 Sec.	0.45 – C – 22.9 Sec	0.57 – D – 32.0 Sec.

V/C – Level of Service – Delay

TABLE 8 – A.M. Peak Hour Level of Service – With Median Barrier			
Intersection			Year 2009 With Project
Clay Street & Ashland Street			0.20 – B – 10.8 Sec.

V/C – Level of Service – Delay

TABLE 9 – P.M. Peak Hour Level of Service – Existing Channelization			
Intersection	Year 2008 Combined	Year 2009 No Build	Year 2009 With Project
Clay Street & Ashland Street	0.53 – E – 42.9 Sec.	0.56 – E – 47.0 Sec	0.66 – F – 62.4 Sec.

V/C – Level of Service – Delay

TABLE 10 – P.M. Peak Hour Level of Service – With Median Barrier			
Intersection			Year 2009 With Project
Clay Street & Ashland Street			0.29 – B – 11.7 Sec.

V/C – Level of Service – Delay

VIII. INTERSECTION SUMMARY

Clay Street and Ashland Street (ODOT Highway 66)

This is a 4-way intersection controlled by Stop Sign control on Clay Street. The site driveway is opposite Clay Street and is a Stop controlled private access entering a public roadway.

The intersection is operated and maintained by ODOT. The existing year 2008 A.M. and P.M. peak hour projections indicate that the intersection is operating at LOS "C" and "E" during the A.M. and P.M. peak hours. The V/C ratio is 0.43 & 0.53 respectfully. The year 2009 No Build A.M. and P.M. peak hour projections indicate that the intersection will continue operating at LOS "C" and "E" with V/C ratios of 0.45 & 0.56. The year 2009 Build A.M. and P.M. peak hour projections indicate that the intersection will operate at LOS "D" and "F" with V/C ratios of 0.57 & 0.66.

Sight distance to the west is restricted by the over-pass. Due to the sight restriction, and other turning movement conflicts, ODOT is requiring that the existing raised median on Ashland Street be extended to the west, past Clay Street (See preliminary plan, Figure 3 Appendix A). The raised median will shut off the southbound Clay Street through and left turn movements. The eastbound left turn onto Clay Street will be permitted. The site ingress, egress will be restricted to "right turn in" & "right turn out" only.

With the raised median in place, the year 2009 A.M. & P.M. volumes, with the project, will be level of service "B" for both the A.M. & P.M. periods. The V/C ratios will be 0.20 & 0.29.

No further mitigation is required.

IX. CONCLUSIONS

The findings of the transportation impact study show that in the existing year 2008, the intersection of Clay Street and Ashland Street is operating to the Oregon Department of Transportation mobility standards during both the A.M. and P.M. peaks. City of Ashland standards are met in the A.M. peak only. The P.M. peak exceeds City level of service standards under current operating conditions.

In the year 2009, with and without the project, the intersection will continue to operate to ODOT mobility standards. City level of service standards will continue to be met during the A.M. peak. The P.M. peak will continue to exceed City standards.

Motorists making the left turn to the west from the site driveway have 330 ft. of sight distance. The AASHTO standard recommends 412 ft. of intersection sight distance.

The minimum stopping distance required for eastbound motorists is 271 ft. Motorists have sight distance of 330 ft. to stop in case of a problem at Clay Street.

In summary, the required stopping sight distance is met for motorists eastbound coming over the over-pass approaching Clay Street. However, intersection sight distance for motorists making the left turn from the site driveway is less than the recommended AASHTO standard.

The Oregon Department of Transportation (ODOT) has indicated that the existing raised median on Ashland Street will be extended to the west in conjunction with this project. (See Figure 3 in Appendix A) Extension of the raised median will not allow for southbound through or left turn traffic from Clay Street. The median barrier will still permit eastbound left turns from Ashland Street onto Clay Street. The barrier will restrict turning movements at the site driveway to "right turn in" and "right turn out" only.

With the median barrier in place, the ODOT mobility standard will continue to be met. The City of Ashland level of service standard will also be met. The level of service will adjust from "F" to "B" in the year 2009, with the project completed and in service.

A preliminary traffic signal warrant investigation was prepared and is included in Appendix G. The investigation shows that traffic signals are not warranted in the year 2009 with the project.

The transportation impact study concludes that the proposed commercial development can be accommodated on the existing street system to the Oregon Department of Transportation mobility standards, and to the City of Ashland level of service standards.

APPENDIX A

FIGURES

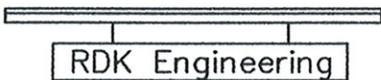
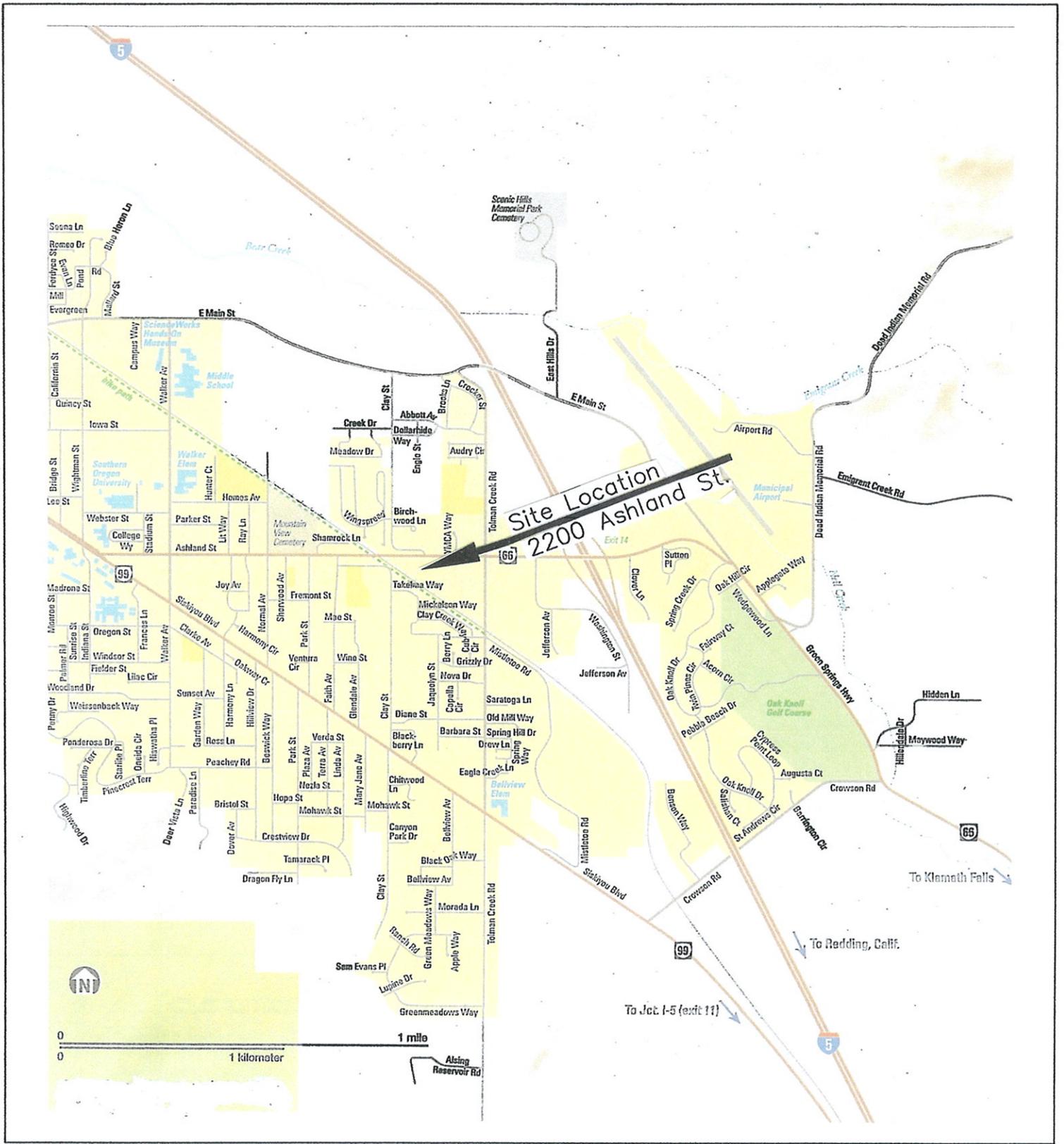


Figure 1
Vicinity Map

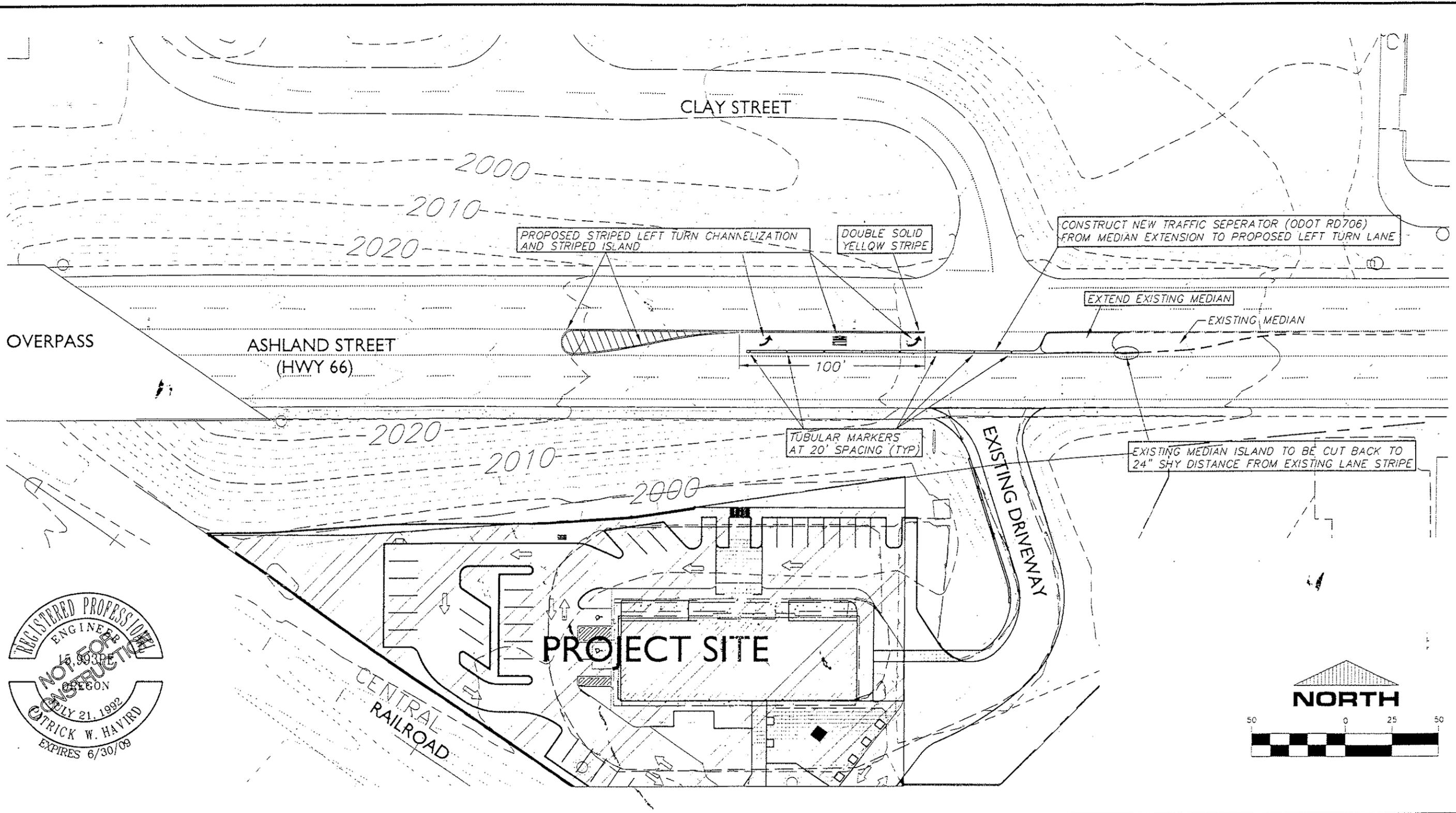
2200 Ashland Street
Commercial Development



**FIGURE NO. 2A
SITE LOCATION**



**FIGURE NO. 2B
SITE LOCATION**



P.O. BOX 1724 • MEDFORD, OREGON 97501
 PH. (541) 779-5268 • FAX (541) 779-3139

DRAWN BY: MWK	DATE: 8/08	NO.	REVISION	DATE	BY
CHECKED BY: PWH	DATE: 8/08				
APPROVED:	DATE:				
APPROVED:	DATE:				

CITY OF ASHLAND - ODOT
 COMING ATTRACTIONS OFFICE
 ASHLAND STREET
 TURN LANE - MEDIAN EXHIBIT
 AUGUST 19, 2008

SHEET
 1
 OF
 1

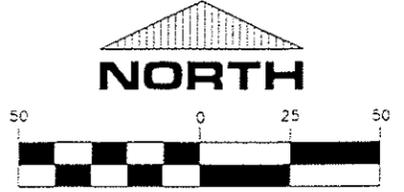


FIGURE 3
 PROJECT SITE

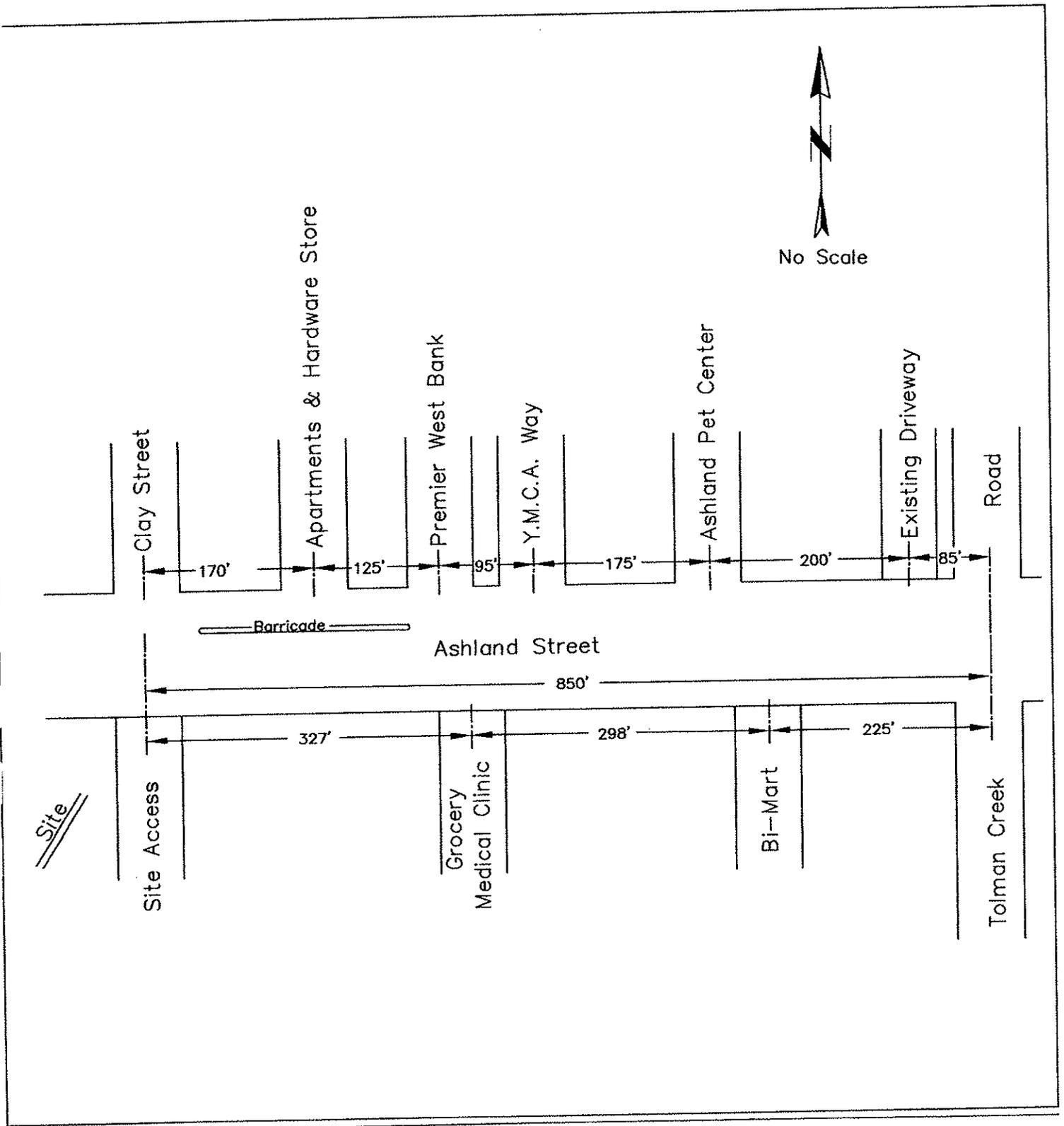
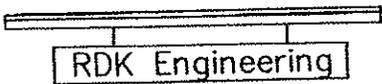


Figure 4
 Ashland Street Driveway Access
 Clay Street to Tolman Creek Road

2200 Ashland Street
 Commercial Development



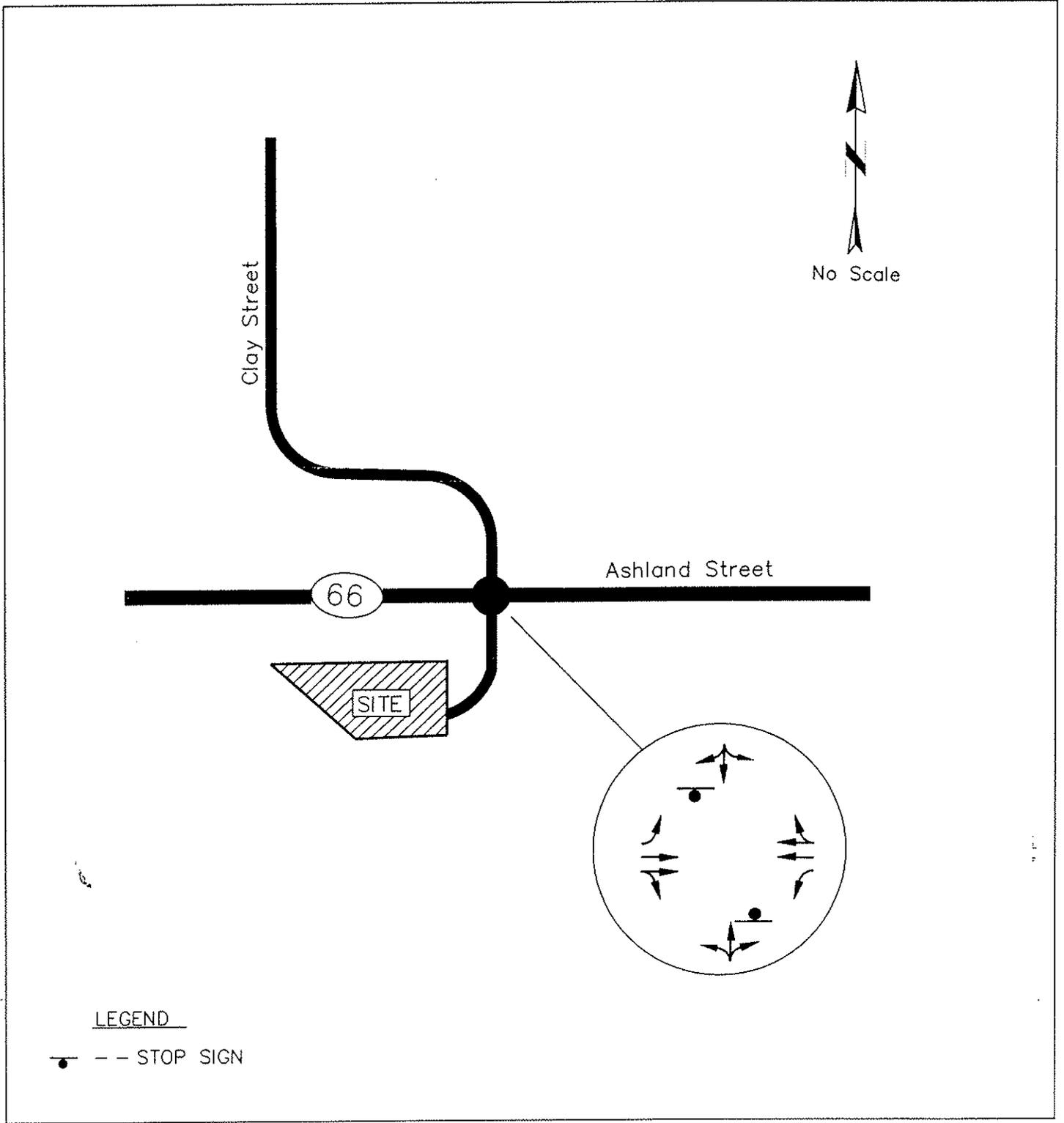


Figure 5
Existing Lane Configurations
and Traffic Control

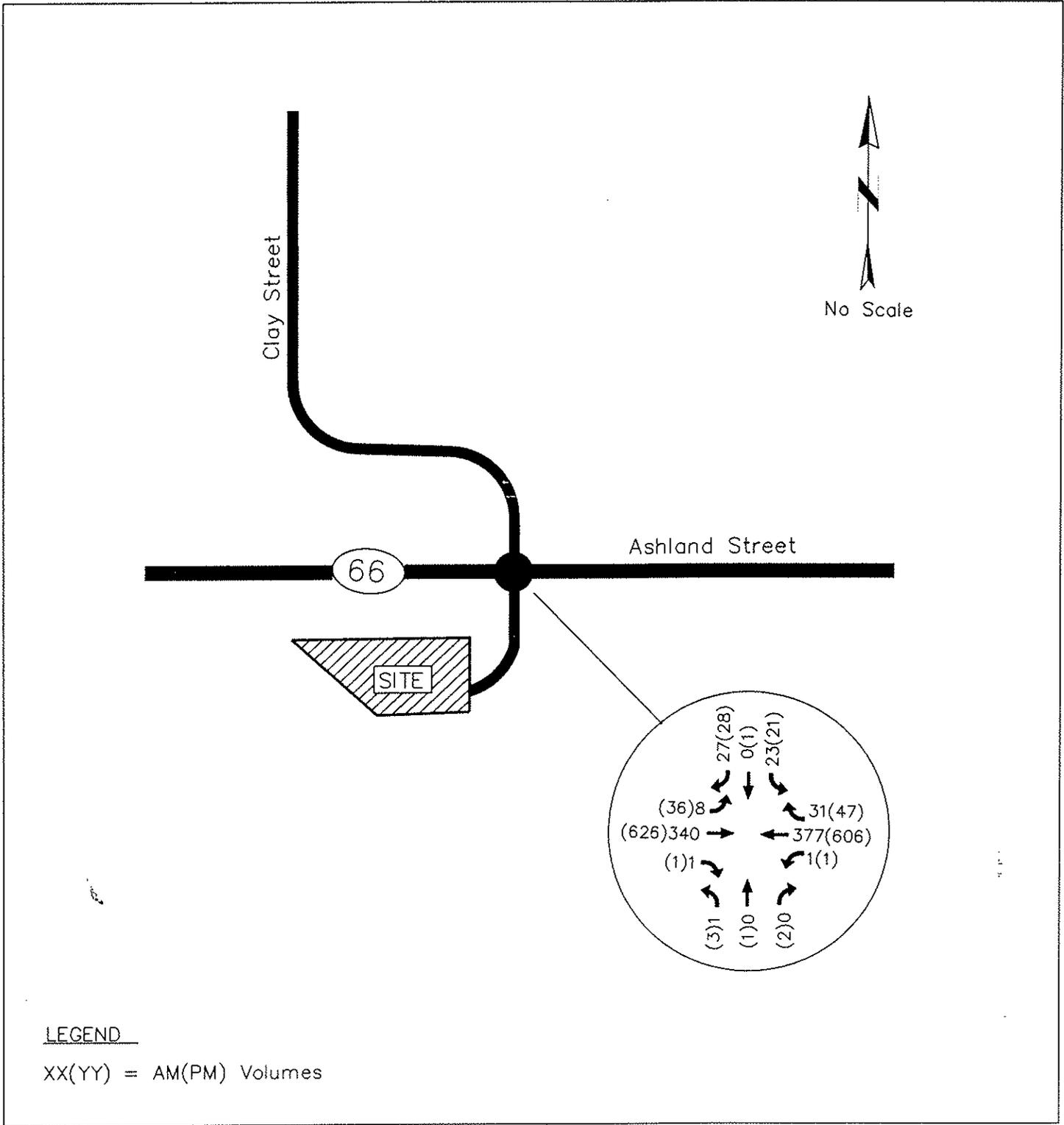


Figure 6

Year 2008 AM(PM) Peak Hour
Existing Traffic Volumes

2200 Ashland Street
Commercial Development

RDK Engineering

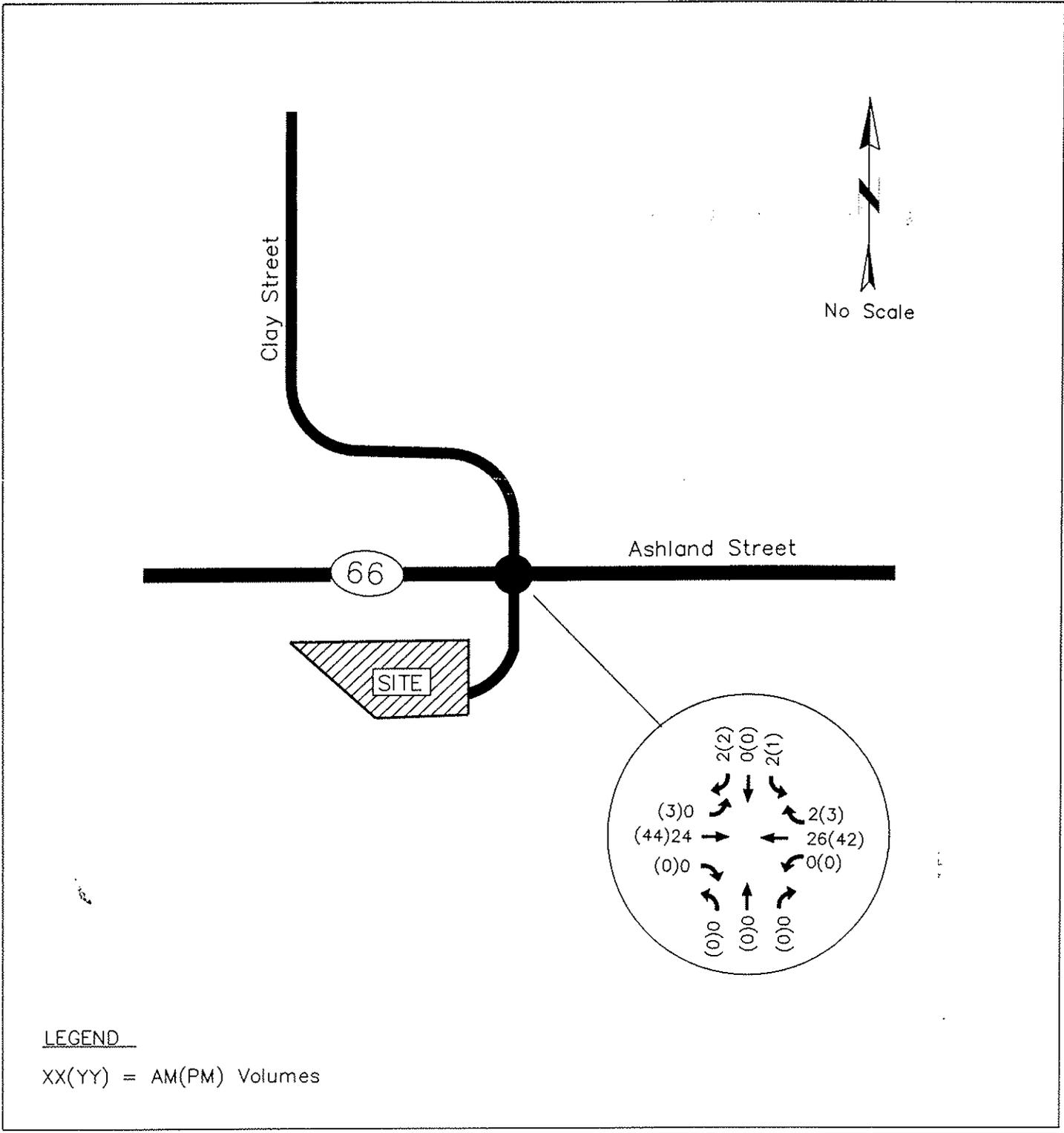
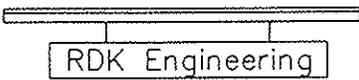
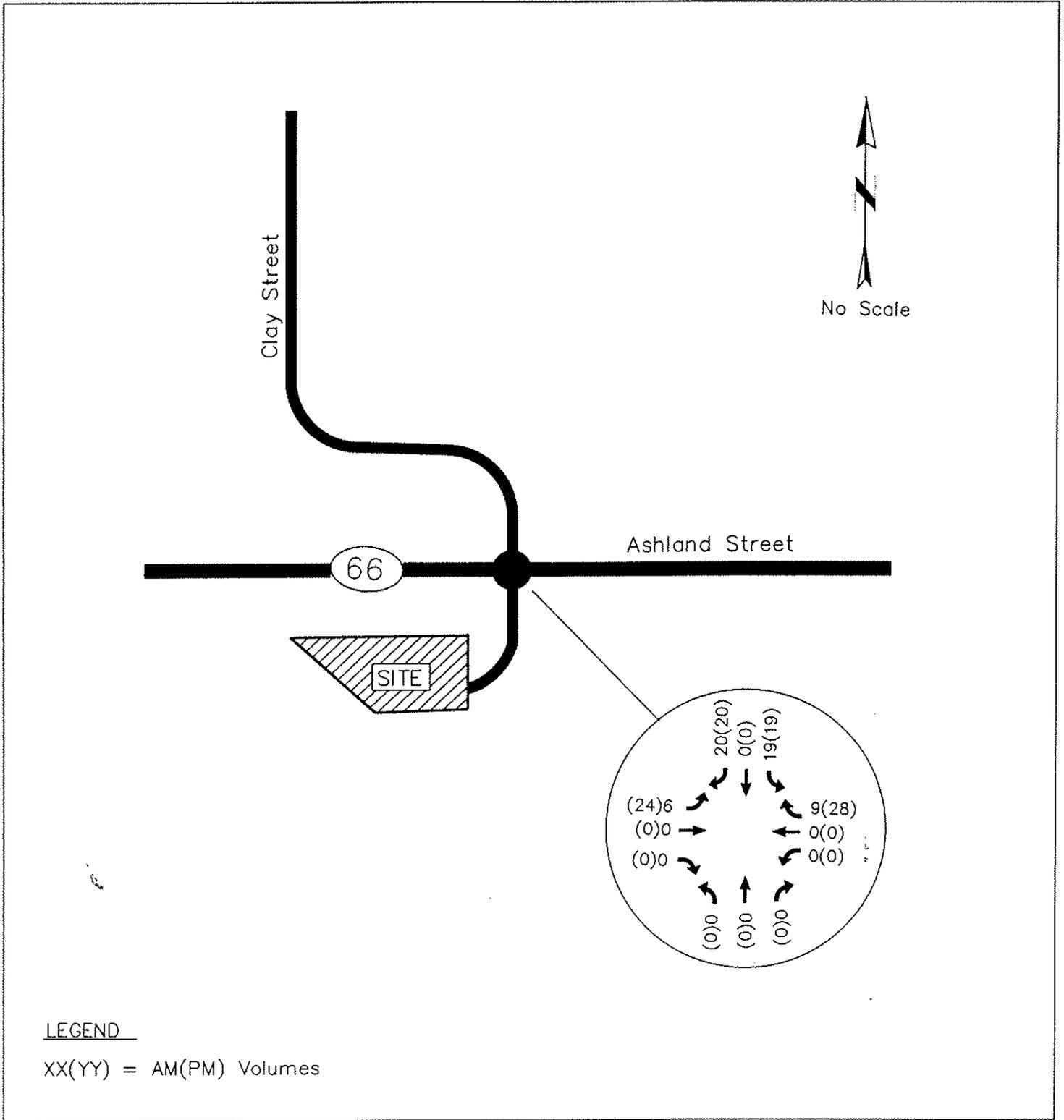


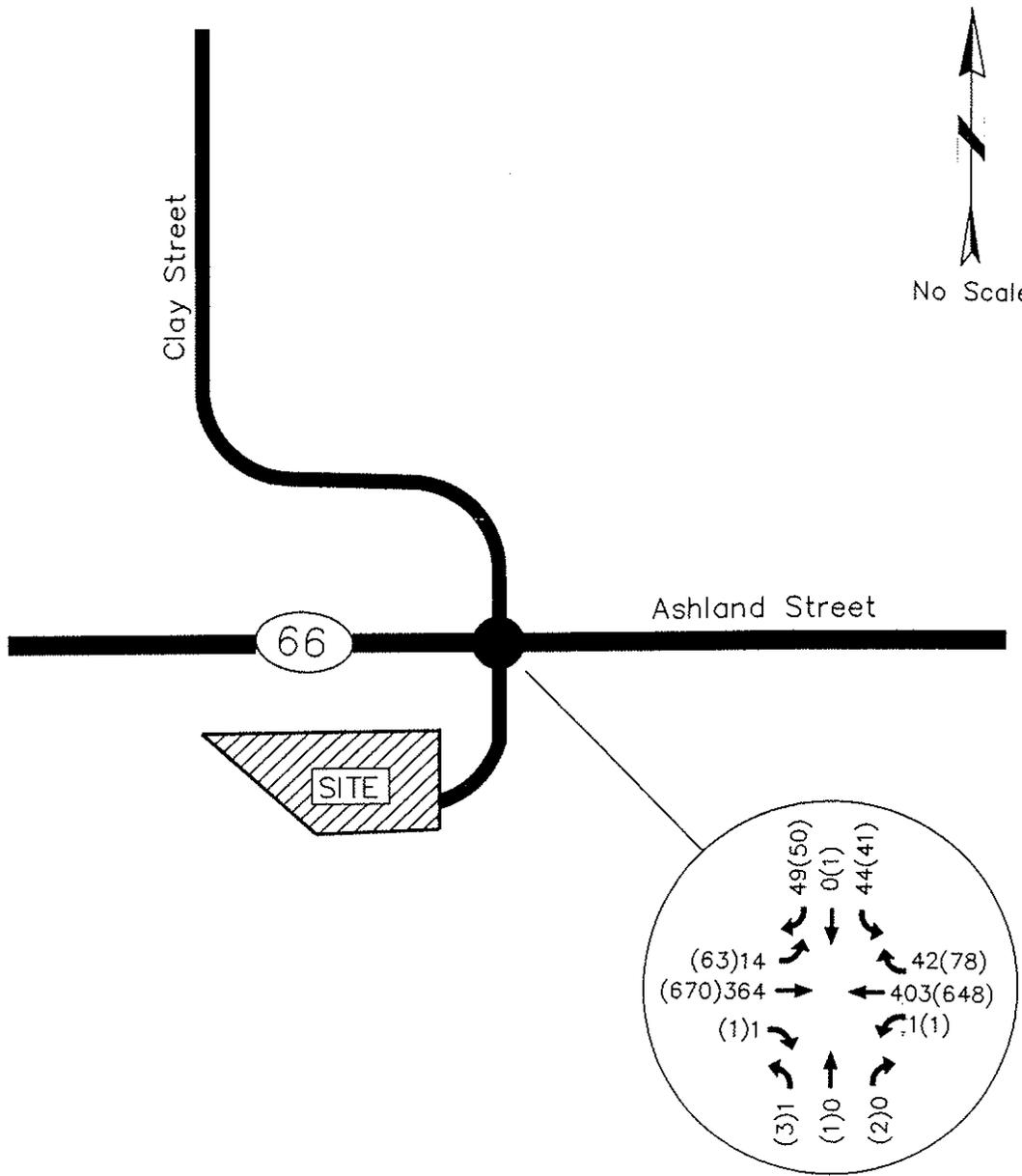
Figure 7

Year 2008 AM(PM) Peak Hour
Seasonal Adjustment

2200 Ashland Street
Commercial Development







LEGEND

XX(YY) = AM(PM) Volumes

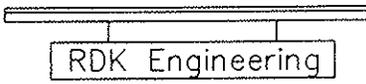
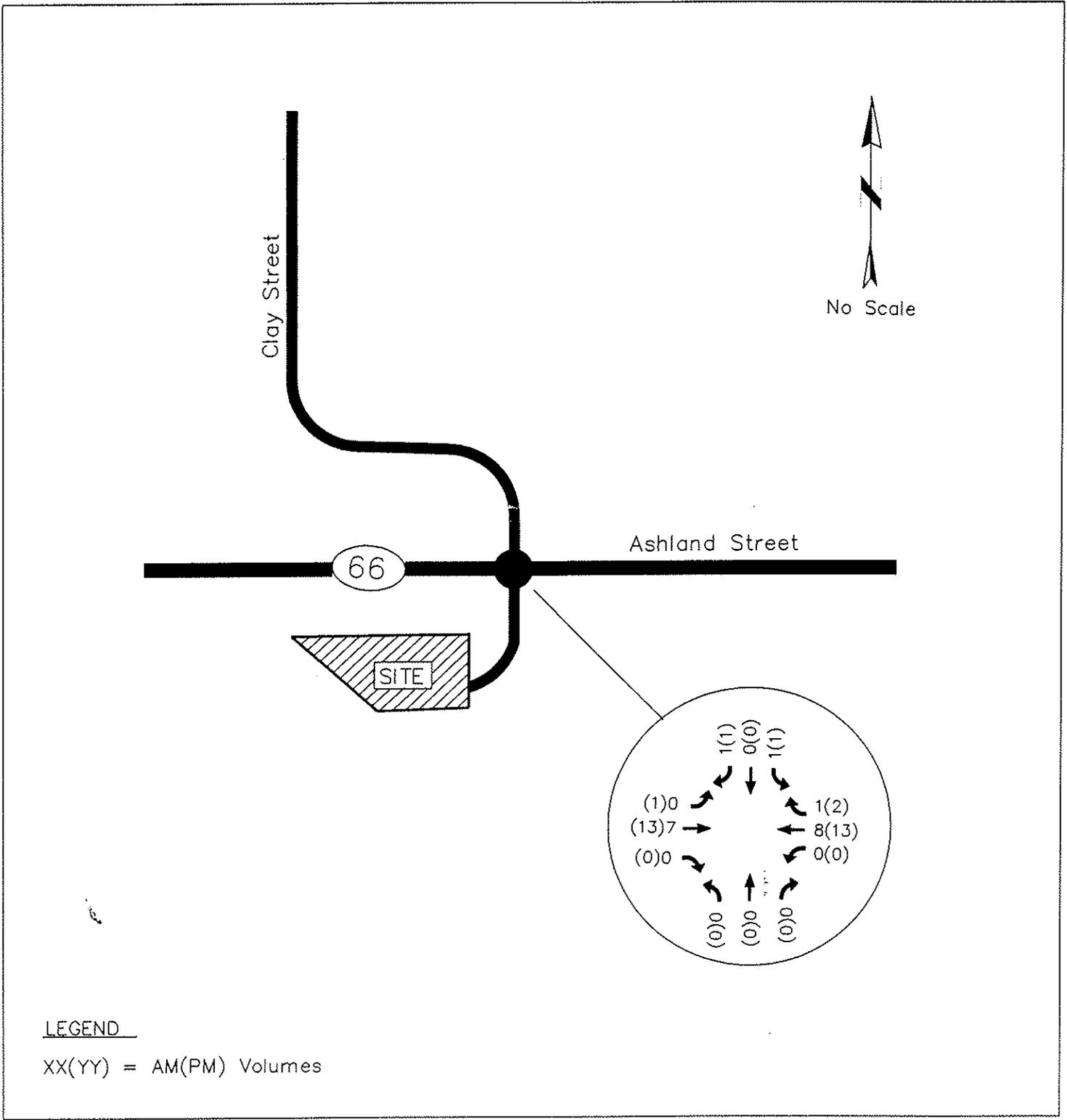


Figure 9
 Year 2008 AM(PM) Peak Hour
 Combined Traffic Volumes

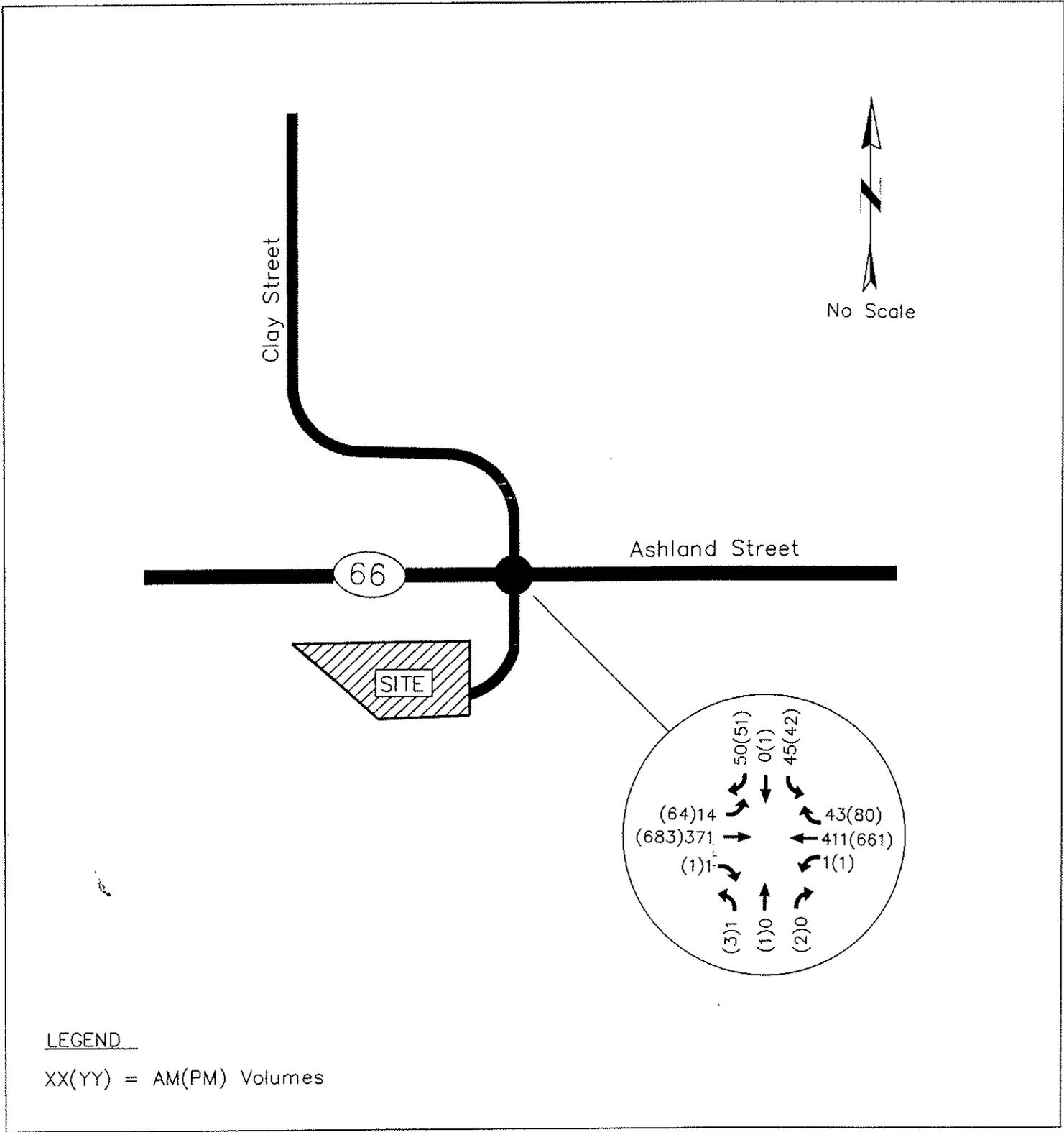
2200 Ashland Street
 Commercial Development



RDK Engineering

Figure 10
 Year 2008 – 2009 AM(PM) Peak Hour
 Background Traffic

2200 Ashland Street
 Commercial Development



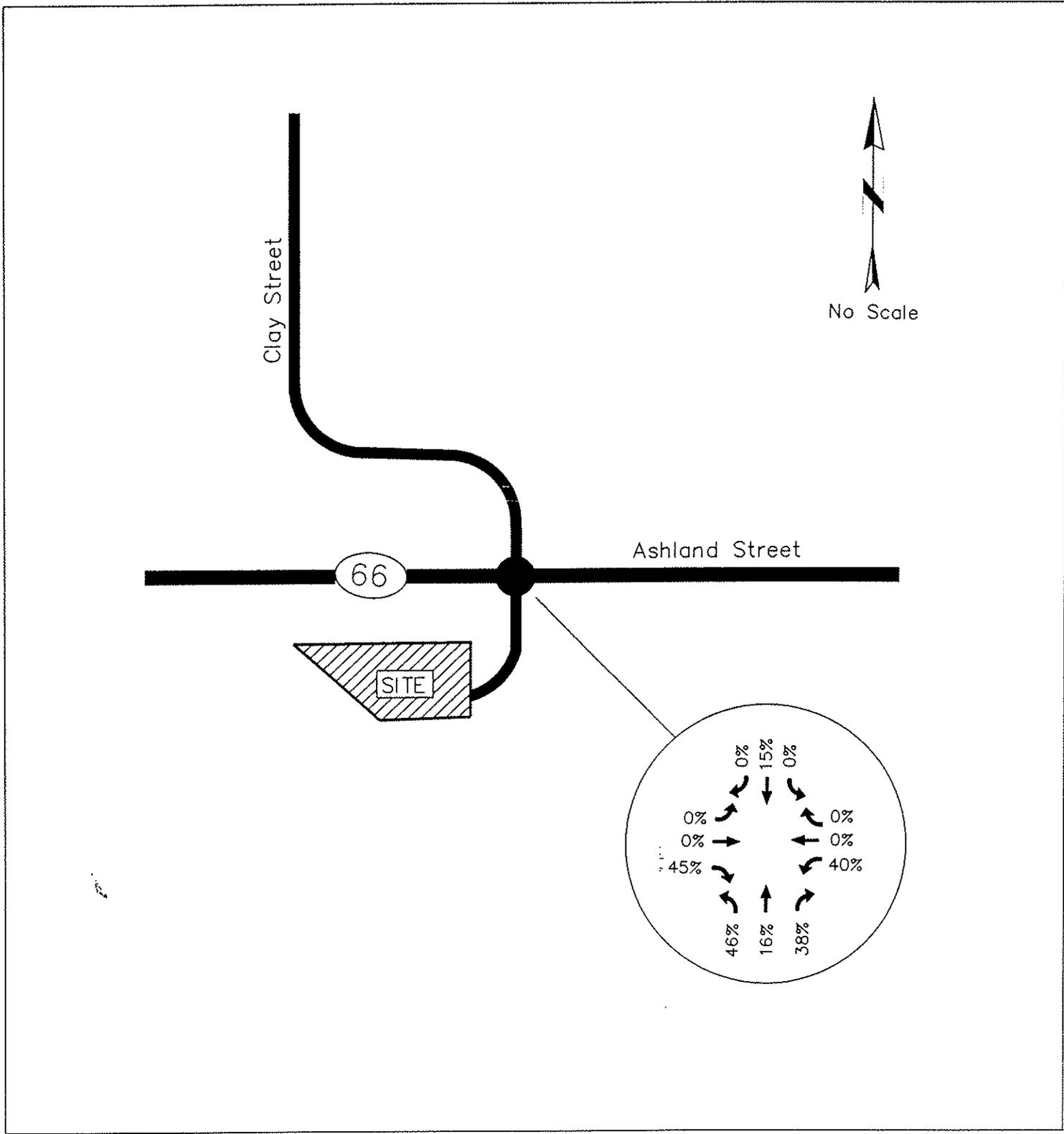
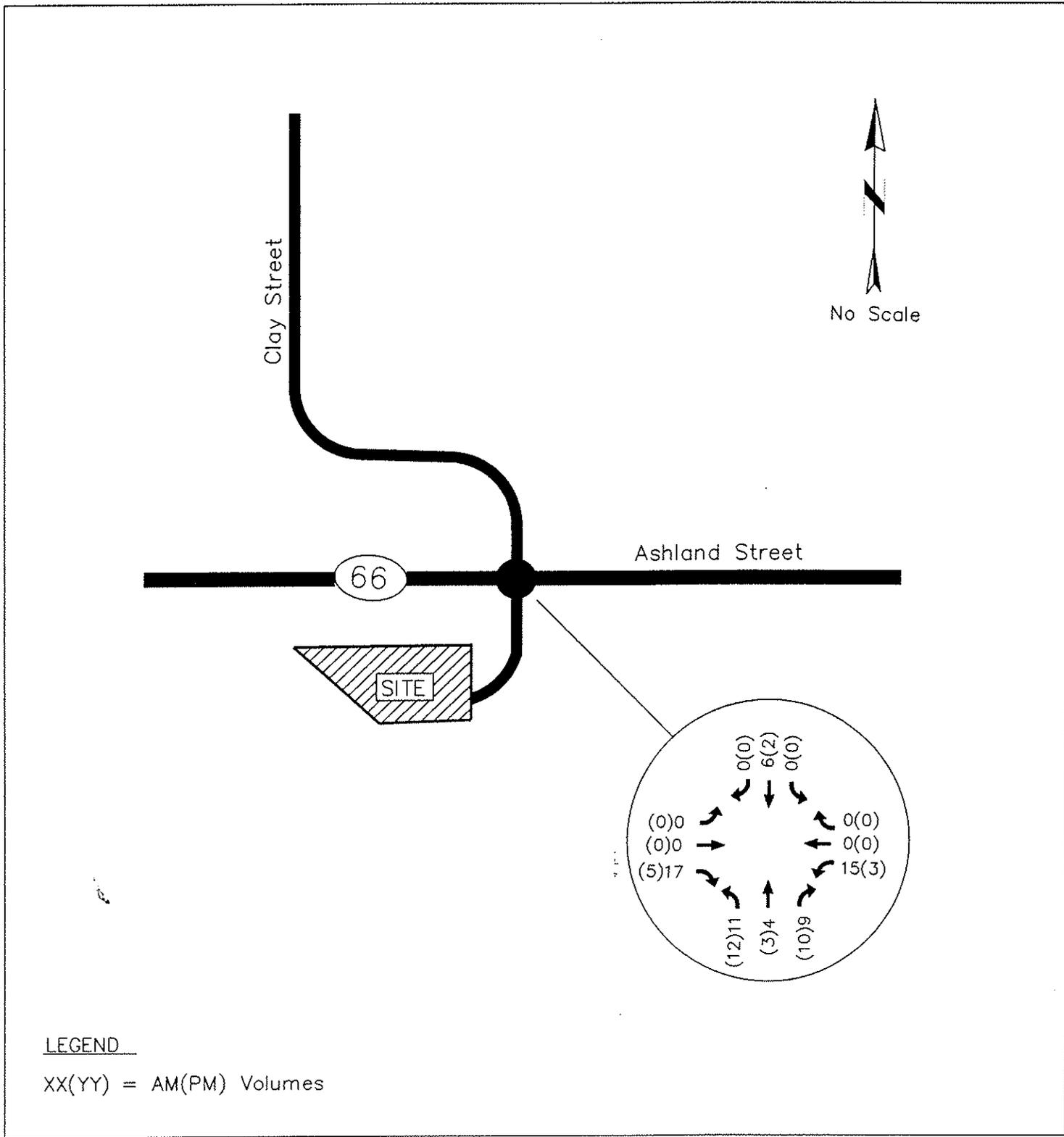


Figure 12
 Year 2009 AM(PM) Peak Hour
 Site Distribution Percentages

2200 Ashland Street
 Commercial Development



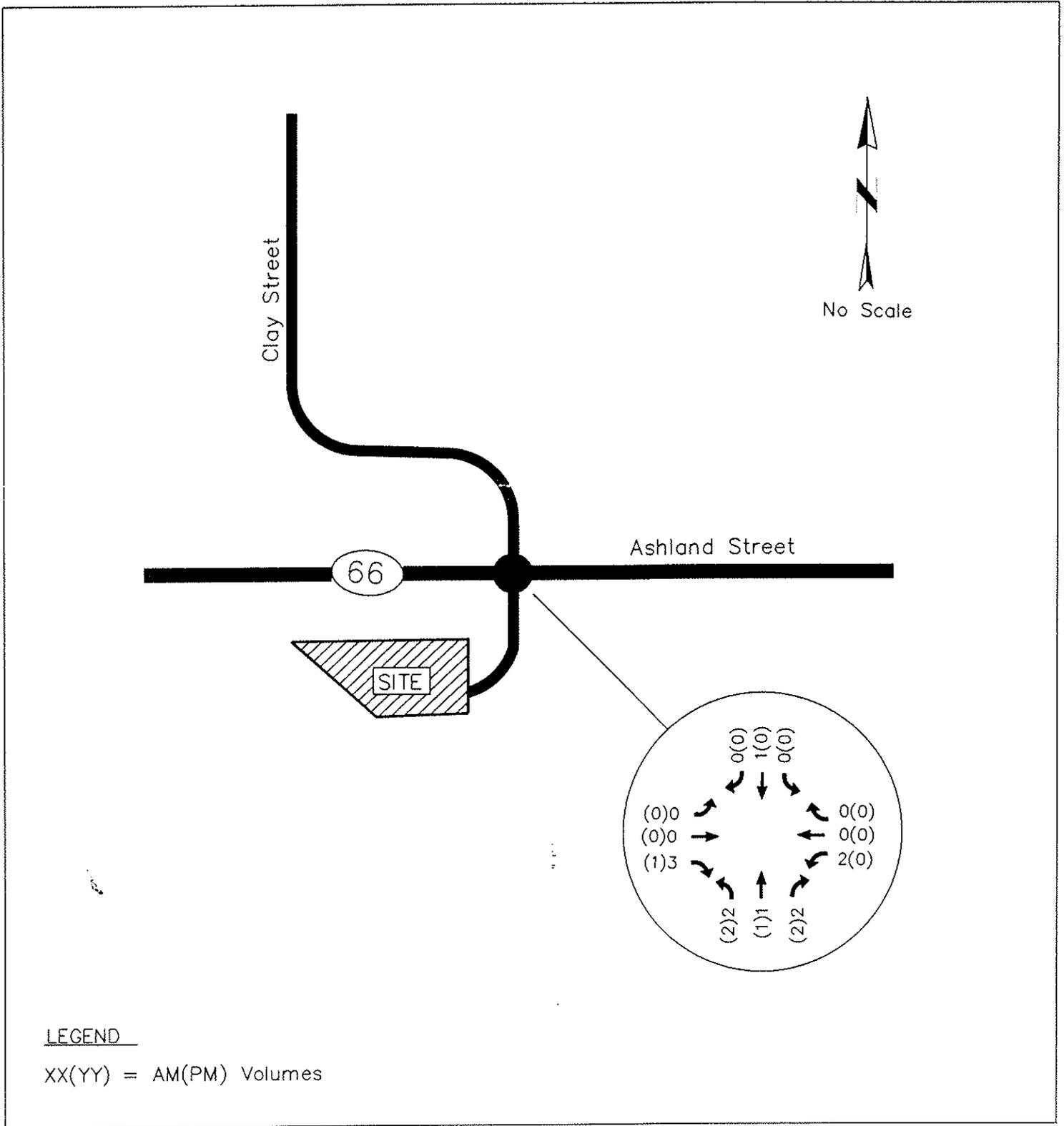


Figure 14
 Year 2009 AM(PM) Peak Hour
 Pass-By Trip Reduction

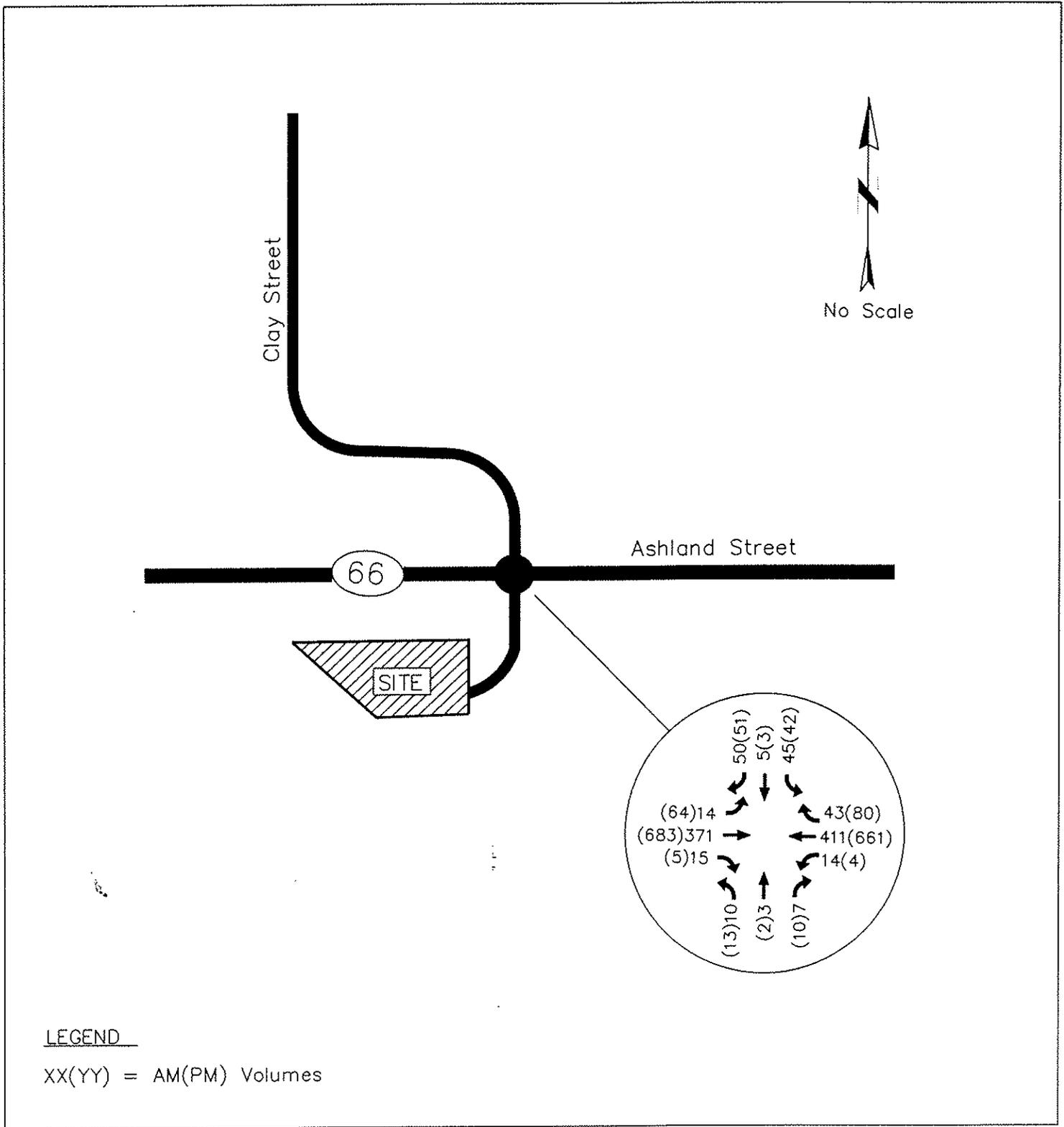
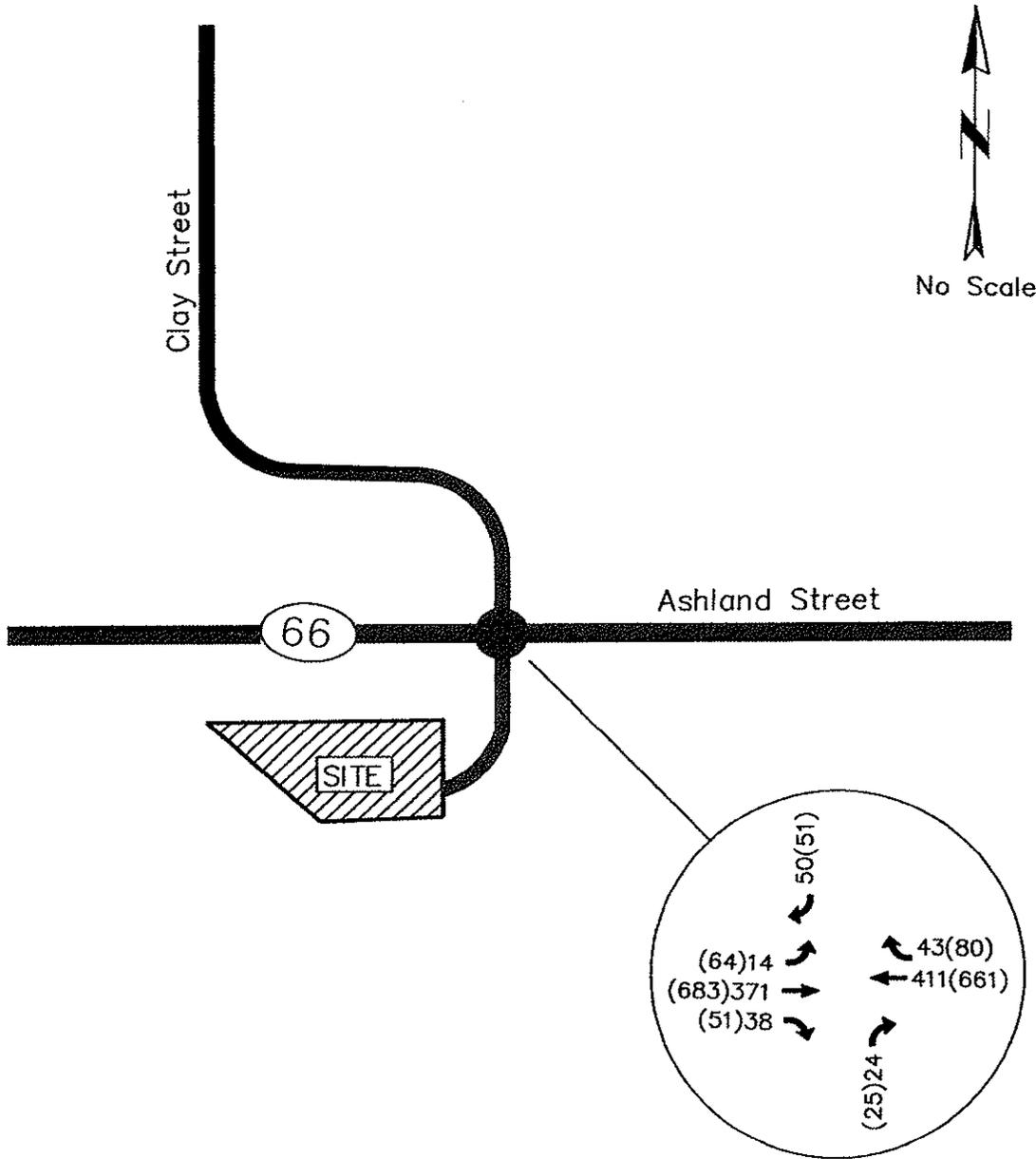


Figure 15
 Year 2009 AM(PM) Peak Hour
 Traffic Volumes With Project



LEGEND

XX(YY) = AM(PM) Volumes



Figure 16
 Year 2009 AM(PM) Peak Hour Volumes
 With Project and Median Barrier

2200 Ashland Street
 Commercial Development

APPENDIX B

**A.M. & P.M. PEAK HOUR
TURNING MOVEMENT COUNTS**

SEASONAL ADJUSTMENT

PIPELINE TRIP SOURCE

RDK Engineering, LLC
 3350 Green Acres Drive
 Central Point, OR
 (541) 664-0393

North-South: Clay Street
 East-West: Ashland Street
 Day of Week: Tuesday
 Weather: Sunny

File Name : clayashland am
 Site Code : 00000001
 Start Date : 8/26/2008
 Page No : 1

Groups Printed- All Vehicles

Start Time	Clay St. From North				Ashland St. From East				Site Driveway From South				Ashland St. From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
07:00 AM	0	0	4	0	3	53	0	1	0	0	0	0	0	39	5	0	105
07:15 AM	3	0	6	0	4	50	0	5	0	0	0	0	0	69	2	1	140
07:30 AM	0	0	15	0	4	67	0	1	0	0	0	0	0	78	1	2	168
07:45 AM	11	0	6	0	6	119	0	1	0	0	0	0	1	68	3	1	216
Total	14	0	31	0	17	289	0	8	0	0	0	0	1	254	11	4	629
08:00 AM	6	0	11	0	16	83	0	0	0	0	0	0	1	69	2	1	189
08:15 AM	4	0	2	0	5	88	0	1	0	0	0	0	0	84	2	0	186
08:30 AM	10	0	9	0	7	88	0	1	0	0	0	0	0	84	1	6	206
08:45 AM	7	0	1	0	3	118	1	3	0	0	1	0	0	103	3	3	243
Total	27	0	23	0	31	377	1	5	0	0	1	0	1	340	8	10	824
Grand Total	41	0	54	0	48	666	1	13	0	0	1	0	2	594	19	14	1453
Apprch %	43.2	0.0	56.8	0.0	6.6	91.5	0.1	1.8	0.0	0.0	100.0	0.0	0.3	94.4	3.0	2.2	
Total %	2.8	0.0	3.7	0.0	3.3	45.8	0.1	0.9	0.0	0.0	0.1	0.0	0.1	40.9	1.3	1.0	

RDK Engineering, LLC
 3350 Green Acres Drive
 Central Point, OR
 (541) 664-0393

North-South: Clay Street
 East-West: Ashland Street
 Day of Week: Tuesday
 Weather: Sunny

File Name : clayashland am
 Site Code : 00000001
 Start Date : 8/26/2008
 Page No : 1

Groups Printed- Trucks & Buses

Start Time	Clay St. From North				Ashland St. From East				Site Driveway From South				Ashland St. From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
07:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	4
07:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
Total	0	0	0	0	1	5	0	0	0	0	0	0	0	8	0	0	14
08:00 AM	0	0	1	0	1	3	0	0	0	0	0	0	0	1	0	0	6
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	7
08:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	4
08:45 AM	0	0	0	0	1	13	0	0	0	0	0	0	0	3	1	0	18
Total	0	0	2	0	2	18	0	0	0	0	0	0	0	12	1	0	35
Grand Total	0	0	2	0	3	23	0	0	0	0	0	0	0	20	1	0	49
Apprch %	0.0	0.0	100.0	0.0	11.5	88.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.2	4.8	0.0	
Total %	0.0	0.0	4.1	0.0	6.1	46.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.8	2.0	0.0	

RDK Engineering, LLC
 3350 Green Acres Drive
 Central Point, OR
 (541) 664-0393

North-South: Clay Street
 land Street
 Day of Week: Tuesday
 Weather: Sunny

File Name : clayashland pm
 Site Code : 00000002
 Start Date : 8/26/2008
 Page No : 1

Groups Printed- All Vehicles

Start Time	Clay St. From North				Ashland St. From East				Site Driveway From South				Ashland St. From West				Int. Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
03:00 PM	5	0	6	0	12	144	1	3	0	0	0	0	1	147	2	3	324
03:15 PM	8	0	4	0	6	137	0	3	0	0	1	0	0	148	6	5	318
03:30 PM	6	0	2	0	5	153	0	2	0	0	3	0	2	140	6	3	322
03:45 PM	3	0	4	0	13	131	0	4	1	0	0	0	1	151	2	0	310
Total	22	0	16	0	36	565	1	12	1	0	4	0	4	586	16	11	1274
04:00 PM	7	0	3	0	12	131	0	3	0	0	0	0	1	167	4	2	330
04:15 PM	6	0	5	0	11	131	0	0	0	0	1	0	0	144	6	1	305
04:30 PM	7	0	6	1	8	151	0	0	2	1	2	0	1	171	7	3	360
04:45 PM	7	0	3	0	10	153	0	1	0	0	0	0	0	148	10	0	332
Total	27	0	17	1	41	566	0	4	2	1	3	0	2	630	27	6	1327
05:00 PM	6	1	6	0	13	150	0	4	0	0	1	0	0	147	13	2	343
05:15 PM	8	0	6	0	16	152	1	2	0	0	0	1	0	160	6	6	358
05:30 PM	5	0	6	0	11	142	3	3	1	0	0	1	0	144	3	4	323
05:45 PM	9	0	5	0	19	126	0	2	0	0	0	0	0	104	3	3	273
Total	28	1	23	0	59	572	4	11	1	0	1	2	0	555	25	15	1297
Total	28	1	21	1	47	606	1	7	2	1	3	1	1	626	36	11	1393
Grand Total	77	1	56	1	136	1703	5	27	4	1	8	2	6	1771	68	32	3898
Apprch %	57.0	0.7	41.5	0.7	7.3	91.0	0.3	1.4	26.7	6.7	53.3	13.3	0.3	94.4	3.6	1.7	
Total %	2.0	0.0	1.4	0.0	3.5	43.7	0.1	0.7	0.1	0.0	0.2	0.1	0.2	45.4	1.7	0.8	

RDK Engineering, LLC
 3350 Green Acres Drive
 Central Point, OR
 (541) 664-0393

North-South: Clay Street
 land Street
 Day of Week: Tuesday
 Weather: Sunny

File Name : clayashland pm
 Site Code : 00000002
 Start Date : 8/26/2008
 Page No : 1

Groups Printed- Trucks & Buses

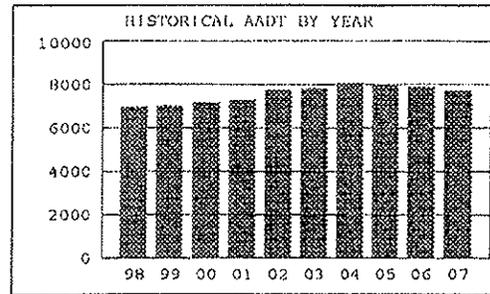
Start Time	Clay St. From North				Ashland St. From East			Site Driveway From South			Ashland St. From West			Int. Total			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right		Thru	Left	Peds
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
03:00 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	7
03:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0	8
03:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
03:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7
Total	0	0	0	0	0	16	0	0	0	0	0	0	0	10	0	0	26
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	7	0	0	11
05:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	4	0	0	3	0	0	0	0	8	0	0	12
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	10	0	0	14
Grand Total	0	0	0	0	1	23	0	0	0	0	0	0	0	25	0	0	49
Apprch %	0.0	0.0	0.0	0.0	4.2	95.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	2.0	46.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0	0.0	0.0	

Location: OR62 MP 15.34, CRATER LAKE HIGHWAY, NO. 22
1.71 miles north of Sams Valley Highway (OR234)

Recorder: SHADY COVE, 15-013
Installed: November, 1956

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1998	6968	145	13.1	12.5	11.8	11.4
1999	7024	147	14.2	12.2	11.7	11.3
2000	7175	145	14.3	11.7	11.4	11.0
2001	7293	144	13.8	12.1	11.5	11.1
2002	7744	145	13.6	11.8	11.1	10.8
2003	7849	143	14.0	12.2	11.5	11.1
2004	8087	141	12.7	11.6	11.1	10.9
2005	8001	144	13.2	12.4	11.2	10.8
2006	7981	140	13.7	11.6	11.2	10.7
2007	7727	136	14.4	11.6	11.1	10.8



2007 TRAFFIC DATA

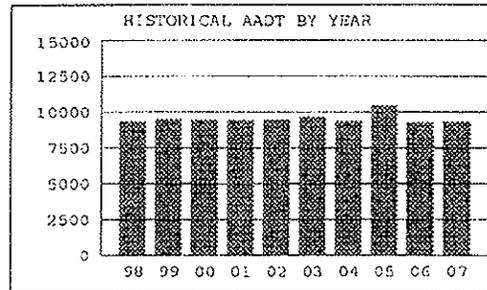
Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown	Percent of ADT
February	6729	87	6593	85	Other 2 axle 4 tire vehicles..... 24.1	
March	7405	96	7286	94	Single Unit 2 axle 6 tire..... 2.1	
April	7779	101	7633	99	Single Unit 3 axle..... 1.2	
May	8035	104	8057	104	Single Unit 4 axle or more..... 0.0	
June	8552	111	8718	113	Single Trailer Truck 4 axle or less... 0.6	
July	8914	115	9190	119	Single Trailer Truck 5 axle..... 1.7	
August	8970	116	9317	121	Single Trailer Truck 6 axle or more... 0.6	
September	8606	111	8606	111	Dbl-Trailer Truck 5 axle or less..... 0.0	
October	7908	102	7775	101	Dbl-Trailer Truck 6 axle..... 0.0	
November	7053	91	6849	89	Dbl-Trailer Truck 7 axle or more..... 0.2	
December	6454	84	6383	83	Triple Trailer Trucks..... 0.0	
					Buses..... 0.4	
					Motorcycles & Scooters..... 0.3	

Location: OR99 MP 15.02, ROGUE VALLEY HIGHWAY, NO. 63
0.44 mile northwest of Talent Rd

Recorder: TALENT, 15-014
Installed: September, 1957

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1998	9395	122	10.5	10.1	10.0	10.0
1999	9510	124	10.7	10.1	10.0	9.9
2000	9462	123	10.7	10.2	10.0	10.0
2001	9418	***	****	****	****	****
2002	9447	131	14.0	11.4	10.7	10.5
2003	9661	135	13.1	10.8	10.3	10.1
2004	9364	140	14.2	10.8	10.2	10.0
2005	10472	***	****	****	****	****
2006	9300	***	****	****	****	****
2007	9317	123	11.5	10.9	10.6	10.4



2007 TRAFFIC DATA

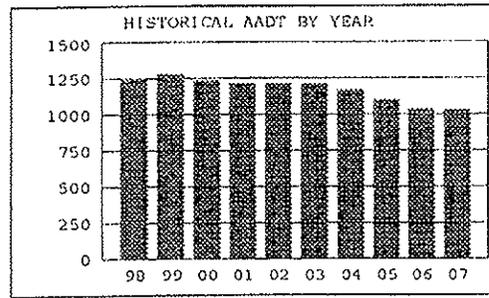
Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown	Percent of ADT
February	9544	102	8859	95	Other 2 axle 4 tire vehicles..... 25.8	
March	9794	105	9139	98	Single Unit 2 axle 6 tire..... 2.4	
April	10305	111	9609	103	Single Unit 3 axle..... 0.3	
May	10101	108	9531	102	Single Unit 4 axle or more..... 0.0	
June	10700	115	10000	107	Single Trailer Truck 4 axle or less... 0.4	
July	10121	109	9489	102	Single Trailer Truck 5 axle..... 0.2	
August	10206	110	9524	102	Single Trailer Truck 6 axle or more... 0.0	
September	10512	113	9957	106	Dbl-Trailer Truck 5 axle or less..... 0.0	
October	10952	110	10256	110	Dbl-Trailer Truck 6 axle..... 0.0	
November	9461	102	8808	95	Dbl-Trailer Truck 7 axle or more..... 0.0	
December	8758	94	8387	90	Triple Trailer Trucks..... 0.0	
					Buses..... 0.2	
					Motorcycles & Scooters..... 1.4	

Location: OR66 MP 6.61, GREEN SPRINGS HIGHWAY, NO. 21
0.15 mile east of Siskiyou Highway (OR273)

Recorder: SISKIYOU JCT. 15-007
Installed: November, 1956

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1998	1241	***	****	****	****	****
1999	1277	171	18.5	14.1	13.2	12.9
2000	1240	164	16.7	14.8	13.9	13.2
2001	1212	161	15.9	13.4	12.6	12.3
2002	1213	147	14.2	13.3	12.6	12.3
2003	1210	166	14.8	14.0	13.2	12.7
2004	1165	151	16.1	14.1	13.4	13.0
2005	1100	152	17.7	14.1	13.3	13.0
2006	1034	109	18.3	15.8	14.7	14.0
2007	1030	167	17.6	14.4	13.9	13.4



2007 TRAFFIC DATA

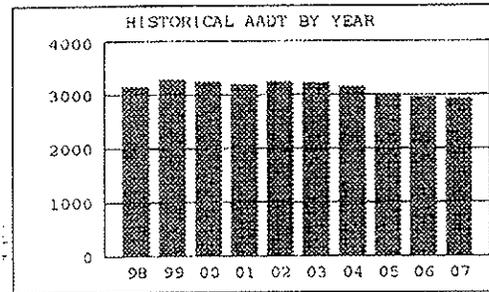
Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown		Percent of ADT
					Passenger Cars	Other 2 axle 4 tire vehicles	
January	696	68	688	67	Passenger Cars	57.0	57.0
February	655	64	681	66	Other 2 axle 4 tire vehicles	34.9	34.9
March	783	76	813	79	Single Unit 2 axle 6 tire	1.2	1.2
April	901	87	959	93	Single Unit 3 axle	2.7	2.7
May	1171	114	1228	119	Single Unit 4 axle or more	0.1	0.1
June	1260	122	1336	130	Single Trailer Truck 4 axle or less	0.2	0.2
July	1294	126	1373	133	Single Trailer Truck 5 axle	1.6	1.6
August	1256	122	1309	127	Single Trailer Truck 6 axle or more	0.1	0.1
September	1214	118	1235	120	Dbl-Trailer Truck 5 axle or less	0.0	0.0
October	1068	104	1095	106	Dbl-Trailer Truck 6 axle	0.0	0.0
November	891	87	895	87	Dbl-Trailer Truck 7 axle or more	0.0	0.0
December	742	72	752	73	Triple Trailer Trucks	0.0	0.0
					Buses	0.5	0.5
					Motorcycles & Scooters	1.8	1.8

Location: OR238 MP 24.94, JACKSONVILLE HIGHWAY, NO. 272
0.68 mile west of Applegate Rd

Recorder: RUCH, 15-011
Installed: October, 1957

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Percent of ADT				
		Max Day	Max Hour	10TH Hour	20TH Hour	30TH Hour
1998	3132	148	18.6	12.8	12.1	11.6
1999	3285	140	16.1	12.5	11.8	11.6
2000	3246	132	14.0	12.3	12.0	11.6
2001	3194	147	14.9	12.7	12.1	11.7
2002	3245	142	12.6	12.0	11.5	11.1
2003	3216	126	15.4	11.8	11.3	10.9
2004	3148	132	15.3	11.4	10.7	10.5
2005	3028	136	13.7	12.2	11.4	11.1
2006	2959	***	****	****	****	****
2007	2925	136	12.9	11.5	11.1	10.9



2007 TRAFFIC DATA

Month	Average Weekday Traffic	Percent of ADT	Average Daily Traffic	Percent of ADT	Classification Breakdown		Percent of ADT
					Passenger Cars	Other 2 axle 4 tire vehicles	
January	2494	85	2403	82	Passenger Cars	65.4	65.4
February	2511	86	2483	95	Other 2 axle 4 tire vehicles	29.4	29.4
March	2870	98	2820	96	Single Unit 2 axle 6 tire	1.8	1.8
April	3035	104	2948	101	Single Unit 3 axle	0.4	0.4
May	3147	108	3099	106	Single Unit 4 axle or more	0.0	0.0
June	3340	114	3340	114	Single Trailer Truck 4 axle or less	0.8	0.8
July	3377	115	3427	117	Single Trailer Truck 5 axle	0.4	0.4
August	3326	114	3287	112	Single Trailer Truck 6 axle or more	0.1	0.1
September	3141	107	3123	107	Dbl-Trailer Truck 5 axle or less	0.0	0.0
October	2973	102	2930	100	Dbl-Trailer Truck 6 axle	0.0	0.0
November	2600	96	2600	92	Dbl-Trailer Truck 7 axle or more	0.0	0.0
December	2505	89	2529	86	Triple Trailer Trucks	0.0	0.0
					Buses	0.3	0.3
					Motorcycles & Scooters	1.6	1.6

Milepoint	2006 AADT All Vehicles	Location Description
KLAMATH FALLS-LAKEVIEW HIGHWAY NO. 20 (Continued)		
50.37	1000	0.01 mile west of Ivory Pine Road
53.86	1000	0.01 mile west of Elder Street Road at Bly
53.88	1000	0.01 mile east of Elder Street at Bly
<i>Klamath - Lake County Line, MP 63.42</i>		
70.73	610	4.00 miles southeast of Quartz Mountain Pass Summit
88.96	830	0.10 mile west of Tunnell Hill Road
89.07	1100	0.01 mile east of Tunnell Hill Road
92.43	1400	0.70 mile east of Westside Road at Maddock Corner
93.89	1600	0.01 mile west of road to Airport
95.38	2000	0.01 mile east of Roberta Avenue
95.71	3100	0.01 mile east of "R" Street
<i>West city limits of Lakeview</i>		
96.04	3800	0.01 mile west of "L" Street
96.36	4000	0.01 mile west of Fremont Highway (US395)
GREEN SPRINGS HIGHWAY NO. 21		
Milepoint indicates distance from OR99, in Ashland		
1.03	12800	0.01 mile west of Tolman Creek Road
1.27	13800	0.07 mile west of Pacific Highway (I-5)
1.42	8400	0.08 mile east of Pacific Highway (I-5)
1.80	6300	0.09 mile east of E. Main Street
1.97	6600	0.01 mile northwest of Dead Indian Memorial Road
2.04	5100	0.06 mile southeast of Dead Indian Memorial Road
2.49	3800	0.04 mile southeast of Crowson Road
4.61	2200	0.02 mile southwest of county road to Emigrant Lake Recreation Area
6.45	1600	0.01 mile northwest of Siskiyou Highway
6.61	1000	* Siskiyou Automatic Traffic Recorder, Sta. 15-007, 0.15 mile east of Siskiyou Highway No. 273 (OR273)
9.28	570	0.10 mile east of Buckhorn Spring Road
<i>Equation: MP 13.66 BK = MP Z13.00 AH</i>		
17.51	520	0.02 mile east of Eastside Hyatt lake access Road
23.42	300	On Jenny Creek Bridge
<i>Jackson - Klamath County Line, MP 27.87</i>		
48.72	520	0.01 mile east of Hamaker Mountain Road
49.90	1700	0.01 mile west of Keno-Worden Road
49.92	2600	0.01 mile east of Keno-Worden Road
50.67	3200	0.01 mile east of Clover Creek Road
54.45	4300	0.01 mile east of Round Lake Road
56.64	4600	0.10 mile southwest of Weyerhaeuser Corp. Road
56.75	5500	0.01 mile northeast of Weyerhaeuser Corp. Road
58.16	6200	0.01 mile west of Iron Street, west city limits of Klamath Falls
58.85	10800	0.01 mile west of Lake of the Woods Highway (OR140)
59.04	12200	0.01 mile west of The Dalles-California Highway (US97)
CRATER LAKE HIGHWAY NO. 22		
Milepoint indicates distance from Rogue Valley Highway (OR99), in Medford		
0.20	31700	0.20 mile north of Rogue Valley Highway (OR99), Siskiyou Boulevard
0.49	36000	0.01 mile east of northbound on-ramp to Pacific Highway, (I-5)
0.66	38400	0.19 mile east of Pacific Highway No. 1 (I-5)

Data from the ITE manual *Trip Generation, 7th Edition* was used to estimate trip generation for the proposed development. The estimate is summarized in the table below.

Trip Generation Estimates					
Apartment (ITE Code 220)	Trips/Dwelling Unit (DU)	No. DU	Trips		
			Total	Enter	Exit
				50%	50%
Daily	6.72	42	282	141	141
				65%	35%
PM Peak Hour	0.62	42	26	17	9
				25%	75%
AM Peak Hour	0.51	42	21	5	16
Trip Generation Estimates					
Hardware/Paint Store (ITE Code 816)	Trips/1000 sq. ft. (TSF)	No. TSF	Trips		
			Total	Enter	Exit
				50%	50%
Daily	51.29	11.54	592	296	296
				47%	53%
PM Peak Hour	4.84	11.54	56	26	30
				52%	48%
AM Peak Hour	1.08	11.54	13	7	6

Summary of Site					
				Enter	Exit
Daily			874	437	437
PM Peak Hour			82	43	39
AM Peak Hour			34	12	22

Site Trip Distribution and Assignment

The site trip distribution is based upon existing traffic counts as well as previous studies in the area. A very conservative approach has been taken to place most of the trips at the intersection of Clay Street and Ashland Street as a worst case scenario. All right in right out traffic to the hardware store was placed on the Ashland Street access and all remaining traffic is directed to the Clay Street access.

Level of Service Analysis and Volume to Capacity

The level of service and volume to capacity analysis is included in the appendix. At the request of ODOT all results are calculated using the HCM method from Synchro. It should be specifically noted that the gap times calculated show the intersection to work well into the future without problems. The analysis includes a current day, project buildout, and a 2024 PM Peak hour analysis. There are no facilities that are significantly impacted by this project.

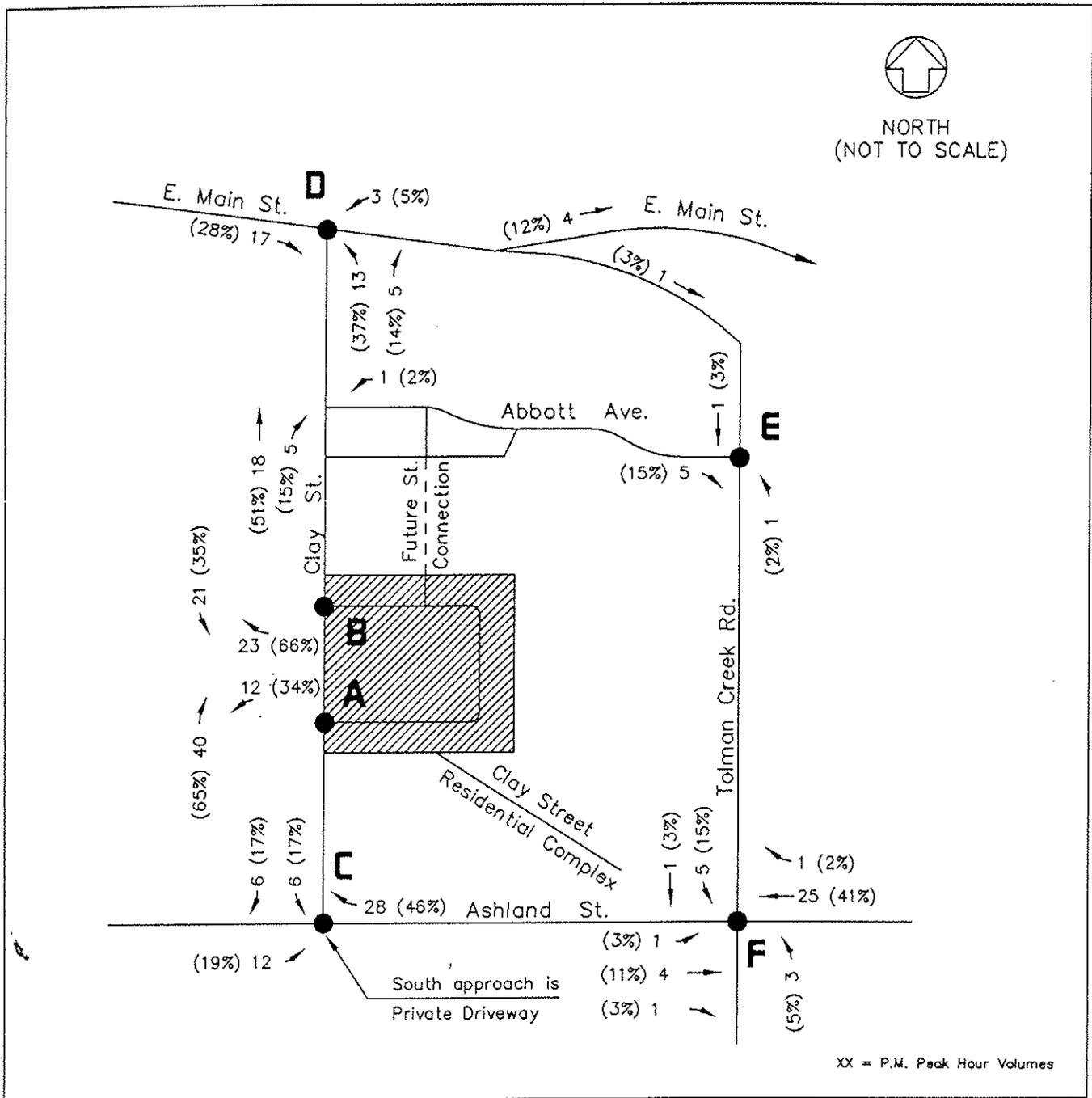


Figure 6
Year 2006 P.M. Peak Hour
Site Trip Percentages & Assignment

D & A Enterprise
Clay Street Residential Complex
10 Acre Site

APPENDIX C

ODOT MOBILITY STANDARD

LEVEL OF SERVICE DESCRIPTION

Table 6: Maximum volume to capacity ratios for peak hour operating conditions *

Maximum Volume to Capacity Ratios Outside Metro**							
Highway Category	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	STAs	MPO	Non-MPO Outside of STAs where non-freeway posted speed ≤ 35 mph, or a Designated UBA	Non-MPO outside of STAs where non-freeway speed > 35 mph	Non-MPO where non-freeway speed limit ≥ 45 mph	Unincorporated Communities	Rural Lands
Interstate Highways	N/A	0.80	N/A	0.70	0.70	0.70	0.70
Statewide Expressways	N/A	0.80	0.70	0.70	0.70	0.70	0.70
Freight Route on a Statewide Highway	0.85	0.80	0.80	0.75	0.70	0.70	0.70
Statewide (not a freight route)	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Freight Route on a Regional or District Highway	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.85	N/A	0.80	0.75	0.75	0.70
Regional Highways	0.95	0.85	0.85	0.80	0.75	0.75	0.70
District / Local Interest Roads	0.95	0.90	0.90	0.85	0.80	0.80	0.75

*For Portland Metro and the Rogue Valley MPO see also OHP Amendment 00-04 amended Table 7 regarding Metro and established Alternative Mobility Standards for the RVMPO. Where there is a conflict between the Table 6 standards and the established alternative mobility standards, the more tolerant standard (higher v/c ratio) applies. The OHP amendments establishing the RVMPO and Metro alternative standards are located on the web at:

<http://www.oregon.gov/ODOT/TD/TP/docs/orhwyplan/registry/0004.pdf>

**National Highway System (NHS) highway design requirements are addressed in the Highway Design Manual (HDM)

**LEVEL OF SERVICE DEFINITIONS
FOR UNSIGNALIZED INTERSECTIONS**

LEVEL OF SERVICE	DELAY PER VEHICLE (SEC)	DEFINITION
A	<10	Little or no delay.
B	>10 - 15	Short traffic delays.
C	>15 - 25	Average traffic delays
D	>25 – 35	Long traffic delays.
E	>35 – 50	Very long traffic delays.
F	>50	Long waiting queues which may cause congestion and other traffic movements in the intersection.

Source: Transportation Research Board. Special Report 209

**LEVEL OF SERVICE DEFINITIONS
FOR SIGNALIZED INTERSECTIONS**

LEVEL OF SERVICE	DELAY PER VEHICLE (SEC)	DEFINITION
A	<10	Most vehicles arrive on green phase. Very little delay. Great signal progression. Short signal cycle lengths.
B	>10 - 20	Good signal progression. Short cycle lengths. Some vehicles must stop. Stable flow.
C	>20 - 35	Fair signal progression. Longer cycle lengths. The number of vehicles stopping is significant, although many still pass through without stopping. Some cycle failures begin to appear.
D	>35 - 55	Congestion becomes noticeable. Approaching unstable flow. Many vehicles stop. Long cycle lengths. Individual cycle failures are more common.
E	>55 - 80	Poor progression. Long cycle lengths. High vehicle delay. Individual cycle failures are frequent occurrences.
F	>80	Arrival flow rates exceed the capacity of the intersection. Forced flow. High delay unacceptable to most motorists. Many cycle failures.

Source: Transportation Research Board. Special Report 209

1

APPENDIX D

CRASH HISTORY

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Clay Street at Ashland Street/Green Springs Hwy (Hwy 21, Route 66) in Ashland
 1-1-2003 through 12-31-2007

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2007														
TURNING MOVEMENTS	0	1	0	1	0	1	0	0	1	1	0	1	0	0
2007 TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0
FINAL TOTAL	0	1	0	1	0	1	0	0	1	1	0	1	0	0

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
 TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
 CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Ashland Street/Green Springs Hwy (Hwy 21, Route 66) from mile point 0.70 to mile point 0.98 in Ashland
 1-1-2003 through 12-31-2007

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2007														
TURNING MOVEMENTS	0	2	0	2	0	3	0	1	1	2	0	1	0	0
2007 TOTAL	0	2	0	2	0	3	0	1	1	2	0	1	0	0
YEAR: 2006														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	1	0	0	0	1
2006 TOTAL	0	0	1	1	0	0	0	0	1	1	0	0	0	1
YEAR: 2005														
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	1	0	1	0	0
2005 TOTAL	0	0	1	1	0	0	0	0	1	1	0	1	0	0
YEAR: 2004														
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	0	0	0
2004 TOTAL	0	0	1	1	0	0	0	1	0	1	0	0	0	0
FINAL TOTAL	0	2	3	5	0	3	0	2	3	5	0	2	0	1

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

OREGON DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Clay Street from Ashland Street/Green Springs Hwy (Hwy 21, Route 66) to 500' north of Ashland Street in Ashland
1-1-2003 through 12-31-2007

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION	INTER- SECTION OFF- ROAD
YEAR:													
TOTAL													
FINAL TOTAL													

Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANUEVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WRITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNEED ON RED AFTER STOPPING
017	LOST CTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSuing OR ATTEMPTING TO STOP ANOTHER VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOPKED	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X W/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINKE	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF-ROAD
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED)
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS--RAG	DISREGARDED R-A-G TRAFFIC SIGNAL.
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
18	IN HWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISEL	NON-MOTORIST CLOTHING NOT VISIBLE
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (CITATION ISSUED)
33	RECKLESS	RECKLESS DRIVING (CITATION ISSUED)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
6	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
6	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1TURN	FROM OPPOSITE DIRECTION - ONE TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

DRIVER RESIDENCE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAS NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STPT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	FAILED TO DIM LIGHTS (UNTIL 4/1/97) / INATTENTION (AFTER 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING, EXITING PARKED POSITION WITH INSUFFICIENT CLEARANCE OR OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAM STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGR	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZB	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY (VEHICLE IS DELIBERATELY TRAVELING ON WRONG SIDE)
047	BASCLUE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X H/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTRN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAYON RD	STANDING OR LYING IN ROADWAY
073	DIS POL	DISREGARDING POLICE (ELUDING)
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	PAR OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

Accident Rates - Clay St. - - Ashland St.

Clay St. from Ashland St. to 500 ft North 0.00

No Accidents Reported

Clay St. & Ashland St.

$$\frac{(1)(1 \times 10^6)}{(5)(365)(12,770)} = \frac{1 \text{ M}}{23,305,250} = \underline{\underline{0.04}}$$

Ashland St. & YMCA Way

$$\frac{(1)(1 \times 10^6)}{(5)(365)(12,410)} = \frac{1 \text{ M}}{22,648,250} = \underline{\underline{0.04}}$$

Ashland St. Clay St. to YMCA Way

$$\frac{(3)(1 \times 10^6)}{(5)(365)(12,410)(0.28)} = \frac{3 \text{ M}}{6,341,510} = \underline{\underline{0.47}}$$

APPENDIX E

SCOPING LETTERS

OREGON DEPT. OF TRANSPORTATION

AND

CITY OF ASHLAND

August 7, 2008

Robert Kortt
RDK Engineering
3350 Green Acres Drive
Central Point OR 97502

RE: TRAFFIC IMPACT ANALYSIS FOR 2200 ASHLAND STREET

Dear Robert:

The vertical curve of the railroad overpass structure on Ashland Street severely limits the view of approaching traffic on either side of the structure. This vision restriction negatively impacts the safe entrance of vehicles onto Ashland Street from Clay Street and from other driveways in close proximity. The existing median installed by the developer of the Barclay Square (ADA McCall Drive Condominiums) development was constructed to partially ameliorate this problem. The redevelopment of the old Handyman Hardware Building at 2200 Ashland Street adds a further traffic impact which needs to be addressed in relation to the safety of the Clay Street / Ashland Street intersection.

To properly assess traffic safety in this area, the City desires that a traffic impact analysis (TIA) be conducted which should include the following parameters and conditions:

1. Limit of Study

The study area should, at a minimum, address traffic conditions 500 feet on each side of the intersection of Clay Street at Ashland Street.

2. Study Elements

The study should address the following conditions and take into consideration the following:

- a. Location and use of existing driveway accesses;
- b. Volume of traffic on Ashland Street and on Clay Street;
- c. Traffic speeds on Ashland Street;
- d. Accident history within the study area;
- e. Level of service and anticipated delay at peak periods for the intersection;
- f. Projected traffic volume from the 2200 Ashland Street property based upon current land use codes and on the development proposal;
- g. Vision restrictions posed by the overpass structure and other features;
- h. Turn movements both current and projected from Clay Street as well as from the 2200 Ashland Street property;

Engineering
20 E. Main Street
Ashland, Oregon 97520
www.ashland.or.us

Tel: 541/488-5347
Fax: 541-/488-6006
TTY: 800/735-2900



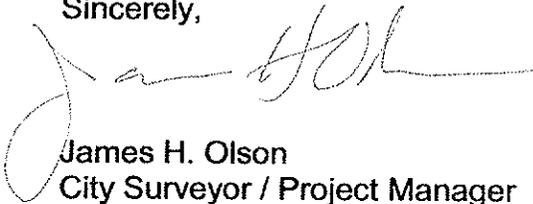
- i. Pedestrian needs and impacts at this location;
- j. Truck movements from Clay Street and from the 2200 Ashland Street property.

3. Conclusions and Recommendations

The engineer shall prepare a written report detailing the noted problems and recommended actions to improve safety along this corridor. The recommendation should take into consideration a previous TIA conducted by your firm for Andy Cochrane for a proposed residential subdivision on Clay Street, north of Ashland Street. The analysis process must also take into consideration ODOT requirements for the intersection.

If you have questions regarding any of the above listed requirements, please feel free to call at 488-5347.

Sincerely,



James H. Olson
City Surveyor / Project Manager

cc: Mike Faught
Bill Molnar





Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 3, District 8 Office

100 Antelope Road

White City, OR 97503

Telephone (541) 774-6399

FAX (541) 774-6349

David.PYLES@odot.state.or.us

August 26, 2008

City of Ashland,
Public Works Department
Attn: Mike Faught & Jim Olson
20 E. Main St.
Ashland, OR 97520

Re: ODOT preliminary issues coordination for proposed redevelopment at 2200 Ashland Street (OR-66)

Dear Mr. Faught & Mr. Olson:

The purpose of this correspondence is to inform the City of Ashland Public Works Department of the Oregon Department of Transportation's (ODOT's) preliminary coordination with the applicant's land use and transportation consultants for the proposed redevelopment of an existing building located at 2200 Ashland Street (i.e., the Old Handyman / U.S. Forrest Service building). Our involvement was initiated by the applicant's agent's (Mr. Mark Knox) request in early July 2008, primarily concerning access to the subject property. ODOT maintains jurisdiction of Ashland Street (Greensprings Highway, OR-66) along this segment of the applicant's frontage. An ODOT Road Approach Permit will be required for access to Ashland Street in the redevelopment of the site, prior to city issuance of certificates of occupancy.

We understand the applicant proposes to redevelop the subject property (Map 39-1E-14BB, Tax Lot 300) and existing building into a professional office building with offices, retail space and a small café. The applicant's coordination with ODOT to date indicates a proposal to add two additional floors to the existing structure, to be used as professional office space (12,365 sq. ft.); and, to remodel the first floor for commercial use (4,588 sq. ft.). The first floor will include a small café of approximately 1,500 sq. ft. The overall square footage of the building will be approximately 18,585 sq. ft. We understand a plan or land use regulation amendment will not be required for redevelopment, as it will be conducted as a site plan review application with Ashland, based on the allowed uses within the existing zone district.

This project constitutes a "change of use" per subsection -0045 of Oregon's Access Management Rule (OAR 734-051). We support the city's request of adequate traffic analysis to support the proposed development, per city municipal code and transportation system plan policy. We request coordination and review approval of a limited safety and performance analysis conducted by the applicant, as evidence to support the identified and recommended mitigation improvements and the city's final land use application decision. See attached ODOT Technical Memorandum and CEC's *Turn Lane - Median Exhibit*, both dated August 19, 2008. We recommend analysis of the existing and proposed development, with and without this access management mitigation.

Based on prior land use permit applications in this immediate vicinity, and our experience and professional judgment on similar projects, we have preliminarily identified the reasonable access management improvement to offset the impacts of this proposed (and prior approved) development projects. This recommendation is consistent with the identified median improvements in prior traffic studies in this vicinity. The applicant's traffic analysis should analyze the existing day-of-opening impacts, with proposed mitigation, at the subject property's driveway with Ashland Street, and the highway's intersection with Clay Street. The applicant's traffic consultant is encouraged to contact Mr. William Fitzgerald (ODOT Traffic Analyst) at (541) 774-6359, to coordinate our traffic study scoping requirements, in addition to those provided in the city's (Olson) scoping letter dated August 7, 2008. The attached median exhibit by consultant CEC, Inc., presents a viable safety and operations remedy, which we support in concept as mitigation for this project.

We appreciate the opportunity to provide preliminary development review assistance and coordination to the applicant and city on this proposed project. Our Development Review Team looks forward to working with all parties as this project moves forward. Please contact me at (541) 774-6399, if you have comments, questions, or require additional information regarding this correspondence. Thank you.

Sincerely,



David J. Pyles
Development Review Planner III

Attachments: 1) ODOT Technical Memorandum (dated 8/19/08)
2) CEC preliminary access management mitigation

Cc: Bill Molnar, City of Ashland Community Development Director
Mark Knox, Urban Development Services, LLC - land use consultant
Robert Kortt, RDK Engineering, traffic engineering consultant
Mark Kamrath, CEC Inc., engineering consultant
ODOT Region 3



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 3 Traffic

100 Antelope Road
White City, OR 97503
Phone 541-864-8816
Fax 541-774-6349

TECHNICAL MEMORANDUM

TO: David Pyles, RV Development Review Planner

FROM: *DAH* Ron Hughes, Region 3 Access Management Engineer
David Fletcher, Development Review Engineer –Traffic Section

DATE: August 19, 2008

SUBJECT: 2200 Ashland Street TIA Scoping with Recommendation

This technical memorandum addresses the proposed redevelopment at 2200 Ashland Street in Ashland, OR. Region 3 Traffic Section's professional judgment asserts this development, along with other recent developments, establishes the need for extension of the existing median located east of Clay Street. This recommendation is based on our review of traffic studies for prior vicinity developments (e.g., the 10-acre Clay Street zone change and Barclay Square).

ODOT Traffic recommends a mountable, raised concrete median extension be built to the west towards Clay Street, transitioning to a median curb on the south side of the center median of Ashland Street (OR-66 or Greensprings Highway). This would limit the proposed 2200 Ashland Street development to a right-in / right-out, and eliminate the left-out movement at Clay Street to eastbound Ashland St. The median curb will establish an eastbound, protected left-turn storage pocket for lefts into Clay St. West of this storage pocket, lane striping is recommended as the efficient, cost effective access management remedy to create eastbound channelized left-turns into Clay St.

ODOT understands the city is requiring a traffic impact study (TIS) for the 2200 Ashland Street project, per city code. We request review of the applicant's traffic study, as justification of the access management improvements at this location; and, those similar improvements identified and/or recommended in prior studies. These improvements are warranted to ensure the safety of the traveling public at this location. These improvements are not warranted solely by the proposed redevelopment at 2200 Ashland St.

The design and construction plan of new concrete median with channelizing median curb and lane striping shall be coordinated by the applicant with the city of Ashland and the ODOT. No construction shall occur, prior to review approval by both the city and ODOT.

Please let us know if you require more information.

Cc: Shyam Sharma – Region 3, Traffic Manager
William Fitzgerald – District 8 Traffic Analyst
Shawn Stephens – Assistant District 8 Manager
Jerry Marmon – District Manager

APPENDIX F

TRIP GENERATION

GENERAL OFFICE BUILDING

SPECIALTY RETAIL CENTER

Land Use: 710

General Office Building

Description

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services; insurance companies; investment brokers; and tenant services, such as a bank or savings and loan institution, a restaurant or cafeteria and service retail facilities. Nearly all of the buildings surveyed were in suburban locations. Corporate headquarters (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760) and business park (Land Use 770) are related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating trip generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, then the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating the trip generation. When the individual buildings are isolated and not related to one another, it is suggested that trip generation be calculated for each building separately and then summed.

Additional Data

Average weekday transit trip ends—

Transit service was either nonexistent or negligible at the majority of the sites surveyed in this land use. Users may wish to modify trip generation rates presented in this land use to reflect the presence of public transit, carpools and other transportation demand management (TDM) strategies. Information has not been analyzed to document the impacts of TDM measures on the total site generation. See the *ITE Trip Generation Handbook* for additional information on this topic.

The average building occupancy varied considerably within the studies where occupancy data was provided. For buildings with occupancy rates reported, the average percent of occupied gross leasable area was 88 percent.

Some of the regression curves plotted for this land use may produce illogical trip end estimates for small office buildings. When the proposed site size is significantly smaller than the average-sized facility published in this report, caution should be used when applying these statistics. For more information, please refer to Chapter 3, "Guidelines for Estimating Trip Generation," of the *Trip Generation Handbook*.

In some regions peaking may occur earlier or later and last somewhat longer than the traditional 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. peak period time frames.

The sites were surveyed from the 1960s to the 2000s throughout the United States.

General Office Building (710)

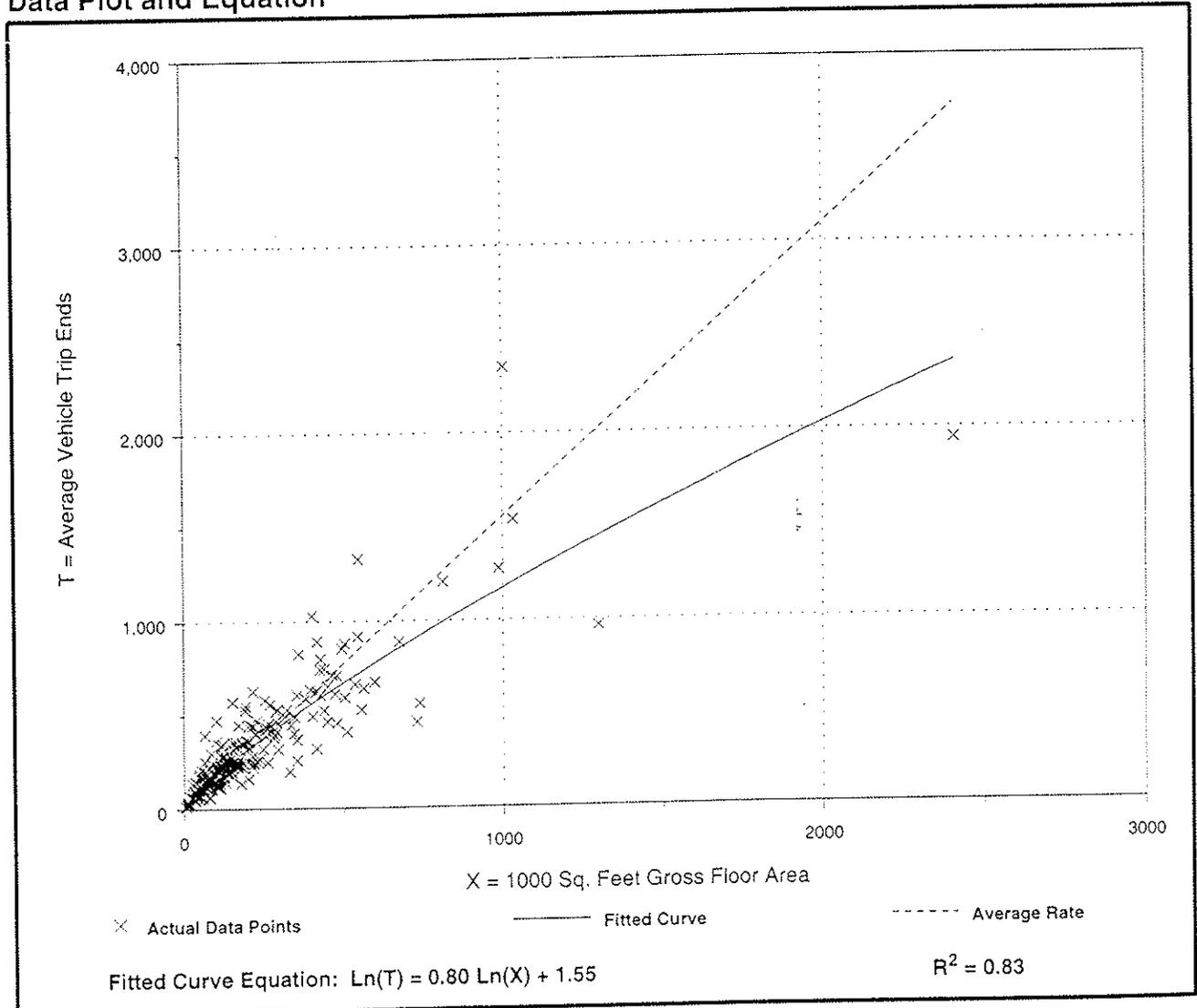
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour

Number of Studies: 217
Average 1000 Sq. Feet GFA: 223
Directional Distribution: 88% entering, 12% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.55	0.60 - 5.98	1.39

Data Plot and Equation



General Office Building (710)

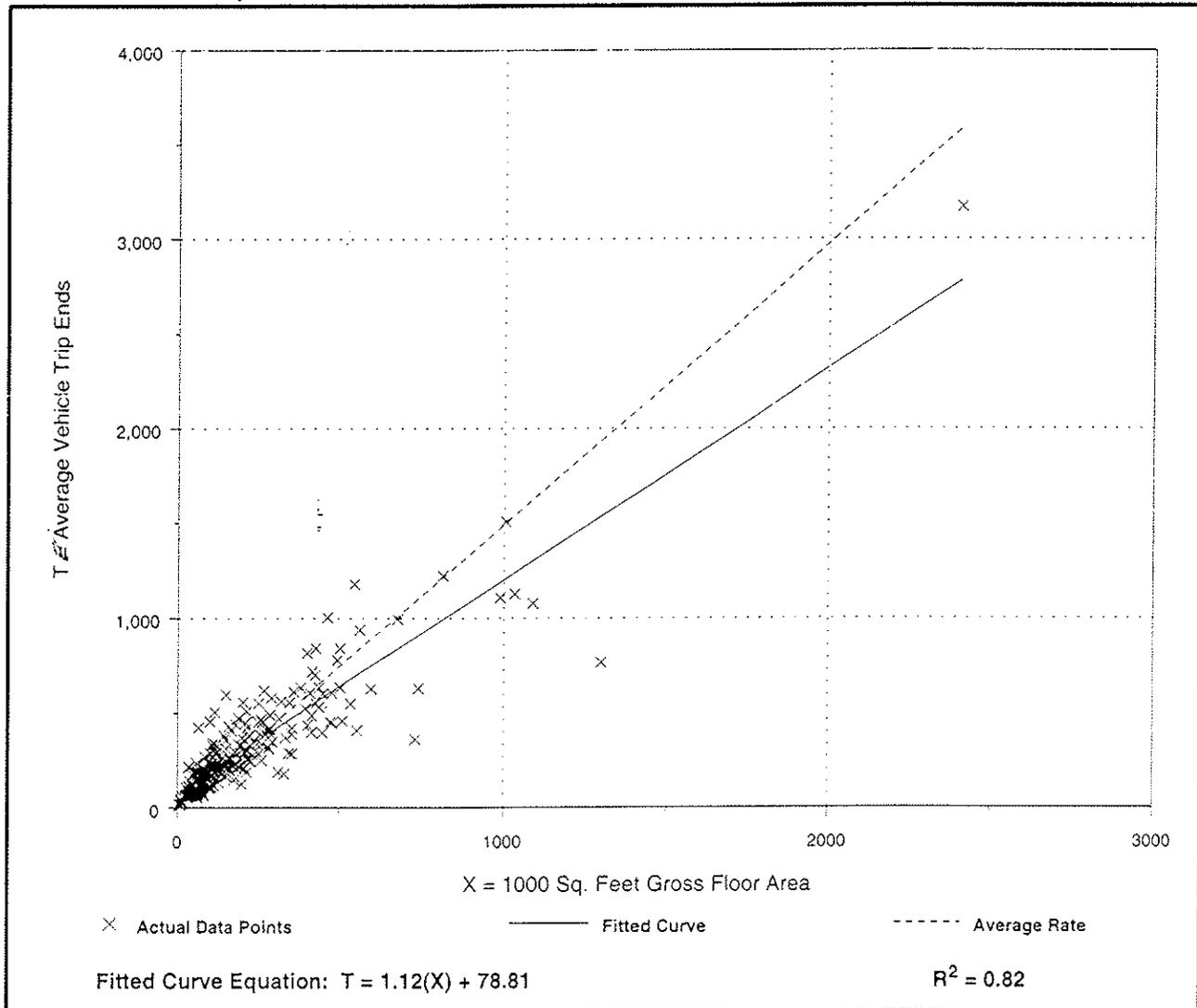
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour

Number of Studies: 235
Average 1000 Sq. Feet GFA: 216
Directional Distribution: 17% entering, 83% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.49	0.49 - 6.39	1.37

Data Plot and Equation



General Office Building (710)

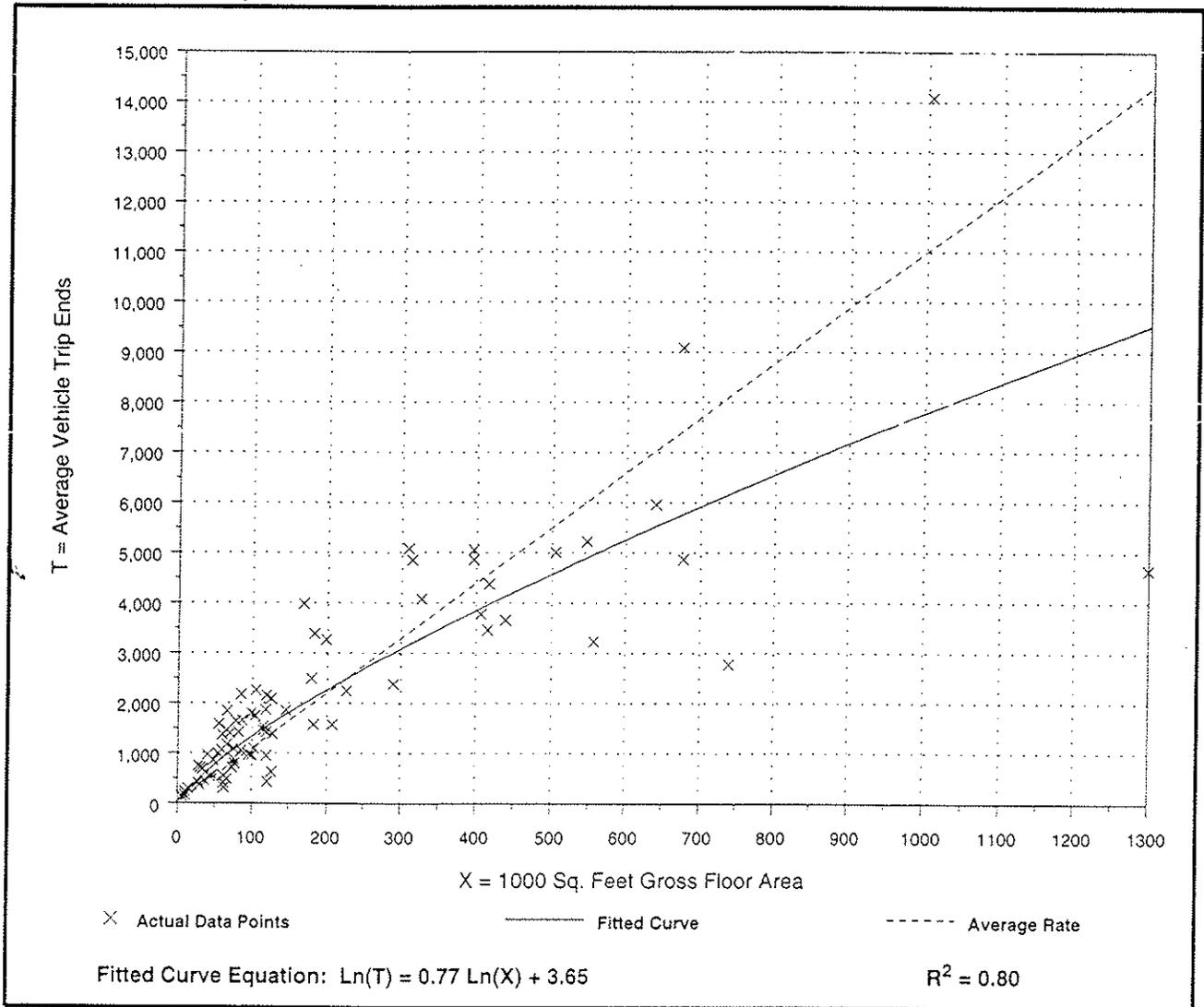
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 78
Average 1000 Sq. Feet GFA: 199
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
11.01	3.58 - 28.80	6.13

Data Plot and Equation



Land Use: 814

Specialty Retail Center

Description

Specialty retail centers are generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel; hard goods; and services, such as real estate offices, dance studios, florists and small restaurants. Shopping center (Land Use 820) is a related use.

Additional Data

The sites were surveyed from the late 1970s to the 2000s in California, Florida, Georgia, New York and Pennsylvania.

Source Numbers

100, 304, 305, 367, 423, 507, 577

Specialty Retail Center (814)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
A.M. Peak Hour of Generator

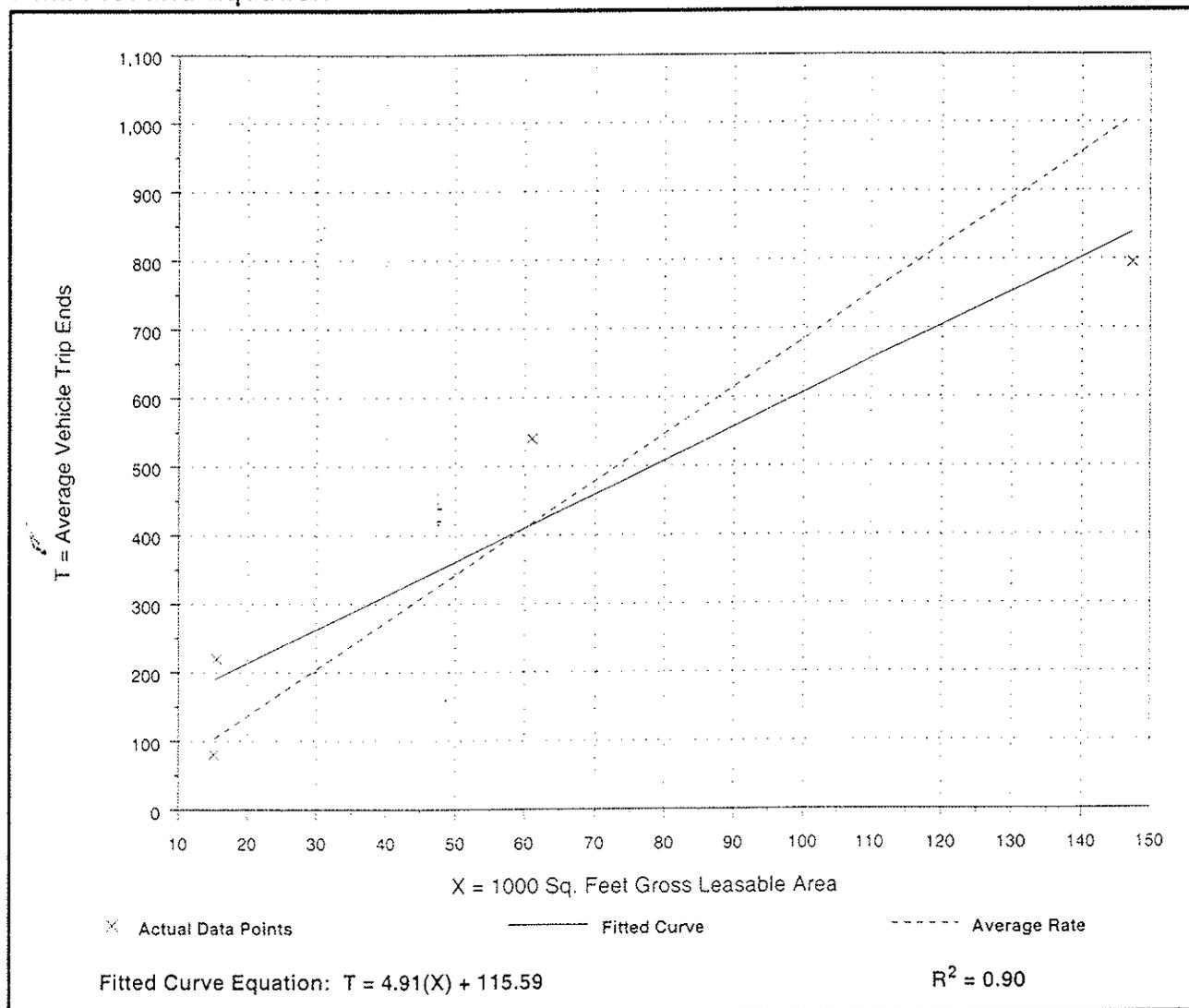
Number of Studies: 4
Average 1000 Sq. Feet GLA: 60
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
6.84	5.33 - 14.08	3.55

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Specialty Retail Center (814)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

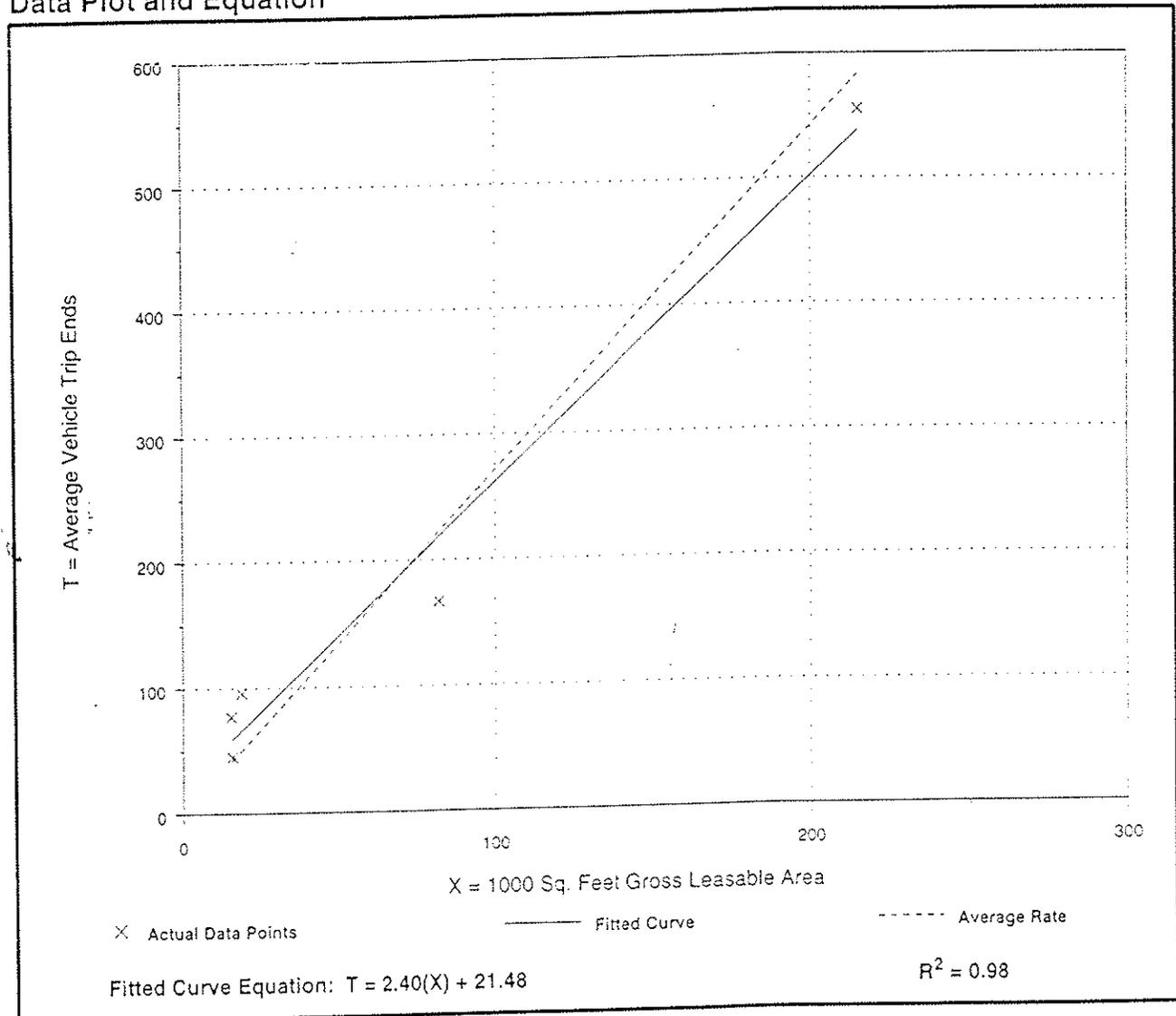
Number of Studies: 5
Average 1000 Sq. Feet GLA: 69
Directional Distribution: 44% entering, 56% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
2.71	2.03 - 5.16	1.83

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Specialty Retail Center (814)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday

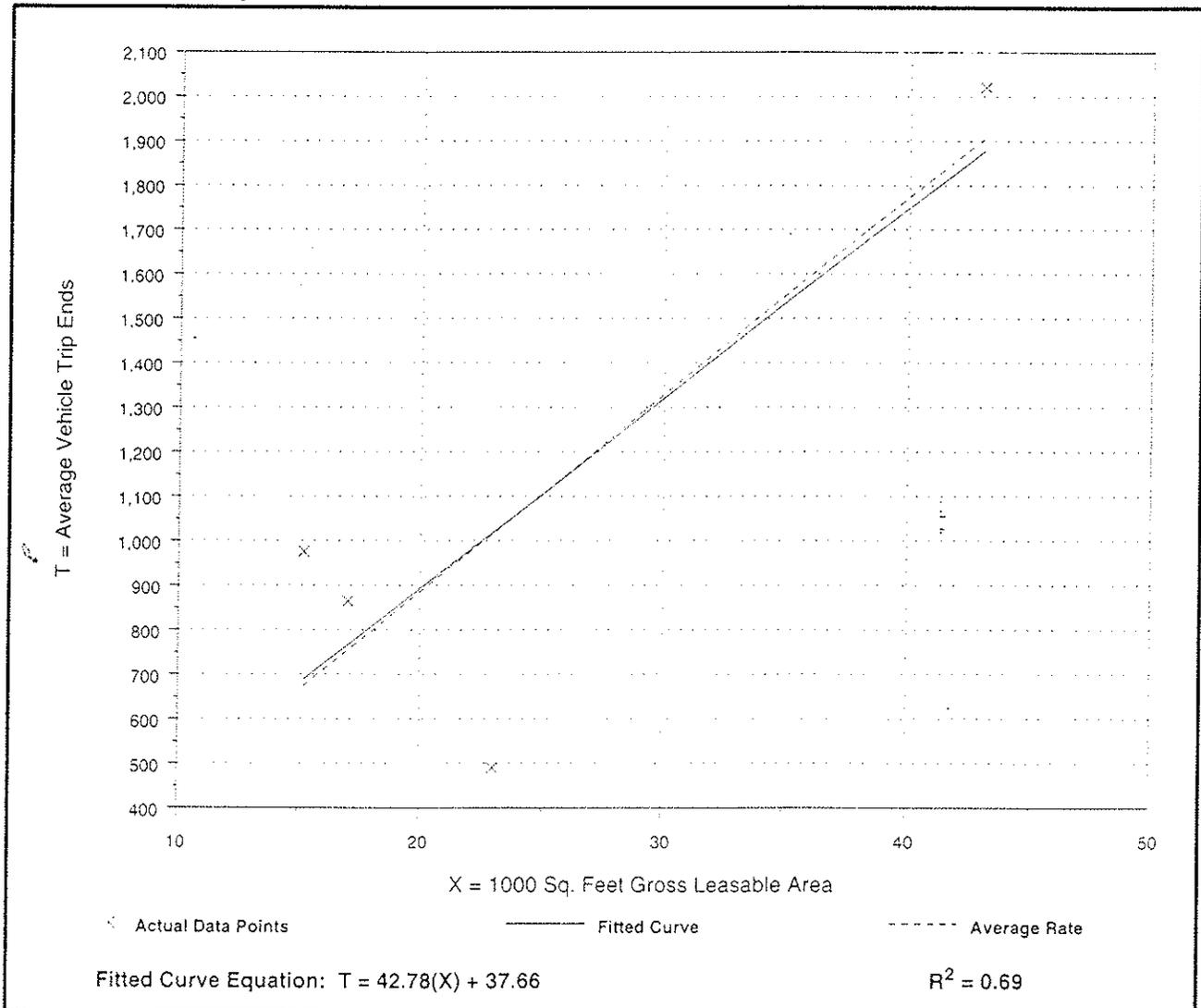
Number of Studies: 4
Average 1000 Sq. Feet GLA: 25
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
44.32	21.30 - 64.21	15.52

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



APPENDIX G

TRAFFIC SIGNAL WARRANT

LEFT/RIGHT TURN LANE WARRANTS

Oregon Department of Transportation Transportation Development Branch Transportation Planning Analysis Unit					
Preliminary Traffic Signal Warrant Analysis ¹					
Major Street: <i>Ashland St.</i>			Minor Street: <i>Clay St.</i>		
Project: <i>2200 Ashland St.</i>			City/County: <i>City of Ashland</i>		
Year: <i>2009</i>			Alternative: <i>With Project</i>		
Preliminary Signal Warrant Volumes					
Number of Approach lanes		ADT on major street approaching from both directions		ADT on minor street, highest approaching volume	
Major Street	Minor Street	Percent of standard warrants		percent of standard warrants	
		100	70	100	70
Case A: Minimum Vehicular Traffic					
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
Case B: Interruption of Continuous Traffic					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250
5.65% of the above ADT volumes is equal to the MUTCD vehicles per hour (vph)					
<input checked="" type="checkbox"/>	100 percent of standard warrants				
<input type="checkbox"/>	70 percent of standard warrants ²				
Preliminary Signal Warrant Calculation					
	Street	Number of Lanes	Warrant Volumes	Approach Volumes	Warrant Met
Case A	Major	<i>2</i>	<i>10,600</i>	<i>14,980</i>	<i>N</i>
	Minor	<i>1</i>	<i>2,650</i>	<i>960</i>	
Case B	Major	<i>2</i>	<i>15,900</i>	<i>14,980</i>	<i>N</i>
	Minor	<i>1</i>	<i>1,350</i>	<i>960</i>	
Analyst and Date: <i>RDK 9/10/08</i>			Reviewer and Date:		

¹ Meeting preliminary signal warrants does not guarantee that a signal will be installed. Before a signal can be installed a traffic signal investigation must be conducted or reviewed by the Region Traffic Manager. Traffic signal warrants must be met and the State Traffic Engineer's approval obtained before a traffic signal can be installed on a state highway.

² Used due to 85th percentile speed in excess of 40 mph or isolated community with population of less than 10,000.

LEFT & RIGHT TURN LANE ANALYSIS SUMMARY:

Site Access & Ashland Street:

Year 2009 With Project

Westbound Left Turn Warrant: A.M. & P.M. Peak Hour – NOT MET

Eastbound Right Turn: A.M. & P.M. Peak Hour – NOT MET

7.2 Turn Lane Criteria

Proposed left or right turn lanes at unsignalized intersections and private approach roads must meet the installation criteria contained in the *Highway Design Manual (HDM)*. Meeting the criteria does not require a turn lane to be installed. Engineering judgment must be used to determine if an installation would be safe and practical. The *ODOT Traffic Manual* provides further guidance on the use of right and left turn lanes.

7.2.1 Left Turn Lane Criteria

Purpose

A left turn lane improves safety and increases the capacity of the roadway by reducing the speed differential between the through and the left turn vehicles. Furthermore, the left turn lane provides the turning vehicle with a potential waiting area until acceptable gaps in the opposing traffic allow them to complete the turn. Installation of a left turn lane must be consistent with the access management strategy for the roadway.

Left Turn Lane Evaluation Process

- A left turn lane should be installed, if criteria 1 (Volume), or 2 (Crash), or 3 (Special Cases) are met, unless a subsequent evaluation eliminate it as an option; **and**
- The Region Traffic Engineer must approve all proposed left turn lanes on state highways, regardless of funding source; **and**
- The State Traffic Engineer shall review and approve all proposed left turn lanes at signalized intersection locations on the State Highway System to ensure proper signal operation, prior to design and construction; **and**
- Complies with Access Management Spacing Standards; **and**
- Conforms to applicable local, regional and state plans.

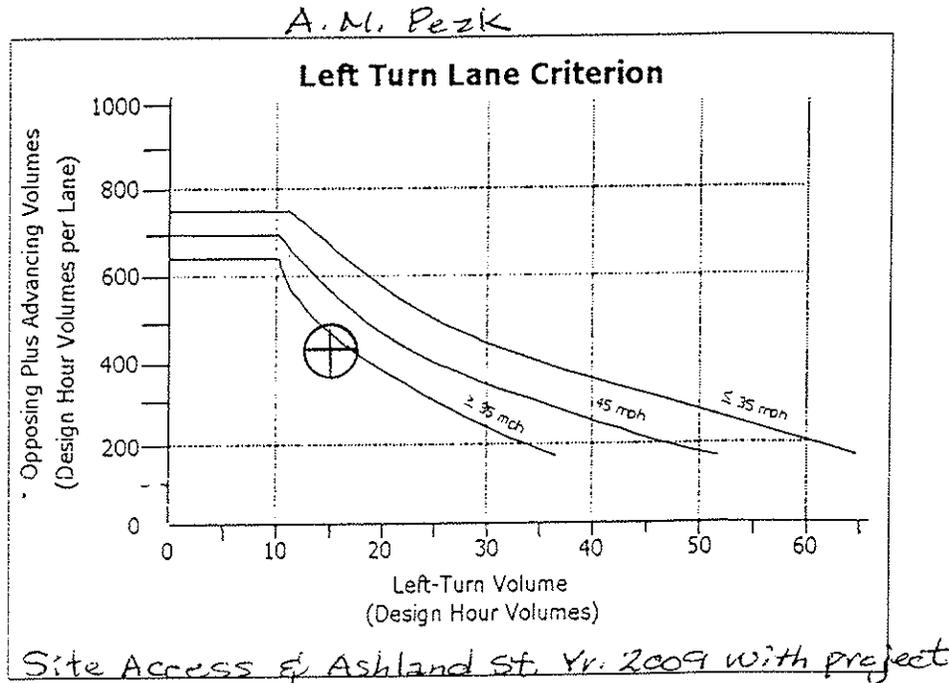
Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criteria is determined by the Texas Transportation Institute (TTI) curves in Figure 7-1.

- * * The criteria is not met from zero to ten left turn vehicle per hour, but indicates that careful consideration be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes

are low, the adverse safety and operations impacts may require installation of a left turn. The final determination will be based on a field study.

Figure 7-1 Left Turn Lane Criterion (TTI)



*(Advancing Volume/Number of Advancing Through Lanes) + (Opposing Volume/Number of Opposing Through Lanes)

Criterion 2: Crash Experience

The crash experience criteria are satisfied when:

1. Adequate trial of other remedies with satisfactory observance and enforcement has failed to reduce the accident frequency; and
2. A history of crashes of the type susceptible to correction by a left turn lane (such as where a vehicle waiting to make a left turn from a through lane was struck from the rear); and
3. The safety benefits outweigh the associated improvement costs; and
4. The installation of the left turn lane does not adversely impact the operations of the roadway.

A.M. Peak: $W.B. = 43 + 411 + 14 = 468$
 $E.B. = 371 + 15 = 386$
 $(468/2 + 386/2) = 427$
 $W.B. L.T. = 15$

P.M. Peak: $W.B. L.T. = 3$ (Warrant Not Met)

- **Northbound:** The northbound advancing volume is 555 (40 + 200 + 300 + 15) and the southbound opposing volume is 540 vehicles (the opposing left turns are not counted as opposing volumes). The volume for the y-axis on Figure 7-1 is $(555/2 + 540/2) = 548$. To determine if the southbound left turn volume criteria is met, use the 45 mph curve in Figure 7-1, 548 for the y-axis, and 40 left-turns for the x-axis. The volume criterion is met in the northbound direction.

7.2.2 Right Turn Lane Criteria – Unsignalized Intersections

Purpose

The purpose of a right turn lane at an unsignalized intersection is to improve safety and to maximize the capacity of a roadway by reducing the speed differential between the right turning vehicles and the other vehicles on the roadway.

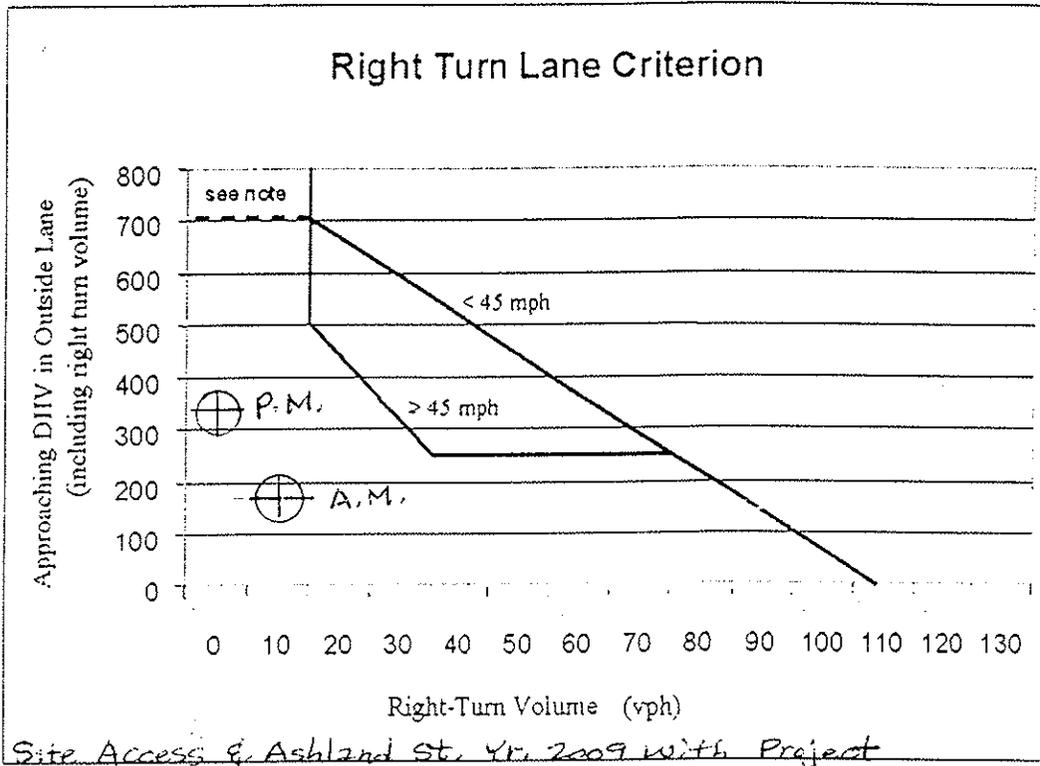
Right Turn Lane Evaluation Process

1. A right turn lane should be installed, if criteria 1 (Volume), or 2 (Crash), or 3 (Special Cases) are met, unless a subsequent evaluation eliminates it as an option; **and**
2. The Region Traffic Engineer must approve all proposed right turn lanes on state highways, regardless of funding source; **and**
3. The State Traffic Engineer shall review and approve all proposed right turn lanes at signalized intersection locations on the State Highway System to ensure proper signal operations, prior to design and construction; **and**
4. Complies with Access Management Spacing Standards; **and**
5. Conforms to applicable local, regional, and state plans.

Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a right turn lane. The vehicular volume criteria are determined using the curve in Figure 7-3.

Figure 7-3 Right Turn Lane Criterion



Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

Criterion 2: Crash Experience

The crash experience criterion is satisfied when:

1. Adequate trial of other remedies with satisfactory observance and enforcement has failed to reduce the accident frequency; and
2. A history of crashes of the type susceptible to correction by a right turn lane; and
3. The safety benefits outweigh the associated improvements costs; and
4. The installation of the right turn lane minimizes impacts to the safety of vehicles, bicycles or pedestrians along the roadway.

A.M. Peak = E.B. = $370 \div 2 = 185$
 15 E.B. Right Turns

P.M. Peak = W.B. = $684 \div 2 = 342$
 5 E.B. Right Turns

CALCULATIONS

**VOLUME / CAPACITY RATIO
LEVEL OF SERVICE**

CLAY STREET & ASHLAND STREET

A.M. PEAK HOUR

**YEAR 2008, COMBINED
YEAR 2009, NO BUILD
YEAR 2009, WITH PROJECT
YEAR 2009, WITH PROJECT & MEDIAN BARRIER**

HCM Unsignalized Intersection Capacity Analysis
 18: Ashland Street AM Peak & Clay Street, Yr. 2008 Combined

9/6/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	14	364	1	1	403	42	1	0	0	44	0	49
Peak Hour Factor	0.67	0.83	0.50	0.50	0.80	0.50	0.50	0.50	0.50	0.52	0.50	0.68
Hourly flow rate (vph)	21	439	2	2	504	84	2	0	0	85	0	72
Pedestrians					2			4			4	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	592			445			813	1081	226	817	1040	298
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	592			445			813	1081	226	817	1040	298
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	100	100	68	100	90
cM capacity (veh/h)	977			1108			236	210	773	261	222	696
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	21	292	148	2	336	252	2	157				
Volume Left	21	0	0	2	0	0	2	85				
Volume Right	0	0	2	0	0	84	0	72				
cSH	977	1700	1700	1108	1700	1700	236	366				
Volume to Capacity	0.02	0.17	0.09	0.00	0.20	0.15	0.01	0.43				
Queue Length 95th (ft)	2	0	0	0	0	0	1	52				
Control Delay (s)	8.8	0.0	0.0	8.3	0.0	0.0	20.4	22.0				
Lane LOS	A			A			C	C				
Approach Delay (s)	0.4			0.0			20.4	22.0				
Approach LOS							C	C				
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization		25.0%					ICU Level of Service		A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 18: Ashland Street AM Peak & Clay Street, Yr. 2009 No Build

9/6/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	14	371	1	1	411	43	1	0	0	45	0	50
Peak Hour Factor	0.67	0.83	0.50	0.50	0.80	0.50	0.50	0.50	0.50	0.52	0.50	0.68
Hourly flow rate (vph)	21	447	2	2	514	86	2	0	0	87	0	74
Pedestrians					2			4			4	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	604			453			828	1102	230	832	1060	304
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	604			453			828	1102	230	832	1060	304
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	100	100	66	100	89
cM capacity (veh/h)	967			1100			229	204	768	254	216	690
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	21	298	151	2	342	257	2	160				
Volume Left	21	0	0	2	0	0	2	87				
Volume Right	0	0	2	0	0	86	0	74				
cSH	967	1700	1700	1100	1700	1700	229	358				
Volume to Capacity	0.02	0.18	0.09	0.00	0.20	0.15	0.01	0.45				
Queue Length 95th (ft)	2	0	0	0	0	0	1	56				
Control Delay (s)	8.8	0.0	0.0	8.3	0.0	0.0	20.9	22.9				
Lane LOS	A			A			C	C				
Approach Delay (s)	0.4			0.0			20.9	22.9				
Approach LOS							C	C				
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization		25.4%			ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 18: Ashland Street AM Peak & Clay Street, Yr. 2009 With Project

9/12/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop				Stop
Grade		0%			0%			0%				0%
Volume (veh/h)	14	371	15	14	411	43	10	3	9	45	5	50
Peak Hour Factor	0.67	0.83	0.50	0.50	0.80	0.50	0.50	0.50	0.50	0.52	0.50	0.68
Hourly flow rate (vph)	21	447	30	28	514	86	20	6	18	87	10	74
Pedestrians					2			4			4	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	604			481			899	1168	244	905	1140	304
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	604			481			899	1168	244	905	1140	304
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			90	97	98	59	95	89
cM capacity (veh/h)	967			1074			192	182	752	210	189	690
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	21	298	179	28	342	257	44	170				
Volume Left	21	0	0	28	0	0	20	87				
Volume Right	0	0	30	0	0	86	18	74				
cSH	967	1700	1700	1074	1700	1700	273	298				
Volume to Capacity	0.02	0.18	0.11	0.03	0.20	0.15	0.16	0.57				
Queue Length 95th (ft)	2	0	0	2	0	0	14	83				
Control Delay (s)	8.8	0.0	0.0	8.4	0.0	0.0	20.7	32.0				
Lane LOS	A			A			C	D				
Approach Delay (s)	0.4			0.4			20.7	32.0				
Approach LOS							C	D				
Intersection Summary												
Average Delay			5.1									
Intersection Capacity Utilization			27.9%				ICU Level of Service		A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

18: Ashland Street AM Peak & Clay Street, Yr. 2009 With Project & Barrier

9/6/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	14	371	38	0	411	43	0	0	24	0	0	50
Peak Hour Factor	0.67	0.83	0.50	0.50	0.80	0.50	0.50	0.50	0.50	0.52	0.50	0.68
Hourly flow rate (vph)	21	447	76	0	514	86	0	0	48	0	0	74
Pedestrians					2			4			4	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	604			527			861	1135	267	876	1130	304
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	604			527			861	1135	267	876	1130	304
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			100	100	93	100	100	89
cM capacity (veh/h)	967			1033			217	195	727	221	197	690
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1					
Volume Total	21	298	225	342	257	48	74					
Volume Left	21	0	0	0	0	0	0					
Volume Right	0	0	76	0	86	48	74					
cSH	967	1700	1700	1700	1700	727	690					
Volume to Capacity	0.02	0.18	0.13	0.20	0.15	0.07	0.11					
Queue Length 95th (ft)	2	0	0	0	0	5	9					
Control Delay (s)	8.8	0.0	0.0	0.0	0.0	10.3	10.8					
Lane LOS	A					B	B					
Approach Delay (s)	0.3			0.0		10.3	10.8					
Approach LOS						B	B					
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			23.5%	ICU Level of Service				A				
Analysis Period (min)			15									

CALCULATIONS

**VOLUME / CAPACITY RATIO
LEVEL OF SERVICE**

CLAY STREET & ASHLAND STREET

P.M. PEAK HOUR

**YEAR 2008, COMBINED
YEAR 2009, NO BUILD
YEAR 2009, WITH PROJECT
YEAR 2009, WITH PROJECT & MEDIAN BARRIER**

HCM Unsignalized Intersection Capacity Analysis
 18: Ashland Street PM Peak & Clay Street, Yr. 2008 Combined

9/6/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	63	670	1	1	648	78	3	1	2	41	1	50
Peak Hour Factor	0.69	0.92	0.50	0.50	0.94	0.78	0.50	0.50	0.50	0.96	0.50	0.88
Hourly flow rate (vph)	91	728	2	2	689	100	6	2	4	43	2	57
Pedestrians					2			4			4	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	793			734			1322	1713	371	1301	1664	399
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	793			734			1322	1713	371	1301	1664	399
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			100			93	97	99	59	98	91
cM capacity (veh/h)	821			864			92	79	623	104	84	599
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	91	486	245	2	460	330	12	102				
Volume Left	91	0	0	2	0	0	6	43				
Volume Right	0	0	2	0	0	100	4	57				
cSH	821	1700	1700	864	1700	1700	124	192				
Volume to Capacity	0.11	0.29	0.14	0.00	0.27	0.19	0.10	0.53				
Queue Length 95th (ft)	9	0	0	0	0	0	8	68				
Control Delay (s)	9.9	0.0	0.0	9.2	0.0	0.0	37.2	42.9				
Lane LOS	A			A			E	E				
Approach Delay (s)	1.1			0.0			37.2	42.9				
Approach LOS							E	E				
Intersection Summary												
Average Delay			3.3									
Intersection Capacity Utilization			42.1%	ICU Level of Service							A	
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 18: Ashland Street PM Peak & Clay Street, Yr. 2009 No Build

9/6/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	64	683	1	1	661	80	3	1	2	42	1	51
Peak Hour Factor	0.69	0.92	0.50	0.50	0.94	0.78	0.50	0.50	0.50	0.96	0.50	0.88
Hourly flow rate (vph)	93	742	2	2	703	103	6	2	4	44	2	58
Pedestrians					2			4			4	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	810			748			1347	1747	378	1326	1696	407
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	810			748			1347	1747	378	1326	1696	407
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			100			93	97	99	56	98	90
cM capacity (veh/h)	809			853			88	75	616	100	80	592
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	93	495	249	2	469	337	12	104				
Volume Left	93	0	0	2	0	0	6	44				
Volume Right	0	0	2	0	0	103	4	58				
cSH	809	1700	1700	853	1700	1700	118	185				
Volume to Capacity	0.11	0.29	0.15	0.00	0.28	0.20	0.10	0.56				
Queue Length 95th (ft)	10	0	0	0	0	0	8	74				
Control Delay (s)	10.0	0.0	0.0	9.2	0.0	0.0	39.0	47.0				
Lane LOS	B			A			E	E				
Approach Delay (s)	1.1			0.0			39.0	47.0				
Approach LOS							E	E				
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			42.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project

9/12/2008

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	64	683	6	4	661	80	13	2	10	42	3	51
Peak Hour Factor	0.69	0.92	0.50	0.50	0.94	0.78	0.50	0.50	0.50	0.96	0.50	0.88
Hourly flow rate (vph)	93	742	12	8	703	103	26	4	20	44	6	58
Pedestrians					2			4			4	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	810			758			1366	1764	383	1355	1718	407
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	810			758			1366	1764	383	1355	1718	407
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			99			68	94	97	51	92	90
cM capacity (veh/h)	809			846			81	72	612	90	77	592
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1				
Volume Total	93	495	259	8	469	337	50	108				
Volume Left	93	0	0	8	0	0	26	44				
Volume Right	0	0	12	0	0	103	20	58				
cSH	809	1700	1700	846	1700	1700	122	163				
Volume to Capacity	0.11	0.29	0.15	0.01	0.28	0.20	0.41	0.66				
Queue Length 95th (ft)	10	0	0	1	0	0	44	95				
Control Delay (s)	10.0	0.0	0.0	9.3	0.0	0.0	53.5	62.4				
Lane LOS	B			A			F	F				
Approach Delay (s)	1.1			0.1			53.5	62.4				
Approach LOS							F	F				
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization		42.7%			ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project & Barrier

9/6/2008

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	64	683	10	0	661	80	0	0	25	0	0	51
Peak Hour Factor	0.69	0.92	0.50	0.50	0.94	0.78	0.50	0.50	0.50	0.96	0.50	0.88
Hourly flow rate (vph)	93	742	20	0	703	103	0	0	50	0	0	58
Pedestrians					2			4			4	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	810			766			1351	1752	387	1367	1710	407
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	810			766			1351	1752	387	1367	1710	407
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			100			100	100	92	100	100	90
cM capacity (veh/h)	809			840			89	74	608	88	79	592

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	93	495	267	469	337	50	58
Volume Left	93	0	0	0	0	0	0
Volume Right	0	0	20	0	103	50	58
cSH	809	1700	1700	1700	1700	608	592
Volume to Capacity	0.11	0.29	0.16	0.28	0.20	0.08	0.10
Queue Length 95th (ft)	10	0	0	0	0	7	8
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	11.4	11.7
Lane LOS	B					B	B
Approach Delay (s)	1.1			0.0		11.4	11.7
Approach LOS						B	B

Intersection Summary

Average Delay	1.2
Intersection Capacity Utilization	32.4%
Analysis Period (min)	15
ICU Level of Service	A

CALCULATIONS

Sim Traffic Simulations

COMBINED TRAFFIC VOLUMES

EXISTING YEAR 2008

Summary of All Intervals

Run Number	1	Avg
Start Time	6:57	6:57
End Time	7:10	7:10
Total Time (min)	13	13
Time Recorded (min)	10	10
# of Intervals	2	2
# of Recorded Intvls	1	1
Vehs Entered	248	248
Vehs Exited	248	248
Starting Vehs	17	17
Ending Vehs	17	17
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	70	70
Travel Time (hr)	2.4	2.4
Total Delay (hr)	0.2	0.2
Total Stops	24	24
Fuel Used (gal)	4.7	4.7

Interval #0 Information Seeding

Start Time 6:57
 End Time 7:00
 Total Time (min) 3
 Volumes adjusted by Growth Factors.
 No data recorded this interval..

Interval #1 Information Recording

Start Time 7:00
 End Time 7:10
 Total Time (min) 10
 Volumes adjusted by Growth Factors.

Run Number	1	Avg
Vehs Entered	248	248
Vehs Exited	248	248
Starting Vehs	17	17
Ending Vehs	17	17
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	70	70
Travel Time (hr)	2.4	2.4
Total Delay (hr)	0.2	0.2
Total Stops	24	24
Fuel Used (gal)	4.7	4.7

18: Ashland Street PM Peak & Clay Street, Yr. 2008 Combined Performance by run number

Run Number	1	Avg
Total Delay (hr)	0.1	0.1
Delay / Veh (s)	2.1	2.1
Total Stops	24	24
Travel Dist (mi)	34.3	34.3
Travel Time (hr)	1.2	1.2
Avg Speed (mph)	29	29
Fuel Used (gal)	2.3	2.3
HC Emissions (g)	5	5
CO Emissions (g)	235	235
NOx Emissions (g)	14	14
Vehicles Entered	248	248
Vehicles Exited	242	242
Hourly Exit Rate	1452	1452
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance By Run

Run Number	1	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	3.0	3.0
Total Stops	24	24
Travel Dist (mi)	70.1	70.1
Travel Time (hr)	2.4	2.4
Avg Speed (mph)	30	30
Fuel Used (gal)	4.7	4.7
HC Emissions (g)	12	12
CO Emissions (g)	537	537
NOx Emissions (g)	31	31
Vehicles Entered	248	248
Vehicles Exited	248	248
Hourly Exit Rate	1488	1488
Denied Entry Before	0	0
Denied Entry After	0	0

Intersection: 18: Ashland Street PM Peak & Clay Street, Yr. 2008 Combined

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	74	31	54
Average Queue (ft)	26	10	41
95th Queue (ft)	71	30	58
Link Distance (ft)		250	218
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	2	Avg
Start Time	6:57	6:57
End Time	7:10	7:10
Total Time (min)	13	13
Time Recorded (min)	10	10
# of Intervals	2	2
# of Recorded Intvls	1	1
Vehs Entered	257	257
Vehs Exited	260	260
Starting Vehs	15	15
Ending Vehs	12	12
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	74	74
Travel Time (hr)	2.5	2.5
Total Delay (hr)	0.2	0.2
Total Stops	21	21
Fuel Used (gal)	4.4	4.4

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10
Volumes adjusted by Growth Factors.	

Run Number	2	Avg
Vehs Entered	257	257
Vehs Exited	260	260
Starting Vehs	15	15
Ending Vehs	12	12
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	74	74
Travel Time (hr)	2.5	2.5
Total Delay (hr)	0.2	0.2
Total Stops	21	21
Fuel Used (gal)	4.4	4.4

18: Ashland Street PM Peak & Clay Street, Yr. 2008 Combined Performance by run number

Run Number	2	Avg
Total Delay (hr)	0.1	0.1
Delay / Veh (s)	1.9	1.9
Total Stops	21	21
Travel Dist (mi)	36.4	36.4
Travel Time (hr)	1.3	1.3
Avg Speed (mph)	29	29
Fuel Used (gal)	2.3	2.3
HC Emissions (g)	6	6
CO Emissions (g)	286	286
NOx Emissions (g)	16	16
Vehicles Entered	257	257
Vehicles Exited	255	255
Hourly Exit Rate	1530	1530
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance By Run

Run Number	2	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	2.8	2.8
Total Stops	21	21
Travel Dist (mi)	74.3	74.3
Travel Time (hr)	2.5	2.5
Avg Speed (mph)	30	30
Fuel Used (gal)	4.4	4.4
HC Emissions (g)	12	12
CO Emissions (g)	558	558
NOx Emissions (g)	32	32
Vehicles Entered	257	257
Vehicles Exited	260	260
Hourly Exit Rate	1560	1560
Denied Entry Before	0	0
Denied Entry After	0	0

Intersection: 18: Ashland Street PM Peak & Clay Street, Yr. 2008 Combined

Movement	EB	WB	WB	SB
Directions Served	L	T	TR	LTR
Maximum Queue (ft)	32	28	31	56
Average Queue (ft)	18	6	6	41
95th Queue (ft)	43	24	27	60
Link Distance (ft)		782	782	218
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Nework Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	3	Avg
Start Time	6:57	6:57
End Time	7:10	7:10
Total Time (min)	13	13
Time Recorded (min)	10	10
# of Intervals	2	2
# of Recorded Intvls	1	1
Vehs Entered	268	268
Vehs Exited	264	264
Starting Vehs	8	8
Ending Vehs	12	12
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	77	77
Travel Time (hr)	2.6	2.6
Total Delay (hr)	0.2	0.2
Total Stops	26	26
Fuel Used (gal)	4.7	4.7

Interval #0 Information Seeding

Start Time 6:57
End Time 7:00
Total Time (min) 3
Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
End Time 7:10
Total Time (min) 10
Volumes adjusted by Growth Factors.

Run Number	3	Avg
Vehs Entered	268	268
Vehs Exited	264	264
Starting Vehs	8	8
Ending Vehs	12	12
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	77	77
Travel Time (hr)	2.6	2.6
Total Delay (hr)	0.2	0.2
Total Stops	26	26
Fuel Used (gal)	4.7	4.7

18: Ashland Street PM Peak & Clay Street, Yr. 2008 Combined Performance by run number

Run Number	3	Avg
Total Delay (hr)	0.1	0.1
Delay / Veh (s)	1.9	1.9
Total Stops	26	26
Travel Dist (mi)	37.2	37.2
Travel Time (hr)	1.3	1.3
Avg Speed (mph)	29	29
Fuel Used (gal)	2.4	2.4
HC Emissions (g)	6	6
CO Emissions (g)	279	279
NOx Emissions (g)	15	15
Vehicles Entered	268	268
Vehicles Exited	266	266
Hourly Exit Rate	1596	1596
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance By Run

Run Number	3	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	2.6	2.6
Total Stops	26	26
Travel Dist (mi)	76.6	76.6
Travel Time (hr)	2.6	2.6
Avg Speed (mph)	30	30
Fuel Used (gal)	4.7	4.7
HC Emissions (g)	12	12
CO Emissions (g)	558	558
NOx Emissions (g)	31	31
Vehicles Entered	268	268
Vehicles Exited	264	264
Hourly Exit Rate	1584	1584
Denied Entry Before	0	0
Denied Entry After	0	0

Intersection: 18: Ashland Street PM Peak & Clay Street, Yr. 2008 Combined

Movement	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR
Maximum Queue (ft)	44	19	31	117
Average Queue (ft)	21	4	12	52
95th Queue (ft)	50	17	36	107
Link Distance (ft)		782	250	218
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	4	Avg
Start Time	6:57	6:57
End Time	7:10	7:10
Total Time (min)	13	13
Time Recorded (min)	10	10
# of Intervals	2	2
# of Recorded Intvls	1	1
Vehs Entered	261	261
Vehs Exited	261	261
Starting Vehs	11	11
Ending Vehs	11	11
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	75	75
Travel Time (hr)	2.5	2.5
Total Delay (hr)	0.2	0.2
Total Stops	24	24
Fuel Used (gal)	4.7	4.7

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10
Volumes adjusted by Growth Factors.	

Run Number	4	Avg
Vehs Entered	261	261
Vehs Exited	261	261
Starting Vehs	11	11
Ending Vehs	11	11
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	75	75
Travel Time (hr)	2.5	2.5
Total Delay (hr)	0.2	0.2
Total Stops	24	24
Fuel Used (gal)	4.7	4.7

18: Ashland Street PM Peak & Clay Street, Yr. 2008 Combined Performance by run number

Run Number	4	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	2.1	2.1
Total Stops	24	24
Travel Dist (mi)	36.7	36.7
Travel Time (hr)	1.3	1.3
Avg Speed (mph)	29	29
Fuel Used (gal)	2.7	2.7
HC Emissions (g)	6	6
CO Emissions (g)	266	266
NOx Emissions (g)	16	16
Vehicles Entered	261	261
Vehicles Exited	262	262
Hourly Exit Rate	1572	1572
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance By Run

Run Number	4	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	3.1	3.1
Total Stops	24	24
Travel Dist (mi)	75.4	75.4
Travel Time (hr)	2.5	2.5
Avg Speed (mph)	30	30
Fuel Used (gal)	4.7	4.7
HC Emissions (g)	12	12
CO Emissions (g)	558	558
NOx Emissions (g)	32	32
Vehicles Entered	261	261
Vehicles Exited	261	261
Hourly Exit Rate	1566	1566
Denied Entry Before	0	0
Denied Entry After	0	0

Intersection: 18: Ashland Street PM Peak & Clay Street, Yr. 2008 Combined

Movement	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR
Maximum Queue (ft)	32	21	31	51
Average Queue (ft)	29	4	18	39
95th Queue (ft)	33	18	43	56
Link Distance (ft)		782	250	218
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	5	Avg
Start Time	6:57	6:57
End Time	7:10	7:10
Total Time (min)	13	13
Time Recorded (min)	10	10
# of Intervals	2	2
# of Recorded Intvl	1	1
Vehs Entered	251	251
Vehs Exited	248	248
Starting Vehs	17	17
Ending Vehs	20	20
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	72	72
Travel Time (hr)	2.4	2.4
Total Delay (hr)	0.2	0.2
Total Stops	18	18
Fuel Used (gal)	4.4	4.4

Interval #0 Information Seeding

Start Time 6:57
 End Time 7:00
 Total Time (min) 3
 Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
 End Time 7:10
 Total Time (min) 10
 Volumes adjusted by Growth Factors.

Run Number	5	Avg
Vehs Entered	251	251
Vehs Exited	248	248
Starting Vehs	17	17
Ending Vehs	20	20
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	72	72
Travel Time (hr)	2.4	2.4
Total Delay (hr)	0.2	0.2
Total Stops	18	18
Fuel Used (gal)	4.4	4.4

18: Ashland Street PM Peak & Clay Street, Yr. 2008 Combined Performance by run number

Run Number	5	Avg
Total Delay (hr)	0.1	0.1
Delay / Veh (s)	1.5	1.5
Total Stops	18	18
Travel Dist (mi)	35.4	35.4
Travel Time (hr)	1.2	1.2
Avg Speed (mph)	30	30
Fuel Used (gal)	2.3	2.3
HC Emissions (g)	5	5
CO Emissions (g)	258	258
NOx Emissions (g)	14	14
Vehicles Entered	251	251
Vehicles Exited	249	249
Hourly Exit Rate	1494	1494
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance By Run

Run Number	5	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	2.5	2.5
Total Stops	18	18
Travel Dist (mi)	72.5	72.5
Travel Time (hr)	2.4	2.4
Avg Speed (mph)	31	31
Fuel Used (gal)	4.4	4.4
HC Emissions (g)	11	11
CO Emissions (g)	491	491
NOx Emissions (g)	27	27
Vehicles Entered	251	251
Vehicles Exited	248	248
Hourly Exit Rate	1488	1488
Denied Entry Before	0	0
Denied Entry After	0	0

Queuing and Blocking Report
Yr 2008 Combined PM Peak

9/9/2008

Intersection: 18: Ashland Street PM Peak & Clay Street, Yr. 2008 Combined

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	31	31	53
Average Queue (ft)	23	12	35
95th Queue (ft)	42	38	55
Link Distance (ft)		250	218
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

CALCULATIONS

Sim Traffic Simulations

YEAR 2009 WITH PROJECT

Summary of All Intervals

Run Number	1	Avg
Start Time	6:57	6:57
End Time	7:10	7:10
Total Time (min)	13	13
Time Recorded (min)	10	10
# of Intervals	2	2
# of Recorded Intvls	1	1
Vehs Entered	250	250
Vehs Exited	250	250
Starting Vehs	17	17
Ending Vehs	17	17
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	71	71
Travel Time (hr)	2.4	2.4
Total Delay (hr)	0.2	0.2
Total Stops	26	26
Fuel Used (gal)	4.7	4.7

Interval #0 Information Seeding

Start Time 6:57
 End Time 7:00
 Total Time (min) 3
 Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
 End Time 7:10
 Total Time (min) 10
 Volumes adjusted by Growth Factors.

Run Number	1	Avg
Vehs Entered	250	250
Vehs Exited	250	250
Starting Vehs	17	17
Ending Vehs	17	17
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	71	71
Travel Time (hr)	2.4	2.4
Total Delay (hr)	0.2	0.2
Total Stops	26	26
Fuel Used (gal)	4.7	4.7

18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project Performance by run number

Run Number	1	Avg
Total Delay (hr)	0.1	0.1
Delay / Veh (s)	2.1	2.1
Total Stops	26	26
Travel Dist (mi)	34.3	34.3
Travel Time (hr)	1.2	1.2
Avg Speed (mph)	29	29
Fuel Used (gal)	2.2	2.2
HC Emissions (g)	5	5
CO Emissions (g)	240	240
NOx Emissions (g)	14	14
Vehicles Entered	250	250
Vehicles Exited	244	244
Hourly Exit Rate	1464	1464
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance By Run

Run Number	1	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	3.0	3.0
Total Stops	26	26
Travel Dist (mi)	70.5	70.5
Travel Time (hr)	2.4	2.4
Avg Speed (mph)	30	30
Fuel Used (gal)	4.7	4.7
HC Emissions (g)	12	12
CO Emissions (g)	560	560
NOx Emissions (g)	32	32
Vehicles Entered	250	250
Vehicles Exited	250	250
Hourly Exit Rate	1500	1500
Denied Entry Before	0	0
Denied Entry After	0	0

Intersection: 18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	74	31	54
Average Queue (ft)	26	27	41
95th Queue (ft)	71	35	58
Link Distance (ft)		250	218
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	2	Avg
Start Time	6:57	6:57
End Time	7:10	7:10
Total Time (min)	13	13
Time Recorded (min)	10	10
# of Intervals	2	2
# of Recorded Intvls	1	1
Vehs Entered	286	286
Vehs Exited	283	283
Starting Vehs	15	15
Ending Vehs	18	18
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	82	82
Travel Time (hr)	2.8	2.8
Total Delay (hr)	0.3	0.3
Total Stops	31	31
Fuel Used (gal)	5.2	5.2

Interval #0 Information Seeding

Start Time 6:57
 End Time 7:00
 Total Time (min) 3
 Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
 End Time 7:10
 Total Time (min) 10
 Volumes adjusted by Growth Factors.

Run Number	2	Avg
Vehs Entered	286	286
Vehs Exited	283	283
Starting Vehs	15	15
Ending Vehs	18	18
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	82	82
Travel Time (hr)	2.8	2.8
Total Delay (hr)	0.3	0.3
Total Stops	31	31
Fuel Used (gal)	5.2	5.2

18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project Performance by run number

Run Number	2	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	2.4	2.4
Total Stops	31	31
Travel Dist (mi)	39.5	39.5
Travel Time (hr)	1.4	1.4
Avg Speed (mph)	29	29
Fuel Used (gal)	2.6	2.6
HC Emissions (g)	6	6
CO Emissions (g)	289	289
NOx Emissions (g)	16	16
Vehicles Entered	286	286
Vehicles Exited	282	282
Hourly Exit Rate	1692	1692
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance By Run

Run Number	2	Avg
Total Delay (hr)	0.3	0.3
Delay / Veh (s)	3.3	3.3
Total Stops	31	31
Travel Dist (mi)	81.9	81.9
Travel Time (hr)	2.8	2.8
Avg Speed (mph)	30	30
Fuel Used (gal)	5.2	5.2
HC Emissions (g)	13	13
CO Emissions (g)	617	617
NOx Emissions (g)	35	35
Vehicles Entered	286	286
Vehicles Exited	283	283
Hourly Exit Rate	1698	1698
Denied Entry Before	0	0
Denied Entry After	0	0

Intersection: 18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project

Movement	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR
Maximum Queue (ft)	32	29	31	75
Average Queue (ft)	19	6	15	53
95th Queue (ft)	45	25	38	85
Link Distance (ft)		782	250	218
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	3	Avg
Start Time	6:57	6:57
End Time	7:10	7:10
Total Time (min)	13	13
Time Recorded (min)	10	10
# of Intervals	2	2
# of Recorded Intvls	1	1
Vehs Entered	270	270
Vehs Exited	262	262
Starting Vehs	8	8
Ending Vehs	16	16
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	75	75
Travel Time (hr)	2.5	2.5
Total Delay (hr)	0.2	0.2
Total Stops	27	27
Fuel Used (gal)	4.3	4.3

Interval #0 Information Seeding

Start Time 6:57
 End Time 7:00
 Total Time (min) 3
 Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
 End Time 7:10
 Total Time (min) 10
 Volumes adjusted by Growth Factors.

Run Number	3	Avg
Vehs Entered	270	270
Vehs Exited	262	262
Starting Vehs	8	8
Ending Vehs	16	16
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	75	75
Travel Time (hr)	2.5	2.5
Total Delay (hr)	0.2	0.2
Total Stops	27	27
Fuel Used (gal)	4.3	4.3

18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project Performance by run number

Run Number	3	Avg
Total Delay (hr)	0.1	0.1
Delay / Veh (s)	1.7	1.7
Total Stops	27	27
Travel Dist (mi)	37.2	37.2
Travel Time (hr)	1.3	1.3
Avg Speed (mph)	30	30
Fuel Used (gal)	1.9	1.9
HC Emissions (g)	6	6
CO Emissions (g)	304	304
NOx Emissions (g)	16	16
Vehicles Entered	270	270
Vehicles Exited	265	265
Hourly Exit Rate	1590	1590
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance By Run

Run Number	3	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	2.3	2.3
Total Stops	27	27
Travel Dist (mi)	75.4	75.4
Travel Time (hr)	2.5	2.5
Avg Speed (mph)	31	31
Fuel Used (gal)	4.3	4.3
HC Emissions (g)	12	12
CO Emissions (g)	601	601
NOx Emissions (g)	34	34
Vehicles Entered	270	270
Vehicles Exited	262	262
Hourly Exit Rate	1572	1572
Denied Entry Before	0	0
Denied Entry After	0	0

Intersection: 18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	30	31	74
Average Queue (ft)	17	22	44
95th Queue (ft)	40	40	73
Link Distance (ft)		250	218
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	4	Avg
Start Time	6:57	6:57
End Time	7:10	7:10
Total Time (min)	13	13
Time Recorded (min)	10	10
# of Intervals	2	2
# of Recorded Intvls	1	1
Vehs Entered	266	266
Vehs Exited	269	269
Starting Vehs	13	13
Ending Vehs	10	10
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	77	77
Travel Time (hr)	2.6	2.6
Total Delay (hr)	0.2	0.2
Total Stops	29	29
Fuel Used (gal)	4.9	4.9

Interval #0 Information Seeding

Start Time 6:57
 End Time 7:00
 Total Time (min) 3
 Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
 End Time 7:10
 Total Time (min) 10
 Volumes adjusted by Growth Factors.

Run Number	4	Avg
Vehs Entered	266	266
Vehs Exited	269	269
Starting Vehs	13	13
Ending Vehs	10	10
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	77	77
Travel Time (hr)	2.6	2.6
Total Delay (hr)	0.2	0.2
Total Stops	29	29
Fuel Used (gal)	4.9	4.9

18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project Performance by run number

Run Number	4	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	2.4	2.4
Total Stops	29	29
Travel Dist (mi)	37.5	37.5
Travel Time (hr)	1.3	1.3
Avg Speed (mph)	29	29
Fuel Used (gal)	2.8	2.8
HC Emissions (g)	6	6
CO Emissions (g)	291	291
NOx Emissions (g)	17	17
Vehicles Entered	266	266
Vehicles Exited	268	268
Hourly Exit Rate	1608	1608
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance By Run

Run Number	4	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	3.4	3.4
Total Stops	29	29
Travel Dist (mi)	77.2	77.2
Travel Time (hr)	2.6	2.6
Avg Speed (mph)	30	30
Fuel Used (gal)	4.9	4.9
HC Emissions (g)	13	13
CO Emissions (g)	594	594
NOx Emissions (g)	34	34
Vehicles Entered	266	266
Vehicles Exited	269	269
Hourly Exit Rate	1614	1614
Denied Entry Before	0	0
Denied Entry After	0	0

Intersection: 18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project

Movement	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR
Maximum Queue (ft)	32	21	32	51
Average Queue (ft)	30	4	24	39
95th Queue (ft)	32	18	45	55
Link Distance (ft)		782	250	218
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	5	Avg
Start Time	6:57	6:57
End Time	7:10	7:10
Total Time (min)	13	13
Time Recorded (min)	10	10
# of Intervals	2	2
# of Recorded Intvl	1	1
Vehs Entered	257	257
Vehs Exited	253	253
Starting Vehs	17	17
Ending Vehs	21	21
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	73	73
Travel Time (hr)	2.5	2.5
Total Delay (hr)	0.2	0.2
Total Stops	25	25
Fuel Used (gal)	4.6	4.6

Interval #0 Information Seeding

Start Time 6:57
 End Time 7:00
 Total Time (min) 3
 Volumes adjusted by Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
 End Time 7:10
 Total Time (min) 10
 Volumes adjusted by Growth Factors.

Run Number	5	Avg
Vehs Entered	257	257
Vehs Exited	253	253
Starting Vehs	17	17
Ending Vehs	21	21
Denied Entry Before	0	0
Denied Entry After	0	0
Travel Distance (mi)	73	73
Travel Time (hr)	2.5	2.5
Total Delay (hr)	0.2	0.2
Total Stops	25	25
Fuel Used (gal)	4.6	4.6

18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project Performance by run number

Run Number	5	Avg
Total Delay (hr)	0.1	0.1
Delay / Veh (s)	2.1	2.1
Total Stops	25	25
Travel Dist (mi)	36.1	36.1
Travel Time (hr)	1.3	1.3
Avg Speed (mph)	29	29
Fuel Used (gal)	2.4	2.4
HC Emissions (g)	6	6
CO Emissions (g)	302	302
NOx Emissions (g)	16	16
Vehicles Entered	257	257
Vehicles Exited	256	256
Hourly Exit Rate	1536	1536
Denied Entry Before	0	0
Denied Entry After	0	0

Total Network Performance By Run

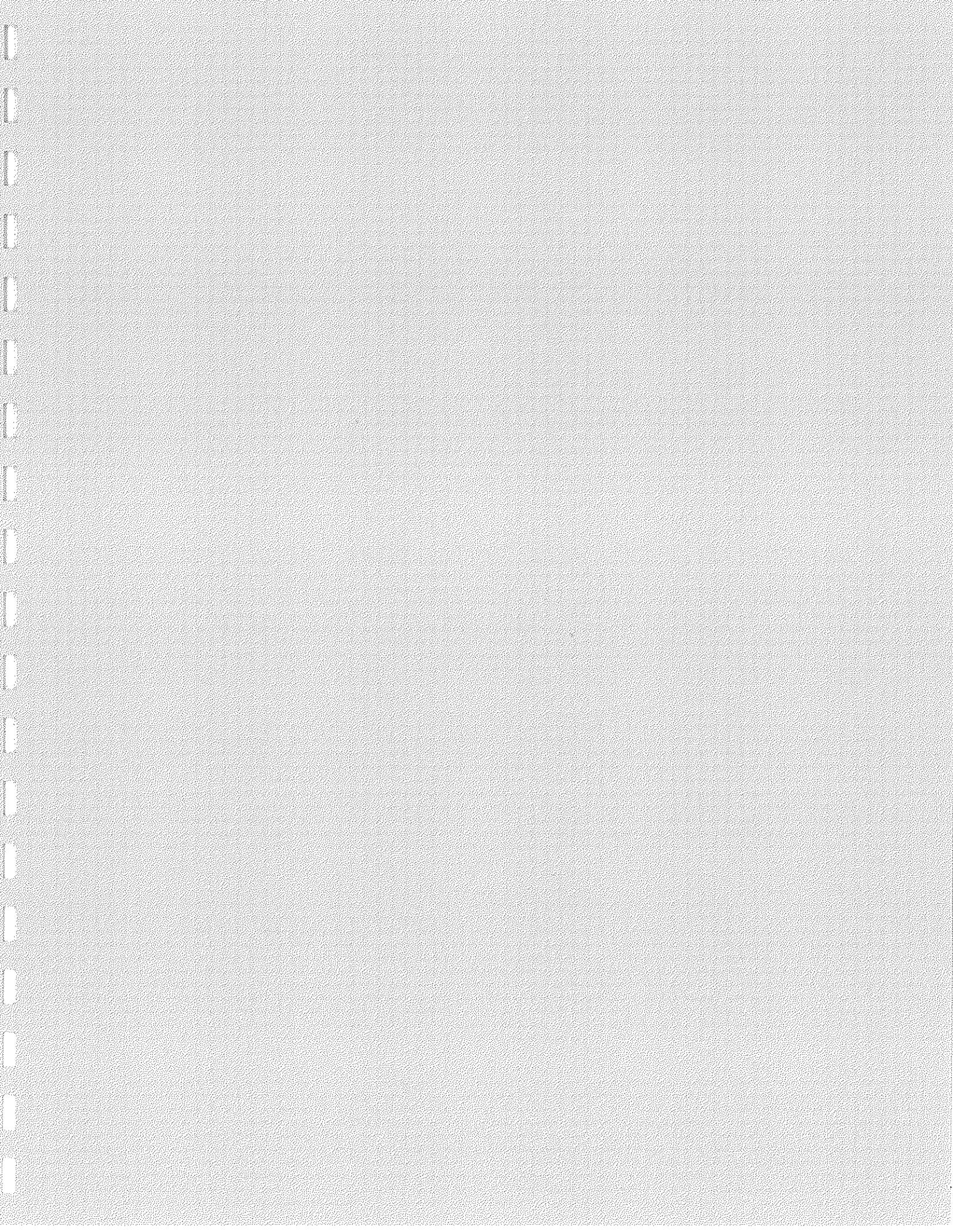
Run Number	5	Avg
Total Delay (hr)	0.2	0.2
Delay / Veh (s)	3.1	3.1
Total Stops	25	25
Travel Dist (mi)	73.5	73.5
Travel Time (hr)	2.5	2.5
Avg Speed (mph)	30	30
Fuel Used (gal)	4.6	4.6
HC Emissions (g)	12	12
CO Emissions (g)	563	563
NOx Emissions (g)	31	31
Vehicles Entered	257	257
Vehicles Exited	253	253
Hourly Exit Rate	1518	1518
Denied Entry Before	0	0
Denied Entry After	0	0

Intersection: 18: Ashland Street PM Peak & Clay Street, Yr. 2009 With Project

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	T	L	TR	LTR	LTR
Maximum Queue (ft)	31	32	31	22	53	54
Average Queue (ft)	23	6	10	4	34	37
95th Queue (ft)	42	27	30	19	50	61
Link Distance (ft)		769		782	250	218
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100		60			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0



RDK Engineering

TRAFFIC ENGINEERING/SIGNAL SYSTEMS

3350 Green Acres Dr., Central Point, OR 97502 - Phone (541) 664-0393 Fax (541) 664-9320

December 10, 2004

Andy Cochrane
D and A Enterprise
1970 Ashland Street
Ashland, OR 97520

Subject: Addendum to Traffic Impact Study for Clay Street Residential Complex

Dear Mr. Cochrane:

I have reviewed the existing and projected traffic volumes and level of service at the intersection of Ashland St. and Clay St. in the City of Ashland.

The traffic study shows the following levels of service during the P.M. peak hour:

<u>LOS</u>	<u>V/C</u>	<u>Delay</u>
"D"	0.30	29.3 sec. - existing year 2004
"E"	0.62	42.3 sec. - projected year 2006 with project and southbound Clay St. right turn lane.
"F"	0.69	66.7 sec. - projected year 2024 with project and southbound Clay St. right turn lane.

The level of service data above includes several trips to and from the existing unimproved commercial driveway located opposite Clay St. If this driveway were restricted to right turn in and right turn out, the following levels of service can be obtained for Clay St. and Ashland St. (Copies of the revised calculations sheets are attached.)

<u>LOS</u>	<u>V/C</u>	<u>Delay</u>
"C"	0.24	23.2 sec., existing year 2004
"D"	0.48	29.2 sec., projected year 2006 with project and southbound Clay St. right turn lane.
"F"	0.50	59.9 sec. projected year 2024 with project and southbound Clay St. right turn lane.

RECEIVED

This information and revised study data at this intersection is submitted following a meeting with Dan Dorrell, ODOT traffic engineer on December 8, 2004. The commercial driveway opposite Clay St. was discussed. ODOT advises that there may be

a development occurring on that site in the near future. ODOT is considering a restriction when that site is developed to right turn in and right turn out only. The restriction is due to the proximity to the overpass and intersection operating concerns. Other options include a median barrier on Ashland St.

Until the site is developed, a stop sign with a "Right Turn Only" sign would raise the level of service as shown below.

In the event that the City of Ashland and Oregon Department of Transportation are considering a raised median on Ashland St. through this intersection, it should be determined prior to widening Clay St. to facilitate a right turn lane. A right turn lane is not necessary if a median barrier is installed. The median barrier could be designed for right turn in and right turn out on the commercial driveway side and Clay St. could have right turn in, right turn out and left turn in. The left turn out of Clay St. would be prohibited.

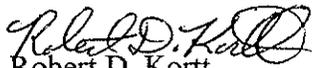
The following indicates the level of service in the year 2024, with the project, and a median barrier in place to prohibit the southbound left turn (information as shown in the report).

<u>LOS</u>	<u>V/C</u>	<u>Delay</u>
"B"	0.25	11.7 sec. Year 2024 with project and median barrier.

Copies of these calculations are attached.

If there are any questions, please let me know.

Very truly yours,


Robert D. Kortt
Transportation Engineer
RDK Engineering

CC: Dan Dorrell, ODOT Traffic Engineer
James Olson, P.L.S. City of Ashland

RECEIVED

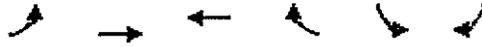
JUL 24 2008

City of Ashland
Community Development

HCM Unsignalized Intersection Capacity Analysis

9: Ashland St. & Clay St. Yr 2004 Existing *No South Approach Traffic*

12/7/2004



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑		↘	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	23	635	596	57	29	13
Peak Hour Factor	0.64	0.83	0.96	0.80	0.73	0.55
Hourly flow rate (veh/h)	36	765	621	71	40	24
Pedestrians		4			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
vC, conflicting volume	696				1115	354
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				79	96
cM capacity (veh/h)	893				193	638

Direction Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	36	383	383	414	278	63
Volume Left	36	0	0	0	0	40
Volume Right	0	0	0	0	71	24
cSH	893	1700	1700	1700	1700	261
Volume to Capacity	0.04	0.23	0.23	0.24	0.16	0.24
Queue Length (ft)	3	0	0	0	0	23
Control Delay (s)	9.2	0.0	0.0	0.0	0.0	23.2
Lane LOS	A					C
Approach Delay (s)	0.4			0.0		23.2
Approach LOS						C

Intersection Summary

Average Delay		1.2				
Intersection Capacity Utilization		34.2%		ICU Level of Service		A

RECEIVED

JUL 24 2008

City of Ashland
Community Development

HCM Unsignalized Intersection Capacity Analysis

3: Ashland St. & Clay St. Yr.2006 No Build *No South Approach Traffic*

12/7/2004



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↕↕	↕↕		↶	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	24	653	613	69	51	35
Peak Hour Factor	0.64	0.83	0.96	0.80	0.73	0.55
Hourly flow rate (veh/h)	38	787	639	86	70	64
Pedestrians		2			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
vC, conflicting volume	729				1154	368
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				62	90
cM capacity (veh/h)	868				182	626

Direction Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	38	393	393	426	299	133
Volume Left	38	0	0	0	0	70
Volume Right	0	0	0	0	86	64
cSH	868	1700	1700	1700	1700	274
Volume to Capacity	0.04	0.23	0.23	0.25	0.18	0.49
Queue Length (ft)	3	0	0	0	0	62
Control Delay (s)	9.3	0.0	0.0	0.0	0.0	29.9
Lane LOS	A					D
Approach Delay (s)	0.4			0.0		29.9
Approach LOS						D

Intersection Summary

Average Delay		2.6				
Intersection Capacity Utilization		38.3%		ICU Level of Service		A

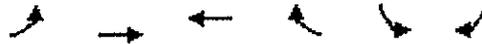
RECEIVED

JUL 24 2008

City of Ashland
Community Development

HCM Unsignalized Intersectio. Capacity Analysis *No South Approach Traffic*
 3: Ashland St. & Clay St. Yr.2006 w/Project, No Right Turn Lane

12/7/2004



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑		↘	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	36	653	613	97	57	41
Peak Hour Factor	0.64	0.83	0.96	0.80	0.73	0.55
Hourly flow rate (veh/h)	56	787	639	121	78	75
Pedestrians		2			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
vC, conflicting volume	764				1209	386
vC1, stage 1 conf vol	0					
vC2, stage 2 conf vol	0					
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)	3.1					
tF (s)	2.2				3.5	3.3
p0 queue free %	95				53	88
cM capacity (veh/h)	1123				166	609

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	56	393	393	426	334	153
Volume Left	56	0	0	0	0	78
Volume Right	0	0	0	0	121	75
cSH	1123	1700	1700	1700	1700	257
Volume to Capacity	0.05	0.23	0.23	0.25	0.20	0.59
Queue Length (ft)	4	0	0	0	0	86
Control Delay (s)	8.4	0.0	0.0	0.0	0.0	37.5
Lane LOS	A					E
Approach Delay (s)	0.6			0.0		37.5
Approach LOS						E

Intersection Summary

Average Delay		3.5				
Intersection Capacity Utilization		39.4%		ICU Level of Service		A

RECEIVED

JUL 24 2008

City of Ashland
Community Development

HCM Unsignalized Intersection Capacity Analysis

9: Ashland St. & Clay St. 2006 w/ proj. & Rt Turn Lane *No South Approach Traffic* 12/7/2004



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑	↑↑		↵	↵
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	36	653	613	97	57	41
Peak Hour Factor	0.64	0.83	0.96	0.80	0.73	0.55
Hourly flow rate (veh/h)	56	787	639	121	78	75
Pedestrians		4			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
vC, conflicting volume	764				1209	388
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				52	88
cM capacity (veh/h)	842				163	607

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	56	393	393	426	334	78	75
Volume Left	56	0	0	0	0	78	0
Volume Right	0	0	0	0	121	0	75
cSH	842	1700	1700	1700	1700	163	607
Volume to Capacity	0.07	0.23	0.23	0.25	0.20	0.48	0.12
Queue Length (ft)	5	0	0	0	0	57	10
Control Delay (s)	9.6	0.0	0.0	0.0	0.0	45.9	11.8
Lane LOS	A					E	B
Approach Delay (s)	0.6			0.0		29.2	
Approach LOS						D	

Intersection Summary

Average Delay		2.8					
Intersection Capacity Utilization		35.8%		ICU Level of Service		A	

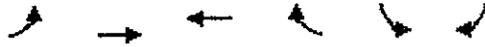
RECEIVED

JUL 24 2008

City of Ashland
Community Development

HCM Unsignalized Intersection Capacity Analysis *No South Approach Traffic*
 3: Ashland St. & Clay St. Yr.2006 w/Project, No Clay St. Left Turn

12/7/2004



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑	↑↑			↵
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	36	653	613	97	0	41
Peak Hour Factor	0.64	0.83	0.96	0.80	0.73	0.55
Hourly flow rate (veh/h)	56	787	639	121	0	75
Pedestrians		2			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
vC, conflicting volume	764				1209	386
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	93				100	88
cM capacity (veh/h)	842				163	609

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	56	393	393	426	334	75
Volume Left	56	0	0	0	0	0
Volume Right	0	0	0	0	121	75
cSH	842	1700	1700	1700	1700	609
Volume to Capacity	0.07	0.23	0.23	0.25	0.20	0.12
Queue Length (ft)	5	0	0	0	0	10
Control Delay (s)	9.6	0.0	0.0	0.0	0.0	11.7
Lane LOS	A					B
Approach Delay (s)	0.6			0.0		11.7
Approach LOS						B

Intersection Summary

Average Delay	0.8					
Intersection Capacity Utilization	35.1%			ICU Level of Service	A	

RECEIVED

JUL 24 2008

City of Ashland
 Community Development

HCM Unsignalized Intersection Capacity Analysis

3: Ashland St. & Clay St. Yr.2024 No Build *No South Approach Traffic*

12/7/2004



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑		↖	↗
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	36	818	767	69	51	35
Peak Hour Factor	0.90	0.90	0.96	0.90	0.90	0.90
Hourly flow rate (veh/h)	40	909	799	77	57	39
Pedestrians		2			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type					None	
Median storage veh						
vC, conflicting volume	880				1376	444
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				56	93
cM capacity (veh/h)	761				129	559

Direction Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	40	454	454	533	343	57	39
Volume Left	40	0	0	0	0	57	0
Volume Right	0	0	0	0	77	0	39
cSH	761	1700	1700	1700	1700	129	559
Volume to Capacity	0.05	0.27	0.27	0.31	0.20	0.44	0.07
Queue Length (ft)	4	0	0	0	0	49	6
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	53.3	11.9
Lane LOS	A					F	B
Approach Delay (s)	0.4			0.0		36.5	
Approach LOS						E	

Intersection Summary

Average Delay		2.0					
Intersection Capacity Utilization		37.2%		ICU Level of Service		A	

RECEIVED

JUL 24 2008

City of Ashland
Community Development

HCM Unsignalized Intersection Capacity Analysis *No South Approach Traffic*
 3: Ashland St. & Clay St. Yr.2024 w/Project, Existing Intersection

12/7/2004



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑		↘	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	36	818	767	97	57	41
Peak Hour Factor	0.90	0.90	0.96	0.90	0.90	0.90
Hourly flow rate (veh/h)	40	909	799	108	63	46
Pedestrians		2			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
vC, conflicting volume	911				1391	459
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				50	92
cM capacity (veh/h)	741				125	546

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	40	454	454	533	374	109
Volume Left	40	0	0	0	0	63
Volume Right	0	0	0	0	108	46
cSH	741	1700	1700	1700	1700	185
Volume to Capacity	0.05	0.27	0.27	0.31	0.22	0.59
Queue Length (ft)	4	0	0	0	0	80
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	49.0
Lane LOS	B					E
Approach Delay (s)	0.4			0.0		49.0
Approach LOS						E

Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization		40.8%		ICU Level of Service		A

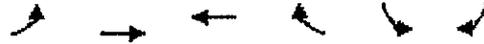
RECEIVED

JUL 24 2008

City of Ashland
 Community Development

HCM Unsignalized Intersection Capacity Analysis *No South Approach Traffic*
 9: Ashland St. & Clay St. Yr 2024 w/Proj. & Rt. Turn Lane

12/7/2004



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑	↑↑		↵	↵
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	36	818	767	97	57	41
Peak Hour Factor	0.90	0.90	0.96	0.90	0.90	0.90
Hourly flow rate (veh/h)	40	909	799	108	63	46
Pedestrians		4			4	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		4.0			4.0	
Percent Blockage		0			0	
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
vC, conflicting volume	911				1391	461
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				50	92
cM capacity (veh/h)	741				125	543

Direction Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1	SB 2
Volume Total	40	454	454	533	374	63	46
Volume Left	40	0	0	0	0	63	0
Volume Right	0	0	0	0	108	0	46
cSH	741	1700	1700	1700	1700	125	543
Volume to Capacity	0.05	0.27	0.27	0.31	0.22	0.50	0.08
Queue Length (ft)	4	0	0	0	0	59	7
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	59.9	12.2
Lane LOS	B					F	B
Approach Delay (s)	0.4			0.0		39.9	
Approach LOS						E	

Intersection Summary

Average Delay	2.4
Intersection Capacity Utilization	38.6%
ICU Level of Service	A

RECEIVED

JUL 24 2008

City of Ashland
 Community Development

Clay & Ashland Street Traffic Counts

IN

OUT

Time of Day: 4:00 p.m. – 6:00 p.m.

Day of Week: Thursday

Weather Condition: clear

Start Time:	End Time	Left Turn / wait	Right Turn / wait	Start Time:	End Time
4:00 PM	4:05 PM	N	0,0,0	4:00 PM	4:05 PM
4:05 PM	4:10 PM	2	0,0	4:05 PM	4:10 PM
4:10 PM	4:15 PM	1,2	0,0	4:10 PM	4:15 PM
4:15 PM	4:20 PM	5,5	0,0,0	4:15 PM	4:20 PM
4:20 PM	4:25 PM	1,1	0,0,0	4:20 PM	4:25 PM
4:25 PM	4:30 PM	6	0,0,0	4:25 PM	4:30 PM
4:30 PM	4:35 PM	N	0,0	4:30 PM	4:35 PM
4:35 PM	4:40 PM	3	0,0,0,0,0,0,0	4:35 PM	4:40 PM
4:40 PM	4:45 PM	1,1	0,0,0,0	4:40 PM	4:45 PM
4:45 PM	4:50 PM	6	0,0,0,0	4:45 PM	4:50 PM
4:50 PM	4:55 PM	6,4	0,0,0,0,0,0	4:50 PM	4:55 PM
4:55 PM	5:00 PM	1,11,*3,1	0,0	4:55 PM	5:00 PM
5:00 PM	5:05 PM	12	0,0,0,0,0,0	5:00 PM	5:05 PM
5:05 PM	5:10 PM	4	0,0	5:05 PM	5:10 PM
5:10 PM	5:15 PM	4,23	0	5:10 PM	5:15 PM
5:15 PM	5:20 PM	1,2,1,1,13	0,0,0,0	5:15 PM	5:20 PM
5:20 PM	5:25 PM	4	0,0,0	5:20 PM	5:25 PM
5:25 PM	5:30 PM	1,4	0,0,0,0,0,0	5:25 PM	5:30 PM
5:30 PM	5:35 PM	1	0,0,0	5:30 PM	5:35 PM
5:35 PM	5:40 PM	9	0,0,0,0,0	5:35 PM	5:40 PM
5:40 PM	5:45 PM	1	0,0,0,0,0,0	5:40 PM	5:45 PM
5:45 PM	5:50 PM	10,*7,3	0,0,0	5:45 PM	5:50 PM
5:50 PM	5:55 PM	1	0	5:50 PM	5:55 PM
5:55 PM	6:00 PM	N	0,0,0,0,0,0,0,0,0	5:55 PM	6:00 PM
Total Cars		38	91		
Average Wait Time		4.26			

N = NO CARS

* = STACKING & WAIT TIME

NOTE: From 5:00 to 5:02 there were "no" turning movements in either direction.

RECEIVED

JUL 24 2008

City of Ashland
Community Development

Left Turn / wait Right Turn / wait

11	6,2,2
26,2	N
3,6,3	2
3,1	5,3
N	N
39,*16,2	3
2,4	2,3,9
1,8,6,3,8	2,1,2
5,16	2,2
6,5,3	2
11	4,2,3
2,17	5
5	2
5,2,8	5,6,2
4,10	6
22	5
9	3
16,8,19	N
9	6,4
12,7	7
7	4,3
7,8,8	3
3,3,5,7	N
3	2
49	34
8.08	3.52

DARK (APX)

RECEIVED

JUL 24 2008

City of Ashland
Circuit Court - 15th District

Clay & Ashland Street Traffic Counts

Time of Day: 7:00 a.m. -- 9:00 a.m.

Day of Week:

Weather Condition:

Start Time:	# of Cars	Left Turn / wait	Right Turn / wait
7:14 AM	1	3	
7:15 AM	1	4	
7:15 AM	1	3	
7:16 AM	1	3	
7:17 AM	1	5	
7:23 AM	1	2	
7:23 AM	1	2	
7:25 AM	1		1
7:26 AM	1	1	
7:28 AM	1	1	
7:30 AM	1	4	
7:32 AM	1		2
7:33 AM	1	4	
7:34 AM	1	9	
7:36 AM	1	15	
7:37 AM	1	3	
7:40 AM	1	2	
7:41 AM	1	33	
7:41 AM	2	23	
7:41 AM	3	15	
7:42 AM	1	5	
7:43 AM	1		20
7:43 AM	2		9
7:45 AM	1		12
7:52 AM	1		3
7:53 AM	1	10	
7:56 AM	1	2	
7:57 AM	1	4	
	2	8	
7:58 AM	1	2	
8:02 AM	1		3
8:04 AM	1	34	
	2		33
	2	6	
8:05 AM	1	2	
8:05 AM	1	5	
8:06 AM	1	2	
8:06 AM	1		10
8:06 AM	1		5
8:07 AM	1	2	
8:08 AM	1		1
8:10 AM	1	4	
8:10 AM	1	20	
8:11 AM	1	17	
8:13 AM	1		2
8:15 AM	1	11	
8:16 AM	1	2	

RECEIVED

JUL 24 2008

City of Ashland
Community Development

8:17 AM	1	16	
	2		10
8:18 AM	1	2	
8:19 AM	1	2	
8:20 AM	1		5
8:20 AM	1	3	
8:21 AM	1		8
8:22 AM	1	43	
	2	14	
8:24 AM	1		1
8:25 AM	1		25
8:26 AM	1	8	
8:27 AM	1		2
	1		1
	1		1
8:28 AM	1	6	
8:28 AM	1		1
8:28 AM	1	32	
	2	19	
	3	17	
	3		3
8:30	1	56	
	2		11
8:31	1		3
8:33	1		3
8:34	1		3
8:34	1	15	
8:35	1	11	
	2	10	
8:35	1		4
8:35	1		3
8:36	1	12	
8:37	1		8
8:37	1		3
8:38	1		5
8:39	1		5
8:41	1	11	
8:43	1	5	
8:45	1	5	
8:46	1	2	
	2	3	
8:51	1	2	
8:56	1	1	
8:57	1	10	
8:57	1	2	
8:58	1	2	

Average Wait Time

9.5

6.4

RECEIVED

JUL 24 2008

City of Ashland
Community Development



PLANNING ACTION: #2008-00911

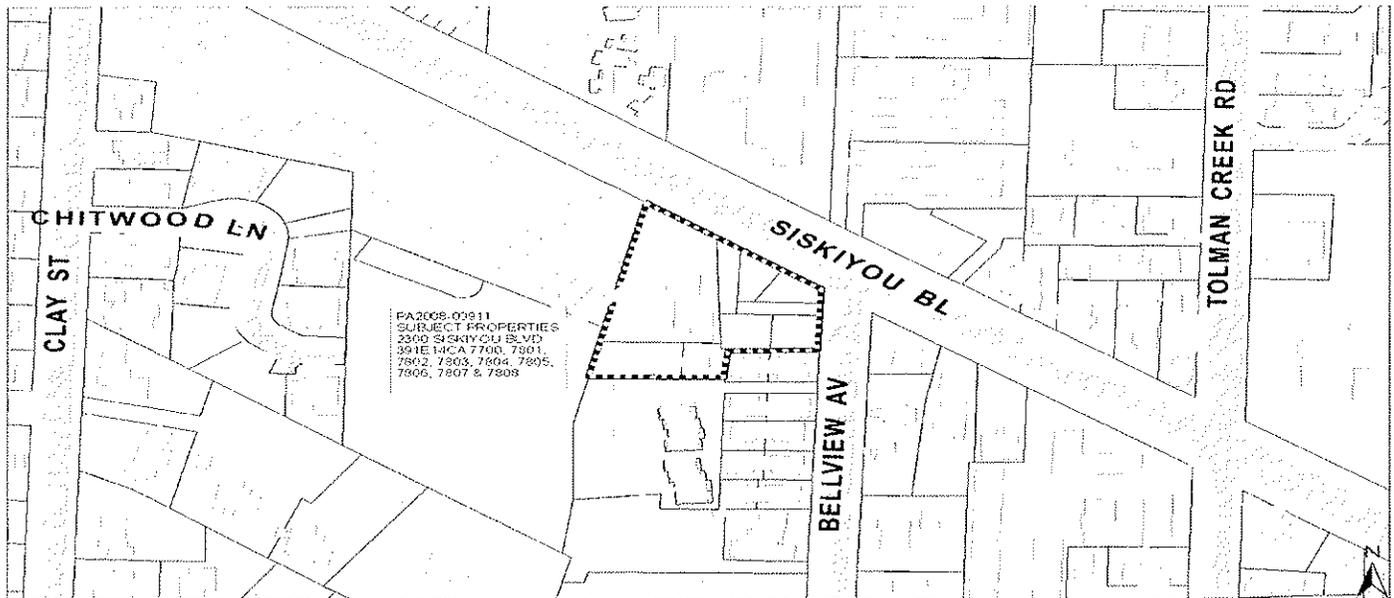
SUBJECT PROPERTY: 2300 Siskiyou Blvd.

OWNER/APPLICANT: Steven Asher

DESCRIPTION: A request for Site Review approval to construct thirteen condominium units for the property located at 2300 Siskiyou Boulevard. Also included are requests for a Physical & Environmental Constraints Review Permit to allow tree removal and parking space installation on Flood Plain Corridor/Riparian Preservation Lands adjacent to a culverted section of Clay Creek; Tree Removal Permits to remove 36 of the site's 78 trees; and an Exception to Street Standards to not install sidewalks and curbs along Siskiyou Boulevard frontage. (The approval of this application would replace the previous Performance Standards Options subdivision approval from PA #96-131). **COMPREHENSIVE PLAN DESIGNATION: Low Density Multi Family Residential; ZONING: R-2; ASSESSOR'S MAP #: 39 1E 14 CA; TAX LOTS: 7700, 7800, 7801, 7802, 7803, 7804, 7805, 7806, 7807 and 7808.**

NOTE: The Ashland Tree Commission will also review this Planning Action on **October 9, 2008 at 6:00 p.m.** in the Community Development and Engineering Services building (Siskiyou Room) located at 51 Winburn Way.

ASHLAND PLANNING COMMISSION MEETING: October 14, 2008, 7:00 PM, Ashland Civic Center



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

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

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

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

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

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

SITE DESIGN AND USE STANDARDS

18.72.070 Criteria for Approval

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

- A. All applicable City ordinances have been met or will be met by the proposed development.
- B. All requirements of the Site Review Chapter have been met or will be met.
- C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.
- D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.

(ORD 2655, 1991; ORD 2836, 1999)

PHYSICAL & ENVIRONMENTAL CONSTRAINTS

18.62.040.I Criteria for Approval

A Physical Constraints Review Permit shall be issued by the Staff Advisor when the Applicant demonstrates the following:

1. Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.
2. That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.
3. That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum permitted development permitted by the Land Use Ordinance.

(ORD 2808, 1997; ORD 2834, 1998; ORD 2951, 2008)

TREE REMOVAL

18.61.080 Criteria for Issuance of Tree Removal - Staff Permit

An applicant for a Tree Removal Permit shall demonstrate that the following criteria are satisfied. The Staff Advisor may require an arborist's report to substantiate the criteria for a permit.

- A. Hazard Tree: The Staff Advisor shall issue a tree removal permit for a hazard tree if the applicant demonstrates that a tree is a hazard and warrants removal.
 1. A hazard tree is a tree that is physically damaged to the degree that it is clear that it is likely to fall and injure persons or property. A hazard tree may also include a tree that is located within public rights of way and is causing damage to existing public or private facilities or services and such facilities or services cannot be relocated or the damage alleviated. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard or a foreseeable danger of property damage to an existing structure and such hazard or danger cannot reasonably be alleviated by treatment or pruning.
 2. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.
- B. Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:
 1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards, including but not limited to applicable Site Design and Use Standards and Physical and Environmental Constraints. The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and
 2. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; and
 3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.

The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.

4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

(ORD 2951, 2008; ORD 2883, 2002)

EXCEPTION TO STREET STANDARDS

18.88.050 F – Exception to Street Standards

An exception to the Street Standards is not subject to the Variance requirements of section 18.100 and may be granted with respect to the Street Standards in 18.88.050 if all of the following circumstances are found to exist:

- A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- B. The variance will result in equal or superior transportation facilities and connectivity;
- C. The variance is the minimum necessary to alleviate the difficulty; and
- D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.

(ORD 2951, 2008; ORD 2836, 1999)

**ASHLAND PLANNING DEPARTMENT
STAFF REPORT
October 14, 2008**

PLANNING ACTION: #2008-00911

APPLICANT: Steve Asher

LOCATION: 2300 Siskiyou Boulevard

ZONE DESIGNATION: R-2

COMPREHENSIVE PLAN DESIGNATION: Low Density Multi-Family Residential

APPLICATION DEEMED COMPLETE: September 20, 2008

120-DAY TIME LIMIT: January 18, 2009

ORDINANCE REFERENCE:	18.61	Tree Preservation and Protection
	18.62	Physical & Environmental Constraints
	18.72	Site Design Review
	18.88.050	Exception to Street Standards

REQUEST: A request for Site Review approval to construct thirteen condominium units for the property located at 2300 Siskiyou Boulevard. Also included are requests for a Physical & Environmental Constraints Review Permit to allow tree removal and parking space installation on Flood Plain Corridor/Riparian Preservation Lands adjacent to a culverted section of Clay Creek; Tree Removal Permits to remove 38 of the site's 78 trees; and an Exception to Street Standards to not install sidewalks and curbs along Siskiyou Boulevard frontage. *(The approval of this application would replace the previous Performance Standards Options subdivision approval from PA #96-131).*

I. Relevant Facts

A. Background - History of Application

In April 1998, an application for a Conditional Use Permit and Site Review approval was granted to allow a medical office in the residence located on Tax Lot #1900 on the subject property (PA #98-037).

In April 1998, an extension of the 1996 approval for a nine-lot subdivision was granted (PA #98-079).

In February 1997, an application for Site Review, Outline and Final Plan approval for a nine-lot multi-family subdivision to consist of one existing home and eight new units was approved (PA #96-131). This approval included a Condition #16 which required a deed restriction in favor of the City of Ashland prohibiting the further division of the property.

In April 1993, an application for Site Review approval for a 20-unit condominium complex was approved (PA #92-132). Building permit plans for this project were submitted and reviewed, but were never issued and the approval was ultimately revoked in 1995.

In November 1990, the property was rezoned from High Density Multi-Family Residential (R-3) and Single Family Residential (R-1-7.5) to Low Density Multi-Family Residential (R-2). (PA #90-178/Ordinance #2603). The findings noted that the adoption of site design guidelines, floodplain corridor regulations, and performance standards options had impacted the ability to develop the property to its maximum density, and that the zone change allowed for a more reasonable transition between zones.

In December 1989, a Minor Land Partition to create two lots was approved (PA #89-221). This approval separated the subject property from its parent property to the south which was developed as an 18-unit subdivision.

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

B. Detailed Description of the Site and Proposal

The subject property is irregularly shaped, consisting of nine tax lots on 1.16 acres located at the southwest corner of the intersection of Siskiyou Boulevard and Bellview Avenue. The property is zoned Low Density Multi-Family Residential (R-2). Currently, there is a large home which was previously approved for use as a medical office near the center of the property, and a large outbuilding near the south property line, as well as parking areas adjacent to the existing buildings and two driveways. The current lot configuration is based on a 1996 subdivision approval; the plat for this subdivision was recorded creating the nine existing lots and a variety of associated easements, however the subdivision was not built as originally proposed and the current proposal would replace that approval.

To the east and west, adjacent properties are zoned High Density Multi-Family Residential (R-3). Immediately to the south is Bellview View Estates, an 18-unit multi-family subdivision consisting of five duplexes and eight townhomes zoned Low Density Multi-Family Residential (R-2), and further south properties are zoned Single Family Residential (R-1-7.5). To the north, across Siskiyou Boulevard, properties are zoned High Density Multi-Family Residential (R-3) and Employment (E-1). Immediately to the southwest of the subject property is a 2.41 acre parcel accessed off of upper Clay Street via Chitwood Lane. This parcel is owned by the City of Ashland and intended for future development as a neighborhood park

The subject property is generally wooded with a mix of native shrubs, conifers and hardwood trees, and the submittals identify 78 trees on site greater than six-inches in diameter at breast height (d.b.h.). Clay Creek, a riparian preservation creek, and its associated flood plain traverse the southwesterly corner of the site, however the only a small portion of the creek is day-lighted in this vicinity. The creek flows into a detention pond on an adjacent property to the west and is then piped through the Ashlander Apartments property immediately to the west of the subject property.

1. Site Review

The applicants propose to demolish the existing structures and construct 13 condominium units in five buildings around the perimeter of the subject property. The proposed buildings would consist of a four-plex at the southwest corner of the site, a triplex on the west side of the site, two duplexes along the Siskiyou Boulevard frontage and a third along Bellview. The unit sizes are proposed to vary from one to three bedrooms.

The existing driveway access off of Siskiyou Boulevard is to be closed, and vehicular access is to be limited to a single driveway off of Bellview Avenue which will provide access to private garages for the units as well as some surface parking. The looped driveway system circles a central greenspace and provides internal circulation for residents as well as emergency and service vehicle access.

Parking calculations have been provided demonstrating that 23 parking spaces are required for the proposal, and 24 parking spaces are identified on the site plan submitted. One of these spaces will need to be removed to provide the required disabled person parking space. Each of the condominium units are proposed with a private garage to accommodate automobile and bicycle parking, with the remaining required automobile spaces provided through surface spaces located around the site.

2. Exception to Street Standards

The subject property's Siskiyou Boulevard frontage is paved, but lacks curbs and gutters. A parkrow planting strip is in place but it lacks regularly spaced street trees, and an asphalt multi-use path, broken in places due to tree roots, runs along the full Siskiyou Boulevard frontage instead of a standard sidewalk. The property's Bellview Avenue frontage is improved with paving, curbs, gutters, parkrow planting strip and sidewalks, but lacks street trees. The applicants would typically be required to improve the full Siskiyou Boulevard frontage to current street standards by installing curbs and gutters, parkrow planting strips and street trees, and standard city sidewalks, however the applicants are requesting an Exception to Street Standards in order to defer the curb and sidewalk installation until Siskiyou Boulevard improvements can be comprehensively planned as part of the larger street system, as through a Local Improvement District (LID).

3. Physical & Environmental Constraints Review Permit

The proposal includes two components which trigger review under the Physical & Environmental Constraints Chapter. Portions of three parking spaces are proposed to be placed within twenty feet of the surveyed top of bank line. The application notes that the encroachment covers an area of less than 400 square feet located between proposed units #7 and #8, and points out that a portion of this space is already paved as part of the existing paved driveway which is to be removed. In addition, four trees (#38, #39, and #40 which are 12-inch, 32-inch and 21-inch Black Locusts located

behind the proposed triplex along the west side of the property, and #44 which is a 26-inch Giant Sequoia located near the northwest corner of the site) within 20 feet of the surveyed top of bank are also proposed to be removed.

4. Tree Removal Permit

In addition to the four trees being removed from the riparian preserve lands, an additional 34 of the 78 trees identified as being over six-inches in diameter at breast height are proposed to be removed. These are primarily within or immediately adjacent to the proposed building envelopes and driveway areas, but also include ten trees along the north property line adjacent to the Siskiyou Boulevard right-of-way where a number of the site's trees are heavily concentrated.

II. Project Impact

The application requests Site Review approval to construct thirteen condominium units, and includes requests for a Physical & Environmental Constraints Review Permit to allow tree removal and parking space installation on Flood Plain Corridor/Riparian Preserve Lands adjacent to a culverted section of Clay Creek, Tree Removal Permits to remove 38 of the site's 78 trees, and an Exception to Street Standards to not install sidewalks and curbs along the subject property's Siskiyou Boulevard frontage. The construction of attached single-family housing including condominiums is subject to Type I administrative approval in all residential zoning districts, however in reviewing the application staff felt that two issues which were raised in the application, as outlined below, merited further consideration by the full Planning Commission before a decision could be reached. The item was thus scheduled for a Type II public hearing pursuant to AMC 18.108.040.A.7.

A. Site Review

Applicable Ordinances

The first criterion for Site Review approval is that, "*All applicable City ordinances have been met or will be met by the proposed development.*" The proposed condominiums are a permitted use within the Low Density Multi Family Residential District. Within this district, the base density is 13.5 dwelling units per acre, and developments are required to provide at least 80 percent of the calculated base density. The subject property is 1.16 acres, and has a base density of 15.66 (*1.16 acres x 13.5 dwelling units per acre = 15.66 dwelling units*). The 13 dwelling units proposed represent 83 percent of the base density, satisfying the minimum density requirements for the district.

Standard yard requirements within the zoning district call for front yards to be a minimum of 15 feet excluding garages, however unenclosed porches are permitted with a minimum setback of ten feet from the front property line. Side yards are required to be six feet, except that side yards of a corner lot abutting a public street are required to have a ten foot setback. And rear yards are required to provide at least ten feet per story. As proposed, the application complies with these requirements. The maximum allowed lot coverage within the zoning district is 65 percent, and the application as proposed will result in only 52 percent

of the site is to be covered. The maximum building height is limited to 35 feet or 2 ½ stories, and the buildings proposed comply with this requirement as well.

Site Review Chapter Requirements

The second Site Review criterion is that, “*All requirements of the Site Review Chapter have been met or will be met.*” The applicants have proposed to provide individual refuse and recycling containers for each units to address the ordinance requirements, and a screened trash enclosure is to be provided on site. A condition has been recommended below to require that they be installed prior to occupancy; another condition is recommended requiring that compliance with restrictions on the direct illumination of surrounding properties be demonstrated by providing specifications for proposed exterior lighting fixtures in the building permit submittals.

With the removal of the driveway on Siskiyou Boulevard, and limiting access to the site to a single driveway from Bellview Avenue, the project complies with controlled access standards which require that driveways on residential streets be a minimum of 35 feet from intersections and a minimum of 50 feet from the nearest driveway. As proposed, the Bellview driveway is more than 100 feet from the intersection and 60 feet from the driveway located to the south.

Site Design & Use Standards

The third approval criterion is that, “*The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.*” The Site Design Standards address building orientation, streetscape, open space, natural climate control and building materials. In terms of orientation, buildings are to have their primary orientation to the street, are to comply with required setbacks, and are to be accessed from the street and sidewalk. The streetscape is to include street trees and appropriate front yard landscaping, and landscaping is to include a variety of locally-adapted trees, shrubs and flowering plants with as many of the existing, healthy trees to be preserved as possible. Trees are to be selected to provide natural climate control for the site, and parking areas are to be shaded by large canopied trees and buffered from adjacent uses, and all landscaping is to be irrigated. Building materials and colors are to be compatible with the surroundings and very bright or neon colors are not to be used. The proposed site and building design responds directly to these requirements.

An area equal to at least eight percent of the subject property’s total lot area is required to be dedicated to open space for recreation for use by the tenants of the development; to satisfy the requirement, an area is required to be treated in a surface suitable to human recreational use and may not be covered with shrubs, bark mulch, etc. The application initial submittal materials indicated that fully 17 ½ percent of the site was to be provided for recreational use by tenants; areas identified to satisfy this standard included a central community greenspace located in the center of the driveway loop, lands adjacent to the surveyed top-of-bank, and smaller open spaces around the individual buildings. Staff expressed concerns that some of the areas identified as recreational open space did not appear to provide sufficient area for functional recreational use, including some areas identified as providing private yard areas which were five-feet or less in depth.

In responding to these concerns, the applicant have noted that there is no clear definition within the Ashland Municipal Code clarifying what constitutes recreational space, and have provided revised calculations and a revised site plan noting that even without the center green and some of the smaller yard areas, 12 ¾ percent of the site still serves as open space to more than satisfy the eight percent requirement. In reviewing these most recent submittals, staff note that porches are included in the recreational space calculations despite being bisected by travel paths to and from the doors, and that many of the yard areas included are still less than ten feet deep. In staff's view, the availability of useable recreational space to individual residents is a key component to the livability of a development, and a primary determining factor of usability is dimension. Staff believes that in order to satisfy the recreational space requirements, private yard areas should provide a minimum depth of ten feet in order to adequately provide for recreational use by tenants. The proposed plan as submitted provides a number of opportunities where smaller yard areas could be expanded through slight modifications of adjacent landscaping, and staff has recommended a condition below that they modifications be identified on a revised landscaping plan.

Adequate Capacity

The final criterion for Site Review approval is, *“That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.”* Water, sewer, electric and storm drain utilities are available in the Siskiyou Boulevard and Belleview Avenue rights-of-way to serve the project, and have been identified in conceptual utility and drainage plans provided by the applicant. In discussions of the applicant's utility plan with Public Works and Engineering staff, it has been noted that the existing eight-inch water line identified within the Siskiyou Boulevard right-of-way as providing a number of the proposed water services is being abandoned, and that the applicant will need to either provide a new main from that in Bellview Avenue or bore under Siskiyou Boulevard to connect to the available line there. In addition, Engineering staff have indicated that the applicant's drainage plan will need to be revised to provide for on-site detention of stormwater to ensure that post-development peak stormwater flows are less than or equal to pre-development levels. The applicant has been made aware of these issues, and conditions have been proposed below to require revised utility and drainage plans be provided with the building permit submittals.

Both Siskiyou Boulevard and Bellview Avenue provide paved access to the site. Siskiyou Boulevard is a state highway under the jurisdiction of the Oregon Department of Transportation (ODOT), and Bellview Avenue is a residential neighborhood street. The subject property's Siskiyou Boulevard frontage is paved, but lacks curbs and gutters. A parkrow planting strip is in place but it lacks regularly spaced street trees, and an asphalt multi-use path, broken in places by tree roots, runs along the full Siskiyou Boulevard frontage instead of a standard sidewalk. The property's Bellview Avenue frontage is improved with paving, curbs, gutters, parkrow planting strip and sidewalks, but lacks street trees. The applicant would typically be required to provide improvements to bring the Siskiyou Boulevard frontage to City standards, but an Exception to Street Standards has been requested.

B. Exception to Street Standards

The requested Exception to Street Standards is to defer the improvement of the full Siskiyou Boulevard frontage to current street standards, which would otherwise require that the applicants install curbs and gutters, parkrow planting strips and street trees, streetlights, and standard city sidewalks. The applicant has requested the Exception in order to allow improvement of the street corridor through a more comprehensive planning effort such as a Local Improvement District.

The applicant has provided preliminary civil drawings for the required street improvements in the event that they are required by the Planning Commission, and notes that if the Exception is granted, the existing multi-use path would be re-paved where necessary to address certain areas of upheaval caused by tree roots.

The request notes that the site is unique in being part of a larger street corridor that the applicant suggests should be master planned, adding that improvement to current street standards could result in a significant area of under-utilized public space and would result in a loss of the semi-rural atmosphere created by the multi-use path. It goes on to suggest that granting the Exception could result in superior facilities through a future comprehensive planning process, and is the minimum necessary to address the difficulty in that the applicant is willing to complete tree, landscaping, and irrigation improvements, and patch some areas of the existing path to maintain the existing sidewalk's integrity.

Staff believe strongly that the intensity of development proposed merits improving the street frontage to City standards where there is no barrier to doing so. Staff do not believe that the location within a larger street system represents a demonstrable difficulty or that it is unique to the site or the proposed use, as other multi-family developments on Siskiyou Boulevard have been required to complete similar improvements in recent actions. Staff also do not believe that deferral of the installation of curbing or sidewalk in favor of future improvements can be seen to provide superior transportation facilities or be found to be consistent with the purpose and intent of the Performance Standards Options Chapter when such improvements can be made concurrently with the development while in no way impeding any future comprehensive planning effort. As such, staff would recommend that the requested Exception to Street Standards be denied, and a condition is recommended below to require that the street improvements be completed as part of the project.

C. Physical & Environmental Constraints Review Permit

Two components of the application trigger review under the Physical & Environmental Constraints Chapter. Portions of three parking spaces are proposed to be placed within twenty feet of the surveyed top of bank line. The application notes that the encroachment covers an area of less than 400 square feet located between proposed units #7 and #8, and points out that a portion of this space is already paved as part of the existing paved driveway which is to be removed. In addition, four trees (#38, #39, and #40 which are 12-inch, 32-inch and 21-inch Black Locusts located behind the proposed triplex along the west side of the

property, and #44 which is a 26-inch Giant Sequoia located near the northwest corner of the site) within 20 feet of the surveyed top of bank are also proposed to be removed.

Only an approximately ten-foot section of Clay Creek crosses the subject property at its southwesternmost corner. From there, the creek enters a detention pond on an adjacent property and is then piped beneath the neighboring Ashlander Apartments. Despite the creek's being piped, this section of creek is identified on the adopted "Physical and Environmental Constraints" map as having a required 20-foot setback from the top of the bank and areas within 20 feet of the mapped creek are identified as Flood Plain Corridor Lands. Development, including the installation of parking spaces, and tree removal are thus subject to a Physical and Environmental Constraints Permit.

The application notes that in order to minimize adverse impacts, buildings have been placed beyond the top of bank line and that only a small portion of three parking spaces are to be installed while a significant area of paving from the existing driveway is to be removed. The application emphasizes that the adjacent riparian area has no hydrology because the creek has been piped, and as such no potential hazards are posed by the proposal. In staff's view, the minimal nature of the proposed disturbance; the existing driveway paving to be removed; the nature of the riparian area involved; and the relationship of the site, piped creek, and adjacent apartment development combine to minimize the adverse impacts and potential hazards and satisfy the applicable approval standards for a Physical and Environmental Constraints Review Permit.

D. Tree Removal Permit

In addition to the four trees being removed from the riparian preserve lands, an additional 34 of the site's 78 trees over six-inches d.b.h. are proposed to be removed. These are primarily within or immediately adjacent to the proposed building envelopes and driveway area, but also include approximately ten trees along the north property line adjacent to the Siskiyou Boulevard right-of-way where a number of the site's trees are concentrated. The materials provided indicate that the removals are proposed to permit the application to be consistent with applicable requirements and standards and have been planned in consultation with two arborists. The application notes that the trees have been selectively chosen to avoid impacts on erosion, soil stability, flow of surface waters, protection of adjacent trees, windbreaks, or tree density, size, canopy and species diversity. The application requests that given the nature of the property and the number of trees to remain, no requirement for on-site planting of mitigation trees be imposed. Staff have recommended a condition of approval below to require that replacement trees be identified on a revised landscape plan, or that the applicant provide off-site mitigation or payment in lieu of planting to satisfy the mitigation requirements of the ordinance.

III. Procedural - Required Burden of Proof

The criteria for Site Review approval are described in 18.72.070 as follows:

- A. All applicable City ordinances have been met or will be met by the proposed development.
- B. All requirements of the Site Review Chapter have been met or will be met.

- C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.
- D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.

The criteria for an Exception to Street Standards are described in 18.88.050 as follows:

- A. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- B. The variance will result in equal or superior transportation facilities and connectivity;
- C. The variance is the minimum necessary to alleviate the difficulty; and
- D. The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.

The criteria for a Physical & Environmental Constraints Review Permit are described in 18.62.040.I as follows:

- 1. Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.
- 2. That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.
- 3. That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum permitted development permitted by the Land Use Ordinance.

The criteria for a Tree Removal Permit to remove a tree which is not a hazard are described in 18.61.080.B as follows:

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

- The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and
2. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; and
 3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.

The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.

4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

IV. Conclusions and Recommendations

Overall, staff believe that the subject property presents a number of unique opportunities in that it is a relatively large prominent corner lot with well-established trees near Clay Creek and a future neighborhood park. As proposed, the project has minimized new impervious surface area through the use of an efficiently designed looped driveway system, and while a number of tree removals are proposed the building placement allows for preservation of a number of trees in order to retain some of the wooded character of the site. As a condominium development in the Low-Density Multi-Family Residential Zoning District, the application was initially subject to administrative approval. While having no strong objections to the proposed development, staff identified two primary issues in the application which we felt merited consideration by the Planning Commission, and the action was therefore scheduled for a public hearing. These two issues, the proposed Exception to Street Standards and the usability of yard areas provided as recreational space, are discussed at greater length in the body of this report and are summarized briefly below:

Exception to Street Standards – The applicant has requested an Exception to Street Standards in order to defer curb and sidewalk improvements along the subject property’s Siskiyou Boulevard frontage until a comprehensive planning process for the entire corridor can be completed. Staff do not believe that the request satisfies the applicable approval criteria, and we recommend denial of this component of the application.

Usable Open Space – While the application indicates that significantly more open space has been provided than is required, a number of the spaces identified in satisfying the standard are less than ten feet in depth or are located on porches which are bisected by travel paths to and from the doors. Staff believe that the usability of yard spaces used in meeting open

space requirements directly affect the livability of a development, and we believe that the usability of these spaces hinges upon their providing a minimum dimension. Staff believe that the site plan presents a number of opportunities for smaller yard areas to be increased through modification of adjacent landscaping, and a condition has been recommended below to require that these modifications be included in a revised landscaping plan.

With these issues in mind, staff would recommend that the requested Site Review approval, Physical & Environmental Constraints Review Permit and Tree Removal permits be approved with the conditions recommended below, and that the requested Exception to Street Standards be denied and the full Siskiyou Boulevard frontage be improved to City street standards.

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise modified herein.
- 2) The applicant shall obtain required Demolition and Relocation Review Permits through the Building Division prior to removal of the existing structures on the site. Demolition submittal details shall include documentation of the square footage of existing living space and impervious surfaces to be removed in order to insure property crediting of system development charges (SDC's).
- 3) That building permit submittals shall include:
 - a) The plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify the Site Review approval shall be submitted and approved prior to issuance of a building permit.
 - b) All easements, including public utility easements, shall be identified on the building permit submittals as required by the Building Division.
 - c) That exterior building materials and paint colors shall be compatible with the surrounding area, and sample exterior building colors shall be provided with the building permit submittals for review and approval of the Staff Advisor. Very bright or neon paint colors shall not be used in accordance with II-B-6a) of the Multi-Family Site Design and Use Standards.
 - d) Specifications for all exterior lighting fixtures. Exterior lighting shall be directed on the property and shall not directly illuminate adjacent properties.
 - e) That revised Landscape, Irrigation and Tree Protection Plans shall be provided for the review and approval of the Staff Advisor with the building permit submittals. This plan shall address: 1) the recommendations of the Tree Commission, where consistent with the Site Design and Use Standards and with final approval by the Staff Advisor; 2) a continuous sight-obscuring hedge screen for the three parking spaces between Units #7 and #8 as required in the Parking Lot Landscaping and Screening Standards; 3)

identification of any mitigation trees to be planted on site; 4) modifications of the landscaping plan in order to provide individual private yard areas at least ten feet in depth; 5) the required irrigation plan, including the requirements for programmable automatic timer controllers and a maintenance watering schedule with seasonal modifications. The applicants shall also obtain the required plumbing permits and inspections for installation of the required double-check valve(s) associated with the irrigation system.

- f) Solar setback calculations demonstrating compliance with Solar Setback Standard A in the requisite formula $[(\text{Height} - 6) / (0.445 + \text{Slope}) = \text{Required Solar Setback}]$ and elevations or cross section drawings clearly identifying the shadow producing point(s) and their height(s) from natural grade shall be included in building permit submittals.
- g) That a revised stormwater drainage plan, including any necessary on-site detention measures, shall be provided for the review and approval by the Engineering, Building and Planning Departments with the building permit submittal. The drainage plan shall be designed to ensure that post-development peak stormwater flows are less than or equal pre-development levels as required by the Engineering Division.
- h) That a final utility plan for the project shall be provided for the review and approval of the Engineering, Planning and Building Divisions. The utility plan shall include the location of connections to all public facilities in and adjacent to the development, including the locations of water lines and meter sizes, sewer mains and services, manholes and clean-outs, storm drainage pipes and catch basins. Any necessary service upgrades shall be at developer's expense.
- i) The applicant shall submit an electric design and distribution plan including load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment. This plan must be reviewed and approved by the Electric, Engineering, Building and Planning Departments prior to the issuance of the excavation permit or first building permit. Transformers, cabinets and vaults shall be located in areas least visible from streets, while considering the access needs of the Electric Department. The transformer located within the central greenspace shall be relocated elsewhere on site.
- j) That the engineered construction drawings for the closure of the existing driveway on Siskiyou Boulevard, the widening of the existing driveway on Bellview Avenue, and installation of a public sidewalk along Siskiyou Boulevard shall be submitted for review and approval of the Ashland Planning and Engineering Divisions prior to work in the street right-of-way and prior to installation of improvements in the pedestrian corridor. The sidewalk shall be a minimum of six feet in width with a seven-foot landscaped parkrow planting strip between the sidewalk and the street, and plans shall detail the transition from the existing multi-use path in front of the

adjacent Ashlander Apartments. The sidewalk shall be constructed to City of Ashland Street Standards, and shall be completed with all necessary permits and inspections from the City of Ashland and the Oregon Department of Transportation (ODOT).

- 4) That prior to the issuance of the building or excavation permits:
 - a) The a final survey plat or lot consolidation shall be signed and recorded, and evidence of recording provided.
 - b) A Tree Verification Permit shall be obtained, and tree protection measures installed, inspected and approved by Staff Advisor prior to site work, site work, storage of materials, building demolition or the issuance of a building or excavation permit. The Verification Permit is to inspect the identification of trees to be removed and the installation of tree protection fencing for the trees to be retained and protected on and adjacent to the site. The tree protection shall be chain link fencing six feet tall, installed and maintained in accordance with the requirements of AMC 18.61.200.B.
 - c) That silt fencing shall be installed along the top of bank to limit erosion and delineate the boundaries of permitted site disturbance. Silt fencing placement shall be indicated on the revised landscaping plan. This fencing shall be inspected and approved by the Staff Advisor prior to site work, storage of materials, or permit issuance and shall be maintained in place until completion of the project.
- 5) That prior to the issuance of a certificate of occupancy or signature of the condominium survey plat:
 - a) That street trees, one per 30 feet of street frontage, shall be installed on the Siskiyou Boulevard and Bellview Avenue frontages prior to the issuance of the first certificate of occupancy. All street trees shall be chosen from the adopted Street Tree List and shall be installed in accordance with the specifications noted in Section E of the Site Design and Use Standards. The street trees shall be irrigated.
 - b) That all landscaping, the irrigation system, and the gazebo shall be installed according to the approved plan, inspected, and approved by the Staff Advisor prior to signature of the condominium survey plat.
 - c) A copy of the proposed CC&R's shall be provided for the review and approval of the Staff Advisor prior to signature of the condominium survey plat. CC&R's shall describe responsibility for the maintenance of all common use-improvements including landscaping, gazebo, driveways, planting strips and street trees. The approved Tree Protection Plan and accompanying standards for compliance shall be noted in the CC&R's. The CC&R's must state that deviations from the plan shall be considered a

violation of the Planning Application approval and therefore subject to penalties described in the Ashland Municipal Code.

- d) All easements including public and private utility easements; TID easements; a pedestrian access easements providing for a creek crossing from the adjacent park property; and reciprocal utility, access or maintenance easements shall be identified on the condominium survey plat as required by the Engineering Division.
- e) All service and equipment installations shall be completed according to Electric, Engineering, Planning, and Building Departments' specifications prior to certificate of occupancy.
- f) The screening for the trash and recycling enclosure shall be installed in accordance with the Site Design and Use Standards prior to certificate of occupancy or signature of the condominium survey plat. An opportunity to recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure in accordance with 18.72.115.B.
- g) The requirements of the Ashland Fire Department including approved addressing and fire apparatus access shall be satisfied prior to issuance of a certificate of occupancy.
- h) The applicant shall provide tree removal mitigation through replanting on site, replanting off site, or payment in lieu of planting for the 38 trees to be removed prior signature of the condominium survey plat, as required by ordinance. Mitigation trees to be replanted on site shall be identified on the revised landscaping plan to be provided with building permit submittals.
- i) All public improvements including but not limited to the curbs, gutters, sidewalks, street trees, and street lighting shall be installed to City of Ashland standards under permit from the Public Works Department and Oregon Department of Transportation (ODOT) and in accordance with the approved plan prior to signature of the condominium survey.
- j) All hardscape improvements including parking, driveways and on site walkways shall be installed prior to issuance of the first certificate of occupancy or signature of the condominium survey plat. Parking installed shall include one disabled person parking space as required in AMC 18.92. No parking signage or pavement striping shall be installed in the back-up area behind the garages for the four-plex building.

**PROJECT DESCRIPTION AND FINDINGS OF FACT
FOR A SITE REVIEW PERMIT, PHYSICAL &
ENVIRONMENTAL CONSTRAINTS PERMIT
AND A TREE REMOVAL PERMIT
FOR THE PROPERTY AT 2300 SISKIYOU BOULEVARD**



SUBMITTED TO

**CITY OF ASHLAND PLANNING DEPARTMENT
ASHLAND, OREGON**

SUBMITTED BY

**URBAN DEVELOPMENT SERVICES, LLC
700 MISTLETOE ROAD, SUITE 204
ASHLAND, OR 97520**

RECEIVED

JUN 6 2008

ADDRESS & LEGAL DESCRIPTION: 2300 Siskiyou Boulevard;
391E 14CA 7700, 7800, 7801, 7802, 7803, 7804,
7805, 7806, 7807, and 7808

PROJECT INFORMATION:

APPLICANT:

Steve Asher
P.O. Box 3459
Ashland, OR 97520
Tel: 210-3027

LAND USE PLANNING:

Urban Development Services, LLC
700 Mistletoe Road, Suite 204
Ashland, OR 97520
Tel: 482-3334

DRAFTING

Computerized Architecture Drafting
170 Ashland Loop Road
Ashland, OR 97520
Tel: 488-5899

ARBORIST:

Upper Limb-It Tree Service
P.O. Box 881
Ashland, Oregon 97520
Tel: 482-3667

SURVEYOR:

Polaris Land Survey
P.O. Box 459
Ashland, Oregon 97520
Tel: 482-5009

CIVIL ENGINEERING:

Construction Engineering Consultants
P.O. Box 1724
Medford, Oregon 97501
Tel: 779-5268

LANDSCAPE ARCHITECT:

Sager & Associates
700 Mistletoe Road, Suite 201
Ashland, OR 97520
Tel: 941-7659

CONTRACTOR

Asher Homes
P.O. Box 3459
Ashland, OR 97520
Tel: 210-3027

COMPREHENSIVE PLAN DESIGNATION:

Multi-Family Residential

ZONING DESIGNATION:

R-2-P

LOT STATISTICS (1.16 acres):

<u>Lot Coverage:</u>	R-2-P District Permitted:	65%
	Proposed:	52%
	Structures:	26%
	Drive & Sidewalks:	25%
	Landscaping:	31%
	Recreational Space:	17.5%

RECEIVED

JUN 6 2008

Density (R-2-P):

Base Density: 13.5 units per acre (13.5 units X 1.16 acres) =	15.66 units
Density Bonus Requested:	= none
Minimum Density (80% of Base Density)	= 12.52
Proposed Density:	= 13 units
Existing Approved Density:	= 9 units

APPLICABLE ORDINANCES:

- Low Density Multi-Family Residential, Chapter 18.24
- Tree Preservation & Protection, Chapter 18.61
- Site Design & Use Standards, Chapter 18.72
- Site Design & Use Standards (booklet)

ADJACENT ZONING/USE:

- West: R-3, High Density, Multi-Family Residential
- East: R-3, High Density, Multi-Family Residential
- South: R-2, Low Density, Multi-Family Residential & R-1-7.5-P, Single Family Residential
- North: E-1, Employment & R-3, High Density, Multi-Family Residential
- Subject Site: R-2, Low Density, Multi-Family Residential**

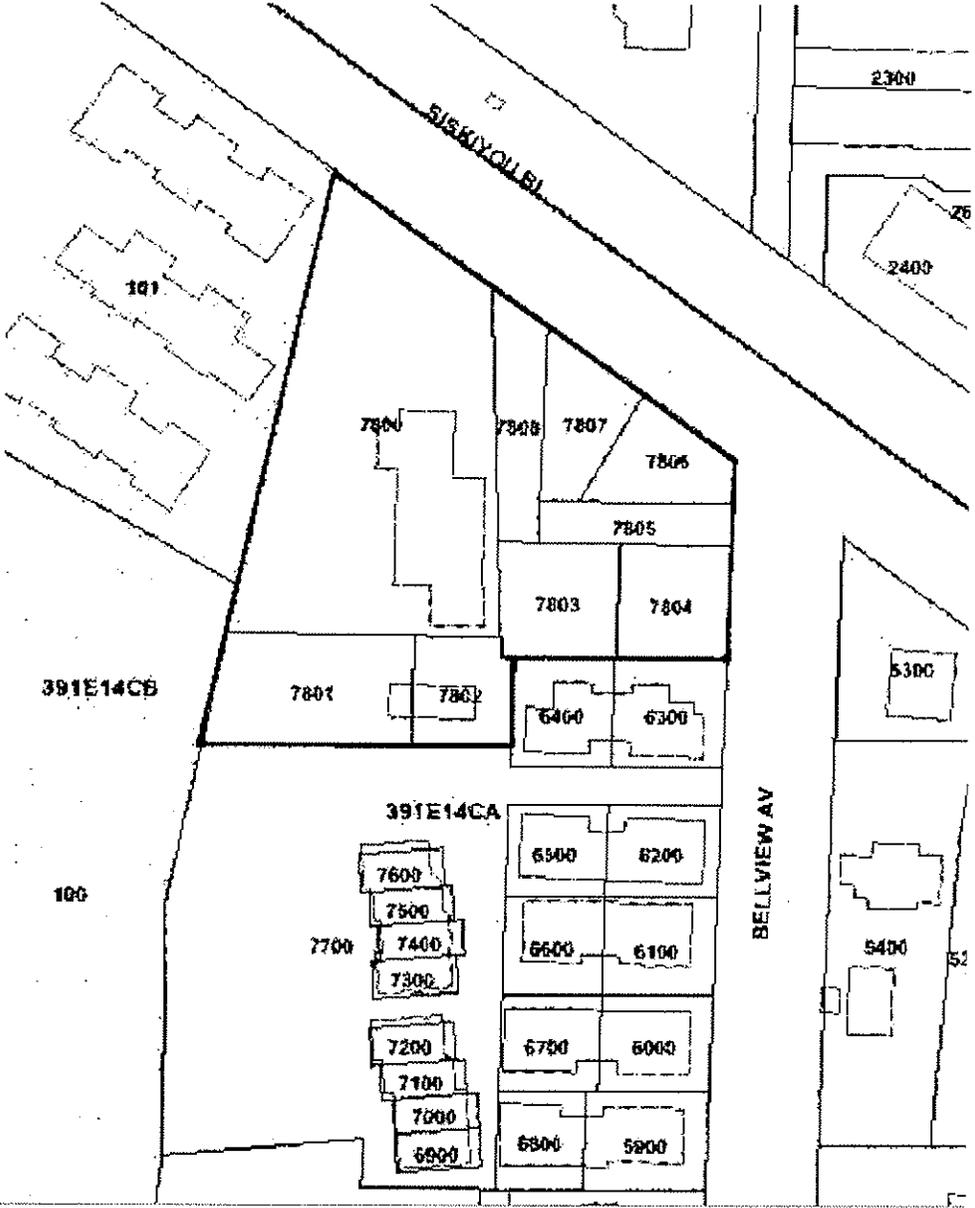
PLANNING ACTION PROPOSAL: The applicants wish to obtain approval for three entitlements:

- 1) A Site Review Permit to construct 13 condominium units on the property located at 2300 Siskiyou Boulevard.
- 2) A Tree Removal Permit for the removal of 36 trees of the site's 78 trees.
- 3) A Physical & Environmental Constraints Permit to allow an encroachment into a mapped riparian area.

PROPERTY DESCRIPTION: The property is located on the southwest corner of Siskiyou Boulevard and Bellview Avenue and is zoned R-2 (Low Density Multi-Family Residential). The property was previously subdivided into 9 townhouse tax lots via Planning Action #96-131, but was never developed with homes, pathways or utilities as described in the planning file. The property currently includes a medical office building (once a house), a small parking lot, a large out building, two driveways and *many* trees.

To the west of the subject property is Clay Creek. However, it should be understood that only a small portion of Clay Creek is day-lighted, goes into a detention pond and then is "piped underground" through the adjacent property (Ashlander Apartments) where it eventually daylights on the north side of Siskiyou Boulevard. In addition, only a 25' section of the creek is on the subject property. On the other side of the creek, southwest of the subject property, is a future City park (accessed from Clay Street).

Due to the previous plat recording in 1996, there are a variety of public and private easements that will be either retained, removed, relocated and re-recorded as part of this application as further described below.



Existing Parcel Configuration

The above illustration is from the Jackson County Assessor's Office and shows the subject property boundaries "hi-lighted" (Tax Lots 7800, 7801, 7802, 7803, 7804, 7805, 7806, 7807 and 7808).

JUN 6 2008

BACKGROUND:

In December of 1989, the Planning Commission approved a Land Partition (PA-98-221) separating the subject tax lot from its parent parcel to the south (since developed as an 18-lot subdivision).

In November 1990, the City Council approved a zone change (PA-90-178) for this property from R-3 (High Density Multi-Family Residential – 20 units / acre) and R-1-7.5 (Single Family Residential – 3.60 units / acre) to R-2 (Low Density Multi-Family Residential – 13.5 units / acre).

In February 1997, the Planning Commission approved a 9-lot Subdivision and Site Review Permit (PA-96-131) creating the lot configuration that exists today.

In March 1998, the Planning Commission approved a Conditional Use Permit allowing the existing home to be used as a medical office.

No other land use planning or building history could be found for the subject properties.

PROJECT DESCRIPTION:

Site Review Permit: A total of 13 condominium units are proposed to be constructed on the property with the principal goal of having a multi-family development function as a small village successfully integrated into the Siskiyou and Bellview neighborhoods. The applicants contend the proposal meets this goal and also meets City site design and land use code regulations. The attached site plans best illustrate this fact as they identify and incorporate the relationship of the proposed building layout, density requirements, setback requirements, pedestrian circulation, vehicular circulation, vehicular access points, trees, slopes, floodplain, riparian area, future park connection and property line boundaries. These elements are specifically clarified below:

Site Plan: As noted, the proposal is to create a development that functions like a small village but is integrated into the surrounding neighborhood. One of the principal design factors attempting to accomplish this effort is to “outline” the exterior property boundaries with attractive buildings and creating an internal circulation pattern and gathering place for residents to meet incidentally and purposefully.

Vehicular Circulation: Access to the property is now from Siskiyou Boulevard and Bellview Avenue. However, due to access management standards and policies of the Oregon Department of Transportation (ODOT) and the City of Ashland, vehicular access will only occur from Bellview Avenue. This allows ingress and egress movements to occur from a secondary street minimizing potential vehicular conflicts on a principal arterial. Within the development, the internal driveway is a looped driveway system providing not only garage and guest parking access, but also fire and trash truck accessibility.

RECEIVED

JUN 6 2008

Pedestrian Circulation: A variety of pedestrian connections and paths are proposed to and through the property. A sidewalk is proposed along the Bellview Avenue driveway and a second sidewalk entrance extends between the two tri-plex buildings from Siskiyou Boulevard which then connect to an internal sidewalk system leading to each unit. Additionally, a sidewalk leads to a small gazebo overlooking the creek and future City park on the other side. Finally, a pedestrian easement extends from the gazebo to the creek which could eventually be developed with a bridge leading to the future park. However, due to City and Park's Department budget constraints, there is no known timeframe for the park's development.

Density Requirements: Within the R-2 zone, developments are required to provide 80% of the lot's designated base density in an attempt to fully utilize the land and public infrastructure (infill). In this case, the property is 1.16 acres with a base density of 13.5 units per acre or 15.66 units. The proposal is for 13 units or 83% of the base density. Although the base density requirements are being met and more units are possible, it is the applicant's belief additional units, on this particular property, would have a negative impact on the site's open spaces and tenant's livability.

Building Designs: There are a total of five buildings proposed. Two are very similar tri-plex buildings, one is a four-plex, one duplex and one detached single unit. The tri-plex buildings are located along Siskiyou Boulevard and the single detached unit is located along Bellview Avenue creating an articulated building mass along the streets and minimizing the site's asphalt areas and garage faces visibility. The street facing units (seven) are well articulated with large front porches, prominent front doors and direct pedestrian sidewalks. The two interior buildings (six units) are equally articulated and face an internal courtyard (community garden space). Finally, four of the six interior units abut the Clay Creek corridor creating an opportunity for backyards.

Unit Types: Besides a variety of building types, the proposal includes 13 residential units with a variety of sizes. Two of the units will be 3-bedroom, nine will be 2-bedroom and two will be 1-bedroom. The 1-bedroom units are located on the first floor of the four-plex building, the 2-bedroom units are located on the second floor of the four-plex, duplex and tri-plex buildings and the 3-bedroom units are located in the triplex building.

Condominium Development: The 13 units will be constructed and recorded as residential condominiums as a legally permitted use under the Ashland Municipal Code, Chapter 18.24.020 J. The exterior of the buildings as well as the open area around the buildings will be owned in common by the owners. This plan allows for not only consistent maintenance of the driveway, sidewalks, recreational space areas and building improvements, but also flexibility for ownership and rental tenancy.

Vehicle Parking Data:

2 one-bdrms > 500 sq. ft. (1.5 spaces per unit)	= 3 parking spaces
9 two-bdrms (1.75 spaces per unit)	= 15.75 parking spaces
2 three-bedrms (2 spaces per unit)	= 4 parking spaces
<u>Total Required:</u>	= 22.75 (23) spaces

RECEIVED

On-site (open parking spaces):	= 11 spaces
On-site (garage parking spaces):	= 13 spaces
*On-street (no parking credits are requested)	= 3 spaces
<u>Total Provided:</u>	= 27 spaces

Bike Parking: All required bike parking spaces are proposed to be within the garages as permitted per Chapter 18.92.040.B. The garages have been enlarged to provide for bike parking and storage.

Porch Sizes: All of the units have porches and covered patios. Each have been enlarged and have a minimum depth of 8' in an attempt to not only enhance the front facades, but to encourage their use by tenants and encourage social opportunities.

Landscaping: The site's landscaping was designed by a local professional landscape designer familiar with the City's Landscaping Standards within the Site Design Standards as well as the Southern Oregon climate zones. The landscape plan identifies a variety of plants designed to enhance the buildings architecture as well as activity areas such as the various common areas dispersed throughout the site. The plan also identifies a number of private yard areas which are designed to be "open" to the tenants to privately use (garden, etc.) and maintain. The landscaping has been designed so that 50% coverage is accomplished within the first year and 90% within five years.

Exterior Elevations: The building elevations illustrate traditional building facades with various materials for balance and interest. The buildings are individually designed with various materials in order to create variety along the streetscape as well as from within the courtyard area. The buildings have a variety of roof lines, a symmetrical window pattern and an inviting front porch for a positive sense of entry. The siding will be shingle, board & batten, and hardi-plank lap siding with a 7" exposure, window and corner trim is 4". The porches each have corner posts with built-up bases. The side elevations are also enhanced in an attempt to respect neighboring views. In addition, landscaping abuts this side softening its appearance. Overall, the applicant feels the design is well thought out and the mass and scale proportions are consistent with what's found in the immediate neighborhood.

Solar: The proposal complies with the City's Solar Access Standards, Chapter 18.70 as the project is for a condominium development on one tax lot. In addition, the units have been designed in an attempt to minimize shadowing on the south walls of the northern adjacent buildings due to each building's shallow roof-pitch (4/12), location, orientation, and separation.

Utilities: All utilities serving the project are within the adjacent Siskiyou Boulevard and Bellview Avenue rights-of-way. None of the utilities are at capacity to service the development. A pre-application was completed on March 19th, 2008, with City Departments reviewing the application and assessing availability of services. All utility work, including driveway standards as required by the Planning and Fire Departments, have been incorporated into the site plans.

RECEIVED

JUN 6 2008

Two fire hydrants are located within close proximity with one located directly on the corner of Siskiyou Boulevard and Bellview Avenue and the other 60' south of the proposed driveway. All of the units are fire truck accessible from either the adjacent rights-of-way or the private driveway designed to meet width, height and weight requirements for fire-truck ingress and egress. In addition, the units will be 100 amp services which will feed from the existing electrical service along Bellview Avenue and extend into the site. The preliminary electric plan has been designed by Dave Tygerson of the Ashland Electric Department.

Open Space: The proposed development includes a variety of open space areas the largest which is the Clay Creek floodway. This open space area is approximately 290' in length and ranges in width from 25' to 70'. This area is intended to be a passive open space (creek buffering, rear and side yards, landscape screening, etc.). A second open space is the central community green purposefully located in the center of the project to encourage social interaction and central greenery. Finally, small open space areas exist between the buildings that provide mass and scale reduction, additional light and air, and pedestrian connections.

Pedestrian Easement: As with the 1996 application (PA-96-131), a pedestrian easement will be recorded that extends to the far southwest corner of the property where Clay Creek traverses the property which could one-day lead to a bridge and a City park on the other side. However, the City Park is not scheduled to be developed (no known time) and the applicant doesn't intend to disturb this area until the park is installed. At that time, the decision to connect to the park will be the development's Home Owner's Association.

Central Green: As noted above, the project's central green area was designed to encourage social interaction with the tenants and provide a small open green for everyone to view. This area will include an existing tree for shade. The overall recreational space in the R-2 zone is 8% and the application proposes 17.5%.

Phasing: Considering the current state of the economy, it is highly likely phasing of the development will occur. However, due to the relatively small size of the parcel and its multi-family density requirements, all of the on-site and off-site infrastructure requirements will be installed during Phase 1. Phase 1 would also include all of the units fronting along Siskiyou Boulevard and Bellview Avenue (Units #8-13). Phase 2 would consist of the tri-plex and four-plex units (Units #1-7) and would be built within 18 months of Phase 1's completion or request an extension.

Survey: A licensed Surveyor has completed a survey of the subject property in accordance with the various City standards, including Chapter 18.62.050. The surveyor has identified both the Federal Emergency Mapping Agency's (FEMA) floodplain boundary as well as the City of Ashland's own Flood Plain Corridor. The FEMA floodplain boundary is not on the subject property, but the City's Flood Plain Corridor is *(NOTE: It should be clearly understood, that when the City of Ashland adopted its own floodplain corridor maps, corridor boundaries were purposefully enlarged in order to reduce the insurance rates for residents within City limits.)* The Surveyor has also identified the "top of bank" along the Ashland floodplain corridor and all easements and adjacent right-of-way improvements. Finally, the

surveyor, with help from the project Arborist and Landscape Architect, has also identified the site's many trees, species, and canopies.

Top-of-Bank Setback Encroachment: The applicant has setback all structures and improvements 20' from the surveyed top-of-bank, except for a portion of three parking spaces covering an area less than 400 square foot located between units #7 and #8. However, it should be understood, a portion of this area is part of the existing paved driveway leading into the site from Siskiyou Boulevard and that a large area of this driveway is also being removed from the setback and revegetated. Finally, the actual "riparian area" has no hydrology as the water from the adjacent creek is piped through the adjacent apartment complex west of the property and the subject area where piped has no riparian qualities (no water, limited vegetation, no wildlife, etc.). Nevertheless, in order to avoid delay and conflict, the applicant has provided a 20' setback from the top-of-bank which also corresponds with the City's Flood Plain Corridor boundary. Overall, the small paved area is outside of the City's Floodplain Corridor Boundary and the small asphalt area within the setback area will not cause any impact whatsoever.

Development Restriction: In March of 1997, the Planning Commission approved an application (Planning Action #96-131) for a Performance Standards Options subdivision that created nine parcels with one containing the existing house (Planning Action #96-131). The Findings, Conclusions and Orders were adopted by the Ashland Planning Commission on March 11, 1997, and included 17 conditions of approval.

During this time, there appears to be some question by staff as well as some Planning Commissioners (based upon excerpts from the staff report and minutes of the hearing) the largest parcel, parcel with the house, should have been incorporated into the project's master plan in order to evaluate the entire site's transportation ingress and egress opportunities. Because it was not, the end result was a condition of approval (#16) that restricted further partitioning of this parcel in order to minimize potential conflicting turning movements onto or off of Siskiyou Boulevard. The subject condition read as follows:

That a deed restriction in favor of the City of Ashland be placed on the lot containing the existing residence prohibiting the further division of the property.

Based upon a deed search, it appears no deed restriction as described above in Condition #16 was ever recorded even though the subdivision plat was. However, there was a document recorded on July 29, 1998 (98-34770) for all intensive purposes had comparable language that reads:

Agree that Lots 20, 21-26 and 28 (Note: the lot's numbering system was based on the adjacent development to the south which exist today) shall be developed and constructed only in accordance with the Outline and Final Plan and Site Review Approval in the City of Ashland Planning Actions 96-131 and 98-079 (extension of approval) unless such approval is modified or a new approval is granted pursuant to the City of Ashland Land Use Ordinance.

RECORDED

JUN 6 2008

Obviously, the current proposal is for a “new” development approval that does include the area with the existing house and does not include a vehicular connection with Siskiyou Boulevard as the entire site is being master planned that considers vehicular circulation, access management and density minimums.

Condominium Development: The units will be constructed and recorded as residential condominiums as legally permitted use under the Ashland Municipal Code, Chapter 18.24.020 J. The exterior of the buildings as well as the open area around the buildings will be owned in common by the unit owners. This plan allows for not only consistent maintenance of the driveway, recreational space areas and building improvements, but also flexibility for ownership and rental tenancy.

Tree Protection Measures: Please see the attached Tree Protection Plan as the site has many trees of which 36 are being removed and 42 saved. All tree protection measures have been designed by a licensed Arborist and Landscape Architect. The Tree Protection Plan notes that all tree protection measures will be installed prior to any construction and a Tree Verification Permit obtained in accordance with Chapter 18.61.042. In addition, during construction the site will be monitored by the project arborist.

Findings of Fact

The following information has been provided by the applicants to help the Planning Staff, Planning Commission and neighbors better understand the proposed project. In addition, the required *findings of fact* have been provided to ensure the proposed project meets the Site Design & Use Standards as outlined in the Ashland Municipal Code (AMC), Section 18.72.070, Site Design & Use Standards (Design Standards Booklet, adopted August 4th, 1992), the criteria for a Physical & Environmental Constraints Permit and the criteria for a Tree Removal and Tree Protection as outlined in 18.61.

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

CHAPTER 18.72.070 SITE DESIGN & USE STANDARDS:

A. All applicable City Ordinances have been met or will be met by the proposed development.

It has been the intention of the applicants to meet all City Ordinances without requesting any Variances or Exceptions. To the applicant’s knowledge, all applicable City ordinances have been met and will be met. At the time of the building permit submittal, the application will be substantially consistent with the proposed application and will meet all conditions of approval imposed by the regulating authority.

B. All requirements of the Site Review Chapter have been met or will be met.

All of the requirements listed in the Site Review Chapter, Section 18.72, have been met without Variances or Exceptions. The Site Review Chapter was designed to ensure that high quality development is maintained throughout the City of Ashland. The proposed application was designed and redesigned in order to best meet this purpose and produce a quality living environment.

C. The development complies with the Site Design Standards adopted by the City Council for implementation of this Chapter.

The development complies with the City of Ashland's Site Design Standards, adopted August 4th, 1992. A thorough response as to the project's compliance with the Site Design Standards, Section II-B, Approval Standards and Policies for Multi-Family Residential Developments; Section II-D, Parking Lot Landscaping and Screening Standards; and Section II-E, Street Tree Standards, has been provided below.

D. That adequate capacity of City facilities for water, sewer, paved access to and through the development, electricity, urban storm drainage, and adequate transportation can and will be provided to and through the subject property. All improvements in the street right-of-way shall comply with the Street Standards in Chapter 18.88, Performance Standards Options.

All utilities serving the project are within the adjacent Siskiyou Boulevard and Bellview Avenue rights-of-way. None of the utilities are at capacity to service the development. A pre-application was completed on March 19th, 2008, with City Departments reviewing the application and assessing availability of services. All utility work, including driveway standards as required by the Planning and Fire Departments, have been incorporated into the site plans.

Two fire hydrants are located within close proximity with one located directly on the corner of Siskiyou Boulevard and Bellview Avenue and the other 60' south of the proposed driveway. All of the units are fire truck accessible from either the adjacent rights-of-way or the private driveway designed to meet width, height and weight requirements for fire-truck ingress and egress. In addition, the units will be 100 amp services which will feed from the existing electrical service along Bellview Avenue and extend into the site. The preliminary electric plan was designed by Dave Tygerson of the Ashland Electric Department.

SITE DESIGN APPROVAL STANDARDS:

Multi-family residential development shall conform to the following design standards:

II-B-1) Orientation

II-B-1a) Residential buildings shall have their primary orientation toward the street when they are within 20 to 30 feet of the street.

SEALED

JUN 6 2008

The proposed application meets the Site Design Standards, Section II-B-1a. The buildings that are within 20 to 30 feet of the street (right-of-way) and have an actual setback of 10' for the porch and 15' for the units and have their primary orientation fronting either Siskiyou Boulevard or Bellview Avenue. The front facades have been designed to have an attractive and pedestrian friendly streetscape environment as each has an 8' deep front porch and a sidewalk extending from the adjacent right-of-way to the porch.

II-B-1b) Buildings shall be set back from the street according to ordinance requirements, which is usually 20 feet.

The proposed application meets the Site Design Standards, Section II-B-1b. as well as the setback requirements of Chapter 18.24.040. D. which allow porches to be as close as 10' and houses to be 15' from the front property line.

II-B-1c) Building shall be accessed from the street and the sidewalk. Parking areas shall not be located between buildings and the street.

The proposed application meets the Site Design Standards, Section II-B-1c. Parking is within the center of the project in either open parking stalls or within single car garages. All of the parking is generally hidden from the street's view. The units are accessed from the pedestrian sidewalk along the driveway, between the duplex units and directly from the adjacent Siskiyou Boulevard right-of-way.

II-B-2) Streetscape

II-B-2a) One street tree for every 30 feet of frontage, chosen from the street tree list, shall be placed on that portion of the development paralleling the street. Where the size of the project dictates an interior circulation street pattern, a similar streetscape with street trees is required.

The proposed application meets the Site Design Standards, Section II-B-2a. New street trees, every 30' of frontage, will be planted in accordance with the City's adopted street tree standards. The new trees have been chosen from the City Street Tree List.

II-B-2b) Front yard landscaping shall be similar to those found in residential neighborhoods, with appropriate changes to decrease water use.

The proposed application meets the Site Design Standards, Section II-B-2b. The applicant's landscape plan has been designed with a residential building and landscape façade. The proposed planting species are similar to what would be found in other multi-family neighborhoods around the community and specifically Siskiyou Boulevard (see southeast corner of Siskiyou and Maryjane).

Other than the central green, only small amounts of turf are proposed in order to decrease water use.

II-B-3) Landscaping

II-B-3a) Landscaping shall be designed so that 50% coverage occurs within one year of installation and 90% landscaping coverage occurs within 5 years.

The proposed application meets the Site Design Standards, Section II-B-3a. The landscape plan has been designed to meet a 50% "spreading" coverage after the first year and 90% "spreading" coverage prior to the development's 5th year. The landscaping plan was designed by a local landscape professional knowledgeable of the various plant and tree specifications for the Southern Oregon climate.

II-B-3b) Landscaping design shall include a variety of deciduous and evergreen trees and shrubs and flowering plant species well adapted to the local climate.

The proposed application meets the Site Design Standards, Section II-B-3b. The landscaping plan incorporates a variety of deciduous shrubs and flowering plant species for Southern Oregon. The landscaping plan was designed by a local landscape professional knowledgeable of the various plant and tree specifications for this area.

II-B-3c) As many existing healthy trees on the site shall be saved as is reasonably feasible.

Please see the attached Tree Protection Plan as the site has many trees of which 36 are being removed and 42 saved. All tree protection measures have been designed by a licensed Arborist and Landscape Architect with the intent to retain as many existing healthy trees as reasonably feasible and still meet the various other site design requirements. The Tree Protection Plan notes that all tree protection measures will be installed prior to any construction and a Tree Verification Permit obtained in accordance with Chapter 18.61.042. In addition, during construction the site will be monitored by the project arborist.

II-B-3d) Buildings adjacent to streets shall be buffered by landscaped areas of at least 10 feet in width.

The proposed application meets the Site Design Standards, Section II-B-3d. The buildings will sit proudly along Siskiyou Boulevard and Bellview Avenue as described above. Each will have an 8' front porch with a setback of 10' from the porch and 15' from the unit. Landscaping between the buildings and the public sidewalk will be provided as illustrated on the landscaping plan. -D

II-B-3e) Parking areas shall be shaded by large canopied deciduous trees and shall be adequately screened and buffered from adjacent uses.

The project's landscaping plan identifies a number of shade trees in order to reduce excessive heat gain. All of the parking is screened and buffered from the rights-of-way and adequately from adjacent uses.

II-B-3f) Irrigation systems shall be installed to assure landscaping successes. Refer to Parking Lot Landscaping and Screening Standards for more detail.

The proposed application will meet the Site Design Standards, Section II-B-3f as an irrigation system will be installed at the time the landscaping is installed. The landscaping and the irrigation system will be installed by a professional landscape company. All irrigation will be installed prior to issuance of a Certificate of Occupancy Permit.

II-B-4) Open Space

II-B-4a) An area equal to at least 8% of the lot area shall be dedicated to open space for recreation for use by the tenants of the development.

The proposed application meets the Site Design Standards, Section II-B-4a. The applicant proposes approximately 8,879 square feet (17.5%) of recreational space to be used by the tenants. In addition, more open space is spread throughout the property.

II-B-4b) Areas covered by shrubs, bark mulch and other ground covers which do not provide a suitable surface for human use may not be counted toward this requirement.

The above criteria is intended to preclude areas that typically do not promote space for outdoor activities or social gatherings. Such activities typically include parking lot landscaping, architectural landscaping or landscaping along pedestrian and vehicular access corridors. The areas considered recreational open space for the subject project include each unit's porches, the gazebo area, the central garden space and the private yard areas next to each unit. Each provides an opportunity for outdoor recreation and human interaction. The porch provides an outdoor extension of the interior space where tenants can bar-b-que, bird watch, communicate with passing pedestrians, and monitor the surrounding environment.

II-B-4c) Decks, patios, and similar areas are eligible for open space criteria. Play areas for children are required for projects of greater than 20 units that are designed to include families.

JUN 6 2008

The proposed application meets the Site Design Standards, Section II-B-4c. The application is only proposing 13 units. Incorporated into the plan are small useable yard spaces, porches and common areas as described above. In addition, directly across the creek to the west, the City recently purchased a 2.41 acre parcel for a future park.

II-B-5) Natural Climate Control: Utilize deciduous trees with early leaf drop and low bare branch densities on the south sides of buildings which are occupied and have glazing for summer shade and warmth.

The proposed application meets the Site Design Standards, Section II-B-5. The landscaping plan was designed by a local landscape professional knowledgeable of the various plant and tree specifications for this area. New plantings include deciduous trees that provide for early leaf drop for full winter solar access and summer shading.

II-B-6) Building Materials: Building materials and paint colors should be compatible with the surrounding area. Very bright primary or neon-type paint colors which attract attention to the building or use are unacceptable.

No bright or neon-type paint colors will be used on the building. The proposed material and colors will be earth tone colors consistent with building materials and colors often found on residential buildings.

18.61.080 CRITERIA FOR ISSUANCE OF TREE REMOVAL - STAFF PERMIT:

An applicant for a Tree Removal-Staff Permit shall demonstrate that the following criteria are satisfied. The Staff Advisor may require an arborist's report to substantiate the criteria for a permit.

As noted, the site has many trees of which 36 are being removed and 42 saved. All tree protection measures have been designed by a licensed Arborist and Landscape Architect. The Tree Protection Plan notes that all tree protection measures will be installed prior to any construction and a Tree Verification Permit obtained in accordance with Chapter 18.61.042. In addition, during construction the site will be monitored by the project arborist.

The criteria are as follows:

A. Hazard Tree: The Staff Advisor shall issue a tree removal permit for a hazard tree if the applicant demonstrates that a tree is a hazard and warrants removal.

None of the trees within the proposed project are considered hazardous trees, but it should be noted that some of the trees are not as healthy as should be due to significant amount of crowding.

RECEIVED

JUN 6 2008

PLANNING DEPARTMENT

B. Tree that is Not a Hazard: The City shall issue a tree removal permit for a tree that is not a hazard if the applicant demonstrates all of the following:

1. The tree is proposed for removal in order to permit the application to be consistent with other applicable Ashland Land Use Ordinance requirements and standards. (e.g. other applicable Site Design and Use Standards). The Staff Advisor may require the building footprint of the development to be staked to allow for accurate verification of the permit application; and

The trees to be removed are due to their location within the proposed footprint areas, sidewalks and driveway areas. The trees proposed to be removed are being removed to meet the various Site Design and Use Standards as well as various land use code regulations (Chapter 18) such as the minimum density requirements, parking standards, separation between buildings, etc. All of the subject trees and their canopies have been located by a licensed surveyor and their health assessed by two arborists (Upper Limb-it and Laurie Sager & Associates).

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

Removal of the trees will not have a significant impact on erosion as the trees to be removed have been selectively chosen and will be either re-landscaped or developed. Overall, the removal of the trees will not have a negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.

3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property.

Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. Again, all of the subject trees have been assessed by two arborists (Upper Limb-it and Laurie Sager & Associates) and the replacement trees have been designed by a Landscape Architect and Arborist.

The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone. Nothing in this section shall require that the residential density be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures or alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with other provisions of the Ashland Land Use Ordinance.

No exceptions are proposed with this application. The applicants have explored a number of alternative designs to minimize tree loss, reduce asphalt, consider heat gain reduction, etc.

4. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to AMC 18.61.084. Such mitigation requirements shall be a condition of approval of the permit.

The applicants are aware of this provision, but due to the nature of the property and the existence of many trees already on site, the applicants and project team members request that no additional tree conditions be added other than those identified on the landscaping plan.

18.61.084 Tree Mitigation Required

An applicant may be required to provide mitigation for any tree approved for removal. The mitigation requirement shall be satisfied by one or more of the following:

A. Replanting on site. The applicant shall plant either a minimum 1 ½-inch caliper healthy and well-branched deciduous tree or a 5-6 foot tall evergreen tree for each tree removed. The replanted tree shall be of a species that will eventually equal or exceed the removed tree in size if appropriate for the new location. The tree shall be planted and maintained according to the specifications in the City Tree Planting and Maintenance Guidelines as approved by the City Council.

Unless otherwise directed, the applicant and project team members request that no additional on-site tree conditions be added other than those identified on the landscaping plan.

B. Replanting off site. If in the City's determination there is insufficient available space on the subject property, the replanting required in subsection A shall occur on other property in the applicant's ownership or control within the City, in an open space tract that is part of the same subdivision, or in a City owned or dedicated open space or park. Such mitigation planting is subject to the approval of the authorized property owners. If planting on City owned or dedicated property, the City may specify the species and size of the tree. Nothing in this section shall be construed as an obligation of the City to allow trees to be planted on City owned or dedicated property.

The applicants are aware of this standard and if determined to be necessary, the applicants will comply.

C. Payment in lieu of planting. If in the City's determination no feasible alternative exists to plant the required mitigation, the applicant shall pay into the tree account an amount as established by resolution of the City Council.

The applicants are aware of this standard and if determined to be necessary, the applicants will comply.

18.61.200 TREE PROTECTION

Tree Protection as required by this section is applicable to any planning action or building permit.

A Tree Protection Plan has been submitted as part of the application in order to protect the trees planned to be preserved as well as the site's neighboring trees. All tree protection measures will be installed prior to any construction and a Tree Verification Permit obtained in accordance with Chapter 18.61.042. No development activities, including, but not limited to clearing, grading, excavation or demolition work will occur without the protection measures in place. Protection measures will only be removed after completion of all construction activity, including landscaping and irrigation installation.

18.62.040 Approval Criteria (Physical & Environmental Constraints):

1. Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.

The applicants have taken all reasonable steps as outlined in Chapter 18.62.075 (Riparian Preservation Standards) to minimize potential impacts to adjacent properties. As noted previously, the area the applicant is proposing to encroach with a portion of three parking spaces is within the 20' setback area from the surveyed top-of-bank, located between units #7 and #8. The encroachment area covers an area less than 400 square feet, however, a portion of this area is part of the existing paved driveway leading into the site from Siskiyou Boulevard and that a large area of this driveway is also being removed from the setback and revegetated.

Finally, the actual "riparian area" has no hydrology as the water from the adjacent creek is piped through the adjacent apartment complex west of the property and the subject area where piped has no riparian qualities (no water, limited vegetation, no wildlife, etc.). Nevertheless, in order to avoid delay and conflict, the applicant has provided a 20' setback from the top-of-bank which also corresponds with the City's Flood Plain Corridor boundary. Overall, the small paved area is outside of the City's Floodplain Corridor Boundary and the small asphalt area within the setback area will not cause any impact whatsoever.

Not only have the applicants conversed directly and indirectly with the neighbors (Ashlander Apartments, Don Graven, Manager), they have hired a professional Landscape Architect, Civil Engineer, Arborist, Land Use Planner, and Home Designer to address any potential impacts associated with the construction of the property. From the various meetings and communications, the applicant contends any and all potential adverse impacts have been minimized.

2. That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.

The applicants have considered the potential hazards the eventual development may create and contends due to the fact there is no hydrology along this section of the floodplain corridor, no potential hazards exist.

3. That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum permitted development permitted by the Land Use Ordinance.

The applicants have considered the potential hazards the eventual development may create and contends due to the fact there is no hydrology along this section of the floodplain corridor, no potential hazards exist. Regardless, the encroachment areas is not within a riparian area nor the actual floodplain.

Attachments:

Site Photos

Vicinity Map

Assessor's Map

City of Ashland Floodplain Map

FEMA Map

City of Ashland Agreement (1998)

Existing Site Plan

Tree Removal & Protection Plan

Grading Plan

Planting Plan

City of Ashland Geographic Information System (GIS) Map

Floorplans & Elevations

Gazebo Plan

RECEIVED

JUN 6 2008

Site Photos



PHOTO "A" (SEE MATCH POINTS ON EXISTING SITE PLAN)



PHOTO "B"



PHOTO "C"

BLISS FORD

JUN 6 2008

City of Portland Department

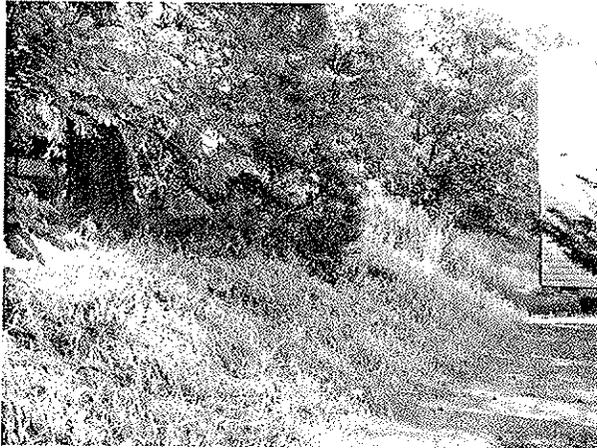


PHOTO "D"

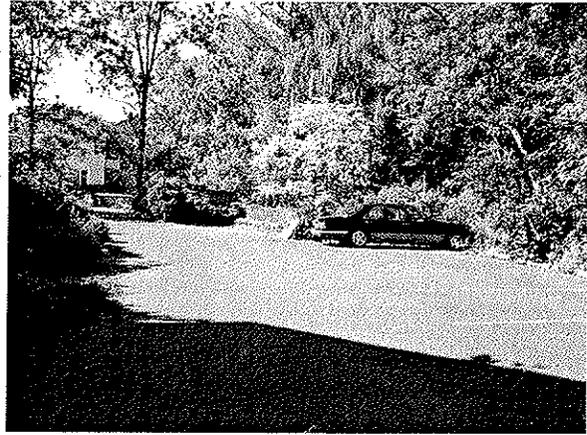


PHOTO "E"

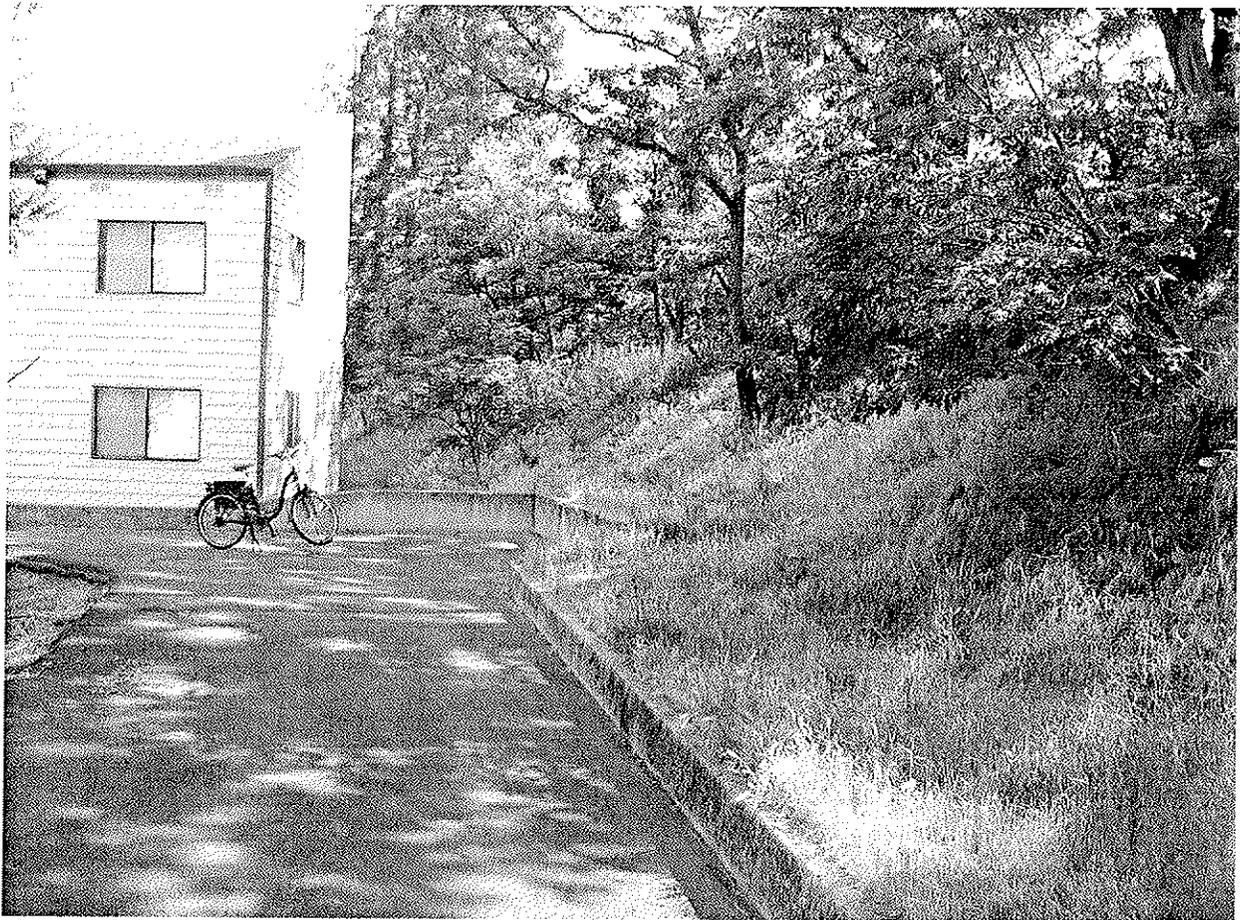


PHOTO "F"

REC-100

JUN 10 2008



PHOTO "G"

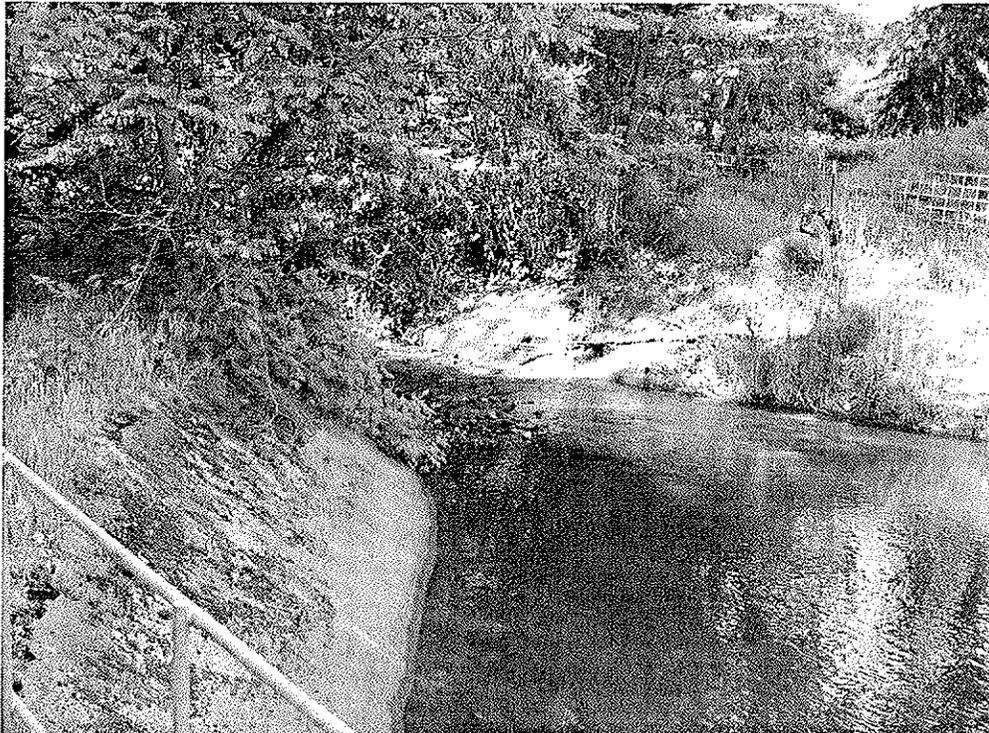


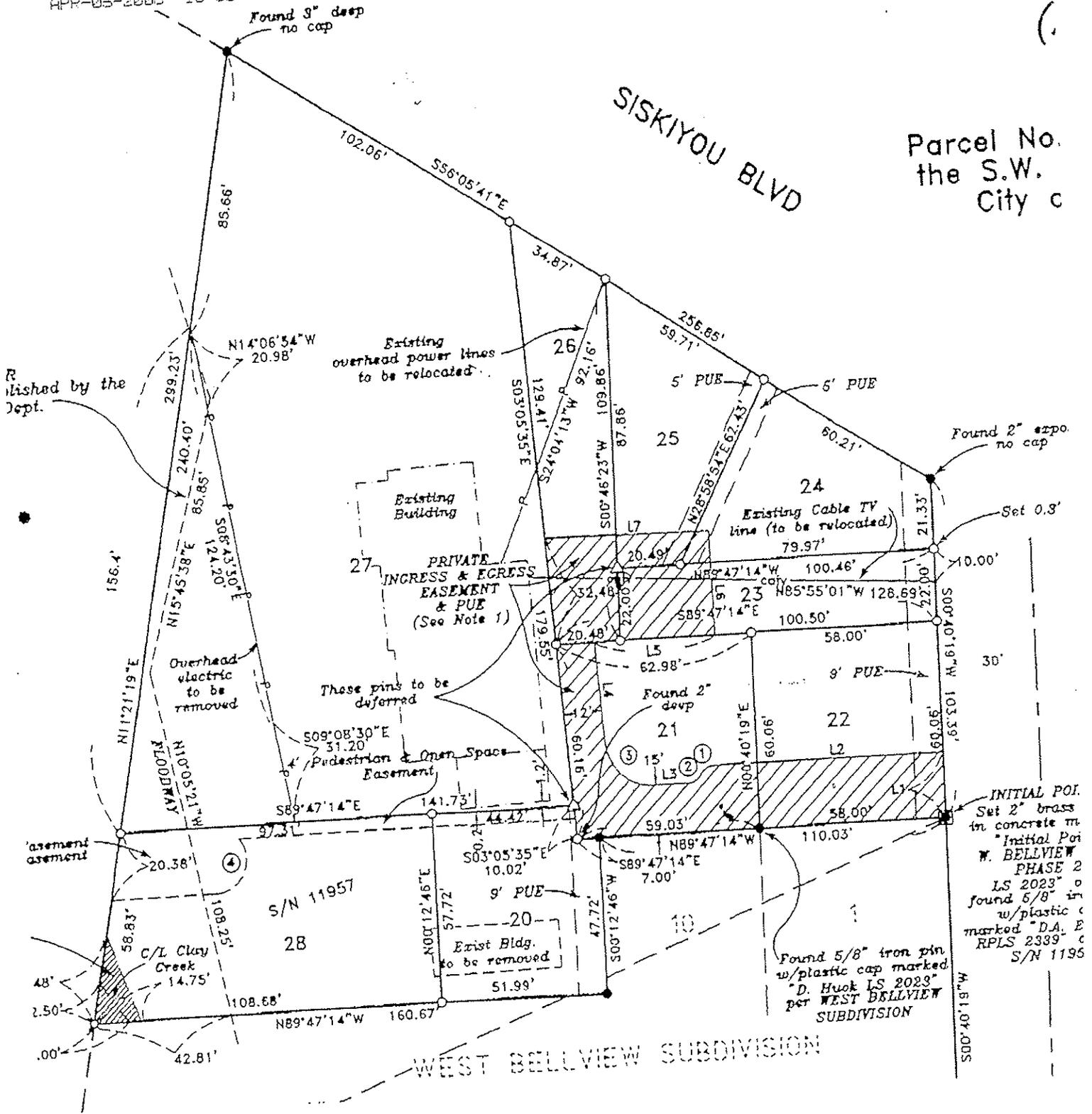
PHOTO "H"

APR-05-2006 10:53

VAN LEET ASHLAND

SISKIYOU BLVD

Parcel No. the S.W. City c



This subdivision plat is provided to show location of plat easements. Lot boundaries shown hereon are the original lot lines and may not conform to current property lines. This sketch is provided for informational purposes only, and no liability is assumed in connection herewith.

ALL LOTS

RECEIVED

JUN 6 2008

97-33270

JACKSON COUNTY TITLE DIVISION
CENTINENTAL LAWYERS TITLE COMPANY
502 W. Main Street (P. O. Box 218) Medford, OR 97501 (541) 779-2811

7005709 10
3:43 20

EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that ,

THOMAS G. SANDER

hereinafter called the Grantor, for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto

BARBAR DEERDOOT

hereinafter called the Grantee, and unto Grantee's heirs, successors and assigns an easement set forth herein, situated in the County of JACKSON , State of Oregon described as follows, to-wit:

An easement for ingress and egress over the most easterly 109.65 feet of lot Nineteen (19) and the most northerly 29.96 feet of the East 84 feet of the remainder of said lot Nineteen (19) in WEST BELLEVUE SUBDIVISION, a Planned Community in the City of Ashland, Jackson County, Oregon, according to the official plat thereof, now of record. Said easement is for the benefit of and appurtenant to Grantee's property described in Exhibit "A" attached hereto and made a part hereof.

TO HAVE AND TO HOLD the same unto the said Grantee and Grantee's heirs, successors and assigns forever.

THE TRUE AND ACTUAL CONSIDERATION paid for this transfer, stated in terms of dollars is \$ NONE; however, the actual consideration consists of or includes other property or value given or promised which is the whole consideration.

WHERE THE CONTEXT SO REQUIRES, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to individuals and to corporations.

IN WITNESS WHEREOF, the grantor has executed this instrument this 4th day of November, 1996.

"THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES, AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FENCING OR FOREST PRACTICES AS DEFINED IN ORS 30.930."

THOMAS G. SANDER

11-04-96

STATE OF OREGON
COUNTY OF Jackson

The foregoing instrument was acknowledged before me this 4th day of November, 1996, by THOMAS G. SANDER

Patricia Gray
Notary Public for Oregon
By commission expires 6/27/00

SPACE FOR RECORDER'S USE



Mail Tax Statements to:
BO GRANGE

RECEIVED

JUL 28 2008
City of Ashland
Field Office Coun

97-33270
70052

EXHIBIT A

Parcel No. One (1) of Minor Partition Plat recorded March 21, 1990 as
Partition Plat No. P-12-1990 of "Record of Partition Plats" in Jackson
County, Oregon, and filed as Survey #11957 in the Office of the Jackson
County Surveyor.

(Code 5-1, Account #1-8248-8, Map #391E14C, Tax Lot #1900)

Jackson County, Oregon
Recorded
OFFICIAL RECORDS

SLP 05 1997

3:43 PM
Frederick J. ...
COUNTY CLERK

RECEIVED

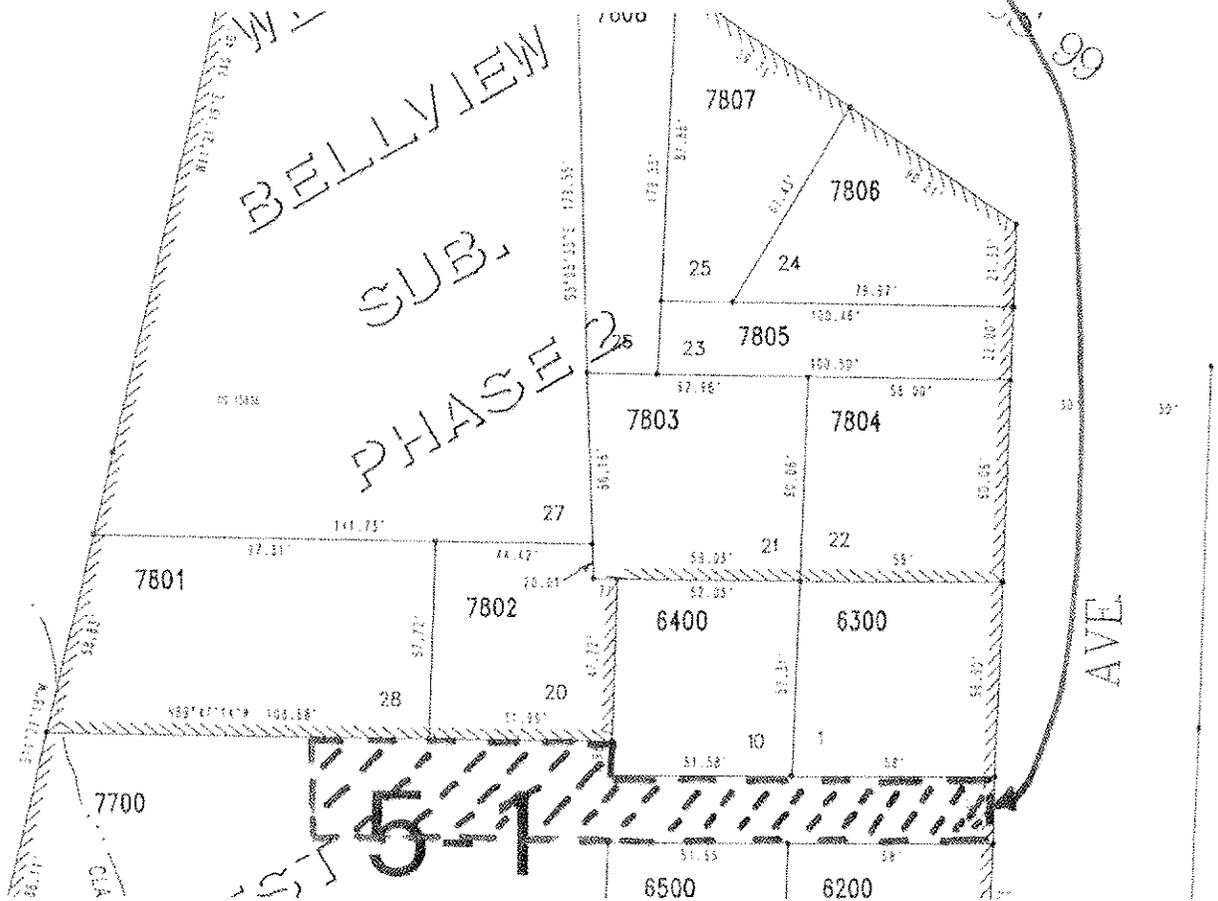
JUL 28 2008

City of Ashland

Field Office Coun

SEE MAP OF IL 1948

EASEMENT
97-33270
BENEFITS WEST
BELLVIEW PH. 2



RECEIVED

JUL 28 2008

City of Ashland

Field Office Coun

98 34770

X CITY OF ASHLAND, OREGON

8:16 5-

AGREEMENT

OWNER: Harten DeGroot ADDRESS: P.O. BOX 580 Lagans Beach, CA 92652

PROPERTY: 39 1E 14 14C 1900 (West Belview Sub./Phase 2 - Lots 20, 21-26 & 28)

TWP RANGE SECTION ASSESSOR'S MAP # TAX LOT # (s) STREET ADDRESS: Intersection of Belview Avenue & Siskiyou Blvd. Ashland, OR

PLANNING ACTION 98-131 & 98-079 Subdivision and Site Review Approval (Type II) June 25, 1998 PAM TYPE 1 DATE

As the owner(s) of the property listed above, I/we hereby consent to the following improvements, dedication, or other actions as required by the City of Ashland, and agree to bear the proportionate payment of associated costs. This Agreement is to be binding upon myself/ourselves, my/our heir(s), executors, and assigns, and it is my/our express intention that this Agreement shall run with the land, so that fulfillment of the items listed below shall be binding upon future owners of the property. This consent is in consideration of APPROVAL OF OUTLINE, FINAL PLAN AND SITE REVIEW.

IMPROVEMENT, DEDICATION OR OTHER ACTION:

1) AGREE THAT LOTS 20, 21-26 AND 28 SHALL BE DEVELOPED AND CONSTRUCTED ONLY IN ACCORDANCE WITH THE OUTLINE AND FINAL PLAN AND SITE REVIEW APPROVAL IN CITY OF ASHLAND PLANNING ACTIONS 98-131 AND 98-079 UNLESS SUCH APPROVAL IS MODIFIED OR A NEW APPROVAL IS GRANTED PURSUANT TO THE CITY OF ASHLAND LAND USE ORDINANCE.

2) AGREE THAT NO DEVELOPMENT OF LOTS 20, 21-26 AND 28 CAN OCCUR UNTIL THE EXISTING STRUCTURE LOCATED UPON LOTS 20 AND 28 IS REMOVED.

Jackson County, Oregon Recorded OFFICIAL RECORDS

[Signature] SIGNATURE

8/26/98 DATE

JUL 29 1998

8:16 AM

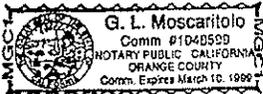
SIGNATURE

DATE

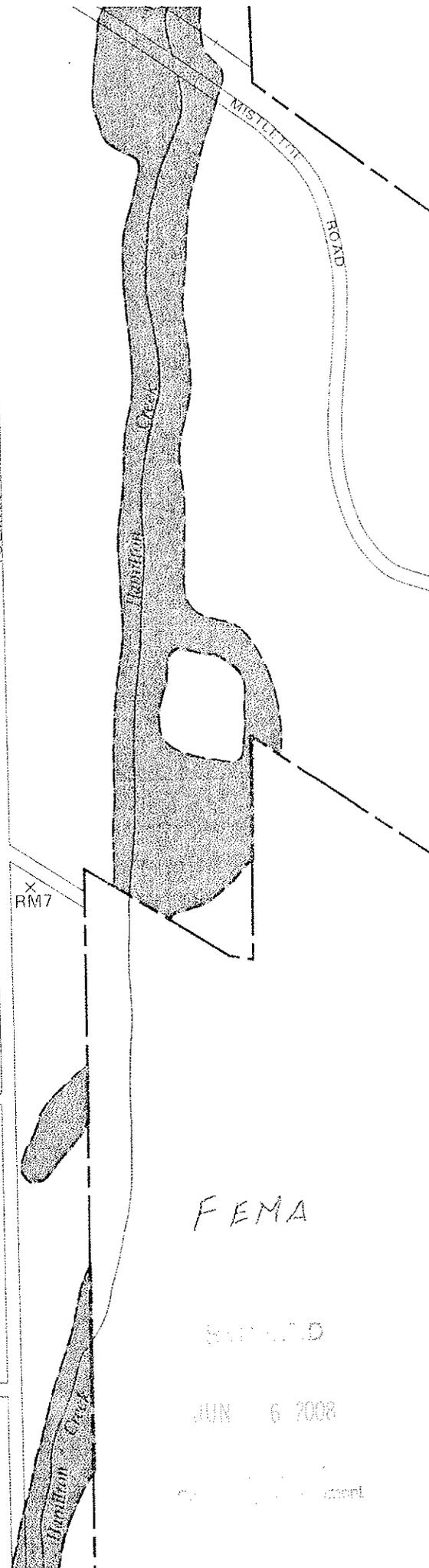
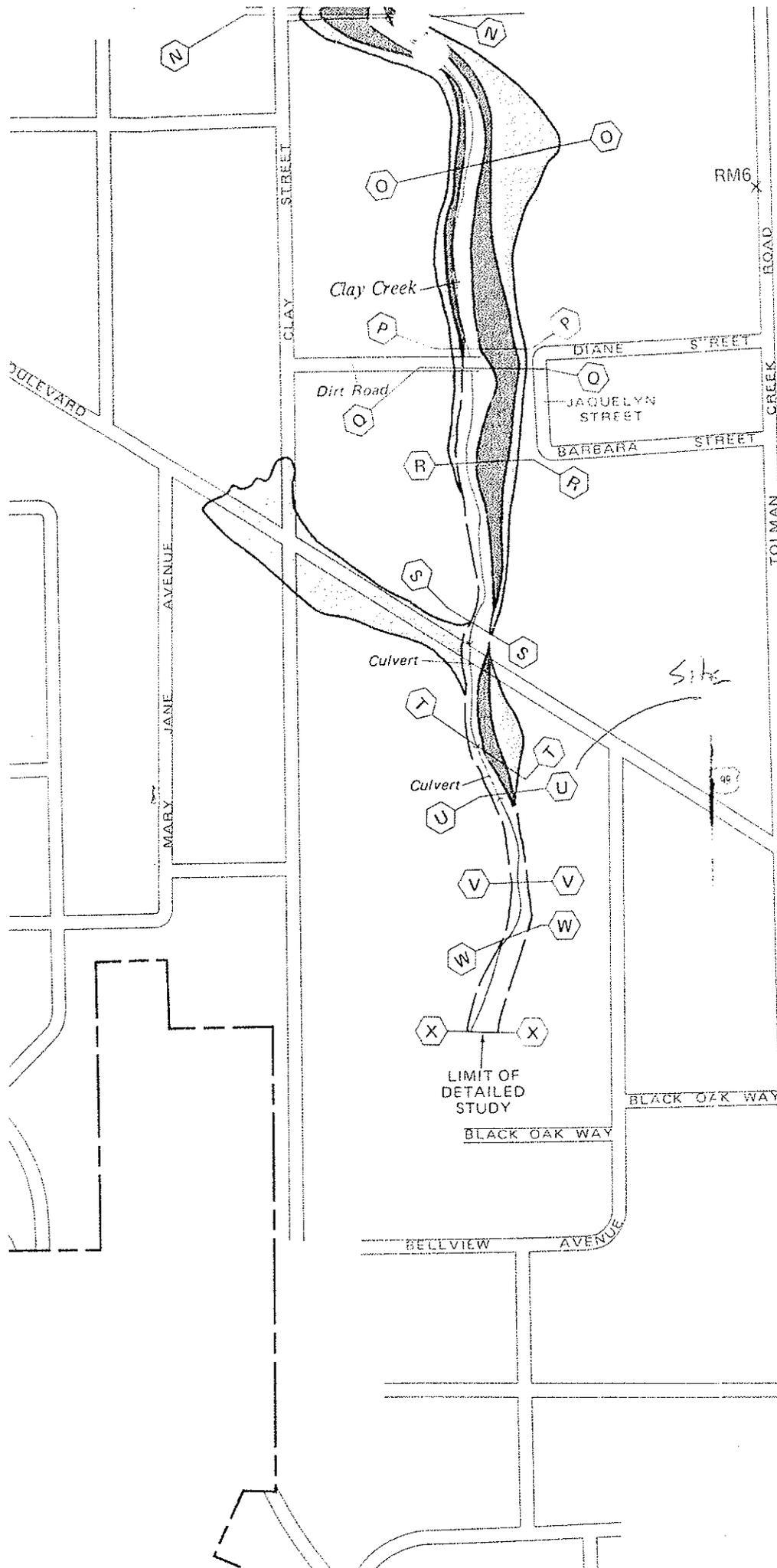
[Signature] COUNTY CLERK

STATE OF OREGON County of Jackson

On this 26th day of June, 1998, before me personally appeared Harten DeGroot whose identity was proven to me on the basis of satisfactory evidence to be the person(s) whose name(s) is (are) subscribed to this instrument, and acknowledged that he (she)(they) executed the same.



NOTARY PUBLIC FOR OREGON MY COMMISSION EXPIRES: March 10, 1999

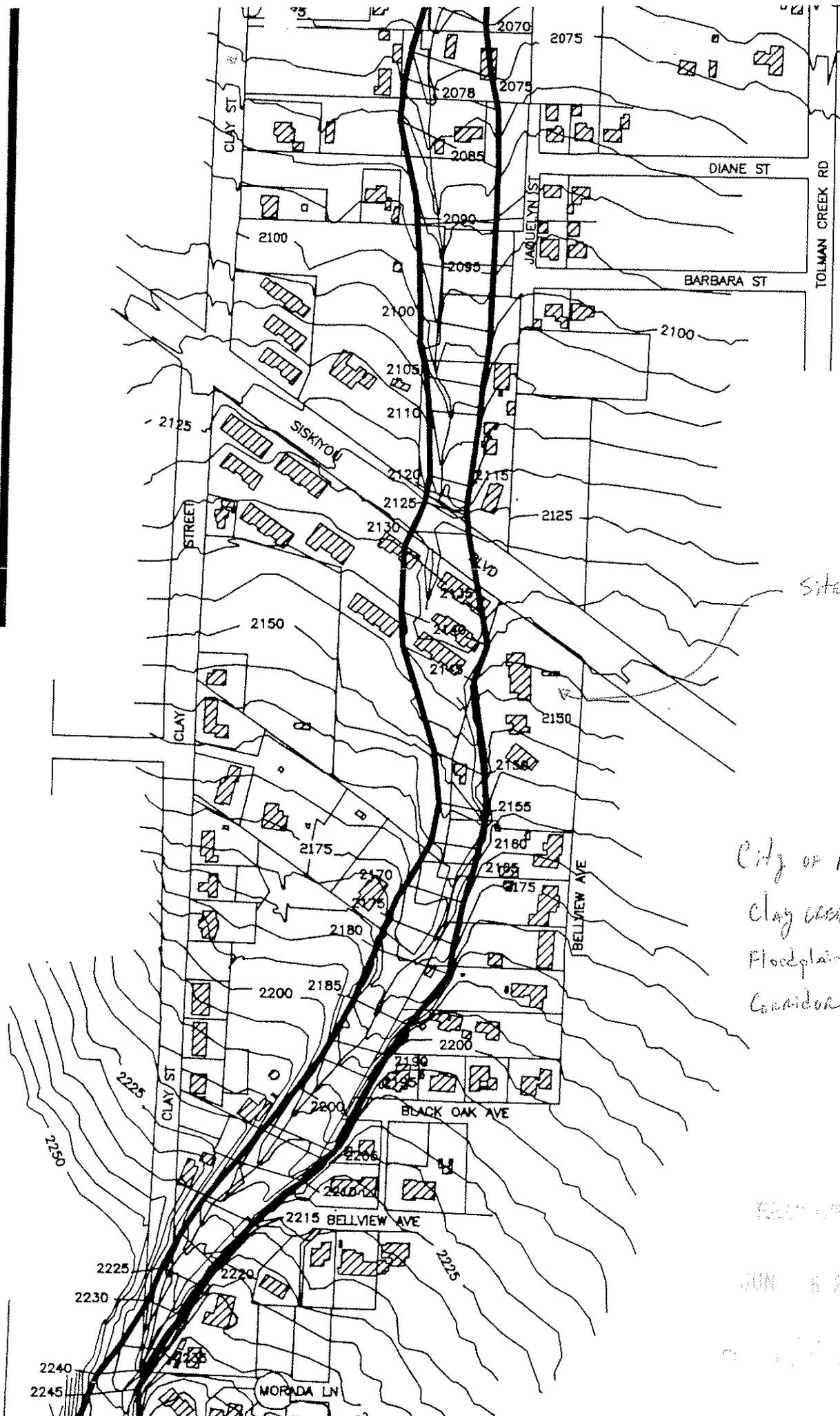


FEMA

STANDARD

JUN 6 2008

Department



1
n
t

City of Ashland's
Clay Creek
Floodplain
Corridor

REVISION

JUN 6 2008

City of Ashland

CITY OF ASHLAND

July 3, 2008

Urban Development Services, LLC
Attn: Mark Knox
700 Mistletoe Road, Suite #204
Ashland, OR 97520

Re: PA #2008-00911, for the property located at 2300 Siskiyou Boulevard
Incompleteness Determination

Mark,

I have reviewed your application received on June 6, 2008 for a Site Review and Physical and Environmental Constraints Review Permit for the property located at 2300 Siskiyou Boulevard. After examining the materials presented, I have determined that the application is incomplete because the information listed below was not provided. Incomplete applications are subject to delay in accordance with ORS 227.178. The application cannot be further processed and deemed complete until the missing information is submitted or the applicant indicates that the missing information will not be provided.

Evidence of Easement – Evidence of easement for access over the property to the south or signature of the property owner on the property granting access needs to be provided before the application can be deemed complete.

Tree Inventory: In preliminary site visits by staff, the tree identification numbers in the tree inventory provided with the submittal do not coincide with the tree identification tags in place on site. For example, Tree #80 is tagged on site but not identified in the provided inventory, Tree #29's on-site location does not match its mapped location, and some trees along the creek corridor were observed without tags. A revised tree inventory which accurately reflects the on-site tree identification is needed before Staff can review the project, as required in AMC 18.61.050.A.e. (Staff will likely schedule a site visit by the Planning Commission, and on-site tree identification provides a primary means of orienting to the site.)

Access from the Street: The Site Design and Use Standards require that buildings be accessed from the street and sidewalk. Staff does not believe that the proposed walkways incorporated into the required 20-foot driveway width can be found to satisfy this standard for Units 1-4, 6 & 7. Similarly, the placement of the walkway within the required driveway width and back-up dimension near Units 10 and 11 is a concern. A revised site plan identifying separated facilities is needed to demonstrate compliance with the driveway width and access from the street requirements.



Separation between buildings: In some areas, it appears that porches extend into the area required as a separation between buildings. This occurs between Unit 5 and Units 1 and 2, and between Units 11 and 12.

Tree Protection Zones: Building footprints are shown extending significantly into the tree protection zones for trees #39 and #40. Has the project arborist reviewed this and indicated that the trees are able to accommodate the proposed construction disturbance? Have specific construction methodologies been recommended for construction within the tree protection zones? This information will need to be provided before staff and the Tree Commission can consider the proposed encroachment into tree protection zones.

Functional Recreational Space: An area equal to at least eight percent of the lot area is required to be dedicated to open space for recreation for use by the tenants of the development. While the application materials submitted indicate that nearly 18 percent open space is to be provided, Staff is concerned that a number of the areas identified as recreational open space are not suited to recreational use and will not be seen as satisfying the standard by the Planning Commission. The lawn area under a large tree within the parking lot, immediately adjacent to parking spaces and circulating vehicles seems ill-suited to recreational use; some of the private yards identified for recreational use include areas that are less than five-feet wide located between buildings and adjacent to walkways; and a significant portion of the creek corridor is steeply sloped and heavily treed limiting its recreational potential. Staff believes that a stronger demonstration that sufficient functional recreational open space has been provided is needed to satisfy the standard.

Top of Bank Setback Impact – Construction Disturbance: The 20-foot top of bank setback is intended to provide an area protected from disturbance. The placement of building envelopes and porches up to this line is a concern for staff as the necessary site work associated with construction and maintenance will result in disturbance of the area required to be protected. In other recent applications, envelopes have been required by the Planning Commission to provide a five-foot buffer between the envelope and the required setback line to allow for construction disturbance.

Top of Bank Setback Encroachment – Parking Spaces: The parking calculations provided suggest that more parking is being provided than may be required by the proposed number of units (i.e. 23 spaces required, 24 spaces provided in addition to potential on-street credits). The approval criteria for a Physical and Environmental Constraints Review Permit require a demonstration that all reasonable steps have been taken to reduce the adverse impacts on the environment. It would appear that the amount of parking to be placed within the top of bank area could be reduced, minimizing the environmental impact, while still satisfying the parking requirements of the proposed development.

As proposed, these parking spaces also appear to direct headlight glare into windows of the Ashlander building. The landscape materials provided will need to function as a sight-obscuring screen.

Available Back-Up Dimension: The northernmost compact parking spaces between Units 9 and 10 does not appear to have the required 22-foot clear back up dimension available.

Street Improvements: Full street improvements to city street standards will be required along the property's Siskiyou Boulevard frontage. Plans will need to be provided identifying the establishment of a curb line, and the



installation of a seven-foot parkrow planting strip with street trees and a six-foot sidewalk. The plans should detail how the new sidewalk will transition to the existing multi-use path in front of the adjacent Ashlander Apartments, and details provided should include street light installation and provisions for the re-installation of an RVTD bus stop along the property's frontage. (These plans will need to be reviewed and approved by the City of Ashland and the Oregon Department of Transportation (ODOT).)

Civil Plans: Civil plans for the utility improvements associated with the development of the site will be needed to address to demonstrate adequate capacity. The Public Works/Engineering Division has indicated that a manhole will be needed in place of the catch basin near the existing Siskiyou driveway.

Handicapped Parking Space: One disabled person parking space is required, but does not appear to be identified on the plans provided.

Refuse Container Screening: Refuse containers or disposal areas are required to be screened; this does not appear to be addressed in the narrative or plan provided. Will individual refuse containers be provided and screened for the individual units, or is a central screened container proposed.

Generally, planning staff believe that the proposed site design is driven largely by the desire to provide circulation to private garage space for each of the individual units, necessitating significantly more space for vehicular circulation than would otherwise be necessary at the expense of required elements such as functional open space and pedestrian access. As proposed, staff will likely send the application to a hearing, with a final staff recommendation to the Planning Commission dependent on how the above items can be addressed.

To continue the Planning Department's review of your application, you must select and complete one of the following three options:

1. Submit all of the missing information;
2. Submit some of the requested information and give the City of Ashland Planning Division written notice that no other information will be provided; or
3. Submit written notice to the City of Ashland Planning Division indicating that no other information will be provided.

Please note that failure to complete one of the three options within 180 days of the application submittal date (June 6, 2008) will result in your application being deemed void. The application will be deemed void if the additional information is not submitted by December 3, 2008.

I have enclosed a form, entitled the "*Applicant's Statement of Completeness*". Please review the enclosed form and return it to me with any additional material you will be submitting. Your application will not be further processed until the Applicant's Statement of Completeness form is completed and received by the City of Ashland Planning Division.



If you have questions, please contact me at 552-2040 or seversod@ashland.or.us.

Sincerely,

Derek Severson
Associate Planner

Encl: Applicant's Statement of Completeness

Cc: File





URBAN DEVELOPMENT SERVICES, LLC
LAND USE PLANNING AND DEVELOPMENT SERVICES

RECEIVED

JUL 28 2008

City of Ashland

July 28, 2008

Ashland Planning Department
Attn: Derek Severson
51 Winburn Way
Ashland, OR 97520

Subject: 2300 Siskiyou Boulevard; PA# 2008-00911

Derek,

In regards to the July 3rd, 2008 Incomplete Letter regarding Planning Action 2008-00911 and our meeting of July 10th, I've attempted to respond below to each item:

1) **Evidence of Easement** – Evidence of easement for access over the property to the south or signature of the property owner on the property granting access needs to be provided before the application can be deemed complete.

I e-mailed you this information on July 22nd. It clearly allows full access to the property, but because this is a driveway serving the adjacent neighbors to the south, the applicant has attempted to minimize the impact on the neighbors by only limiting the number of vehicle trips to only the two single-bedroom two units (less than 500 sq. ft.). I felt this is important to note as it demonstrates the applicant's commitment to thoughtful planning and neighborhood sensitivity.

2) **Tree Inventory:** In preliminary site visits by staff, the tree identification numbers in the tree inventory provided with the submittal do not coincide with the tree identification tags in place on site. For example, Tree #80 is tagged on site but not identified in the provided inventory, Tree #29's on-site location does not match its mapped location, and some trees along the creek corridor were observed without tags. A revised tree inventory which accurately reflects the on-site tree identification is needed before Staff can review the project, as required in AMC 18.61.050.A.e. (Staff will likely schedule a site visit by the Planning Commission, and on-site tree identification provides a primary means of orienting to the site.)

On July 14th, 2008 the project arborist visited the site for retagging the trees. Considering the number of trees on this property, I'm not surprised, but I believe all should now be correctly tagged and match the revised Tree Protection and Removal Plan. The revised

plan addresses additional protection and construction measures as well. However, the plan doesn't tag the trees down near the west property line (near creek corridor or the piped corridor section as the construction will be no where near this area. This is a significant amount of additional cost and based upon past precedents, groups of trees not affected by construction have not been required to be surveyed and tagged).

3) **Access from the Street:** The Site Design and Use Standards require that buildings be accessed from the street and sidewalk. Staff does not believe that the proposed walkways incorporated into the required 20-foot driveway width can be found to satisfy this standard for Units 1-4, 6 & 7. Similarly, the placement of the walkway within the required driveway width and back-up dimension near Units 10 and 11 is a concern. A revised site plan identifying separated facilities is needed to demonstrate compliance with the driveway width and access from the street requirements.

Generally, the sidewalks within the perimeter of the development are more for aesthetics, pedestrian delineation, and to meet site design regulations noted in Section II-B-1c of the Site Design and Use Standards which states:

II-B-1c) Buildings shall be accessed from the street and the sidewalk. Parking areas shall not be located between buildings and the street.

The applicant and I feel strongly the above standard is not only being met, but is being exceeded. All of the units are accessed from the street and the units along the rights-of-way are being accessed from both front and back. That said, the applicant is willing to "remove" a portion of the sidewalks if the staff and the Planning Commission feel it is necessary. For example, the sidewalk along the Bellview Avenue driveway – to the edge of Unit #10 could be removed and replaced with asphalt. Again, this isn't preferred as the client and I believe the difference in material presents a superior presence from the street and considering the low number of vehicle trips, the sidewalk's location would rarely be an issue. In addition, the sidewalk would be designed to support 44,000 lbs. of weight (fire truck).

Finally, the applicant and I believe that the area of sidewalk abutting and extending to Units #1 – 7 is permissible as this section of driveway only serves five parking spaces (within single car garages). This was specifically designed this way, in consultation with the Fire Department, so as to have a looped driveway system that gives more room for the common green area and doesn't have an unnecessary amount of paving, but a reasonable amount based upon the circumstances of the site's needs and the code's requirement as noted in Chapter 18.92.070 B.3. which states:

AMC 18.92.070 B.3: Parking areas of more than seven parking spaces shall be served by a driveway 20 feet in width and constructed to facilitate the flow of traffic on or off the site, with due regard to pedestrian and vehicle safety, and shall be clearly and permanently marked and defined. Parking areas of seven spaces or less shall be served by a driveway 12 feet in width.

RECEIVED

JUL 28 2008

485 W. Nevada Street | Ashland, OR 97520 | phone 541.482.3334 | fax 541.482.3336

City of Ashland

Field Office Council

Overall, the applicant and I believe the plan meets the standards and is superior to the alternative, but would consider a condition of approval by the Planning Commission to either 1) remove the section of sidewalk from Bellview Avenue to the end of Unit #10 and replace with asphalt; 2) reduce the width of the common green's west side by an additional 4' in order to accommodate a full 20' of driveway and 4' sidewalk; 3) increase the common green's west side by 4' by reducing the asphalt area from 16' to 12' as permitted under 18.92.070 B.3. Again, the applicant and I believe the plan, as proposed, is the best design solution.

4) Separation between buildings: In some areas, it appears that porches extend into the area required as a separation between buildings. This occurs between Unit 5 and Units 1 and 2, and between Units 11 and 12.

Based upon previous conversations and definition review, the separation between buildings is based upon "buildings" and not "porches". As such, all separation between buildings is being complied with. If for some reason the Planning Commission or Staff believe strongly the intent of the ordinance (Chapter 18.24.040 E.3) was to include porches and their mass infringes on the livability of either unit, the applicants would like to further discuss in the public hearing. Overall, the applicant and I believe the proposal complies with the standard and the inclusion of porches (front or back) is an amenity that should be encouraged.

5) Tree Protection Zones: Building footprints are shown extending significantly into the tree protection zones for trees #39 and #40. Has the project arborist reviewed this and indicated that the trees are able to accommodate the proposed construction disturbance? Have specific construction methodologies been recommended for construction within the tree protection zones? This information will need to be provided before staff and the Tree Commission can consider the proposed encroachment into tree protection zones.

As noted above, on July 14th, 2008 the project Arborist and Landscape Architect revisited the site to specifically review trees #39 and #40. The Tree Protection and Removal Plan have been modified to remove the two trees. See revised Tree Removal and Protection Plan for details.

Functional Recreational Space: An area equal to at least eight percent of the lot area is required to be dedicated to open space for recreation for use by the tenants of the development. While the application materials submitted indicate that nearly 18 percent open space is to be provided, Staff is concerned that a number of the areas identified as recreational open space are not suited to recreational use and will not be seen as satisfying the standard by the Planning Commission. The lawn area under a large tree within the parking lot, immediately adjacent to parking spaces and circulating vehicles seems ill-suited to recreational use; some of the private yards identified for recreational use include areas that are less than five-feet wide located between buildings and adjacent to walkways; and a significant portion of the creek corridor is steeply sloped and heavily treed limiting its recreational potential. Staff believes that a stronger demonstration that sufficient functional recreational open space has been provided is needed to satisfy the standard.

RECEIVED

It should be clearly understood the 17.5% identified on the plans and within the narrative is significantly more than the 8% required by code (18.24.040 H.) and that after reducing the areas specifically of concern by staff, the application still significantly exceeds the 8% minimum. Note: no areas calculated with the recreational space are beyond the creek's embankment and therefore these areas are relatively level and an acceptable area for recreational opportunity. The applicable code section regarding this issue reads as follows:

18.24.040 H. Outdoor Recreation Space: At least 8% of the lot area shall dedicated to outdoor recreational space and shall be part of the overall landscaping requirements.

Although there is no definition of what constitutes "recreational space" within the Ashland Municipal Code, the applicant and I evaluated staff's comments noted in the letter and recalculated these areas and reduced the percentage from the overall recreational space originally provided, but it still maintains a 12.5%* recreational area. The reduction information is as follows:

9 porches < 8' deep	= 778 sq. ft.
Center green	= 1,317 sq. ft.*
Side yards	= 52 sq. ft. (area east of Unit #9)
	= 100 sq. ft. (area south of Unit #13)
	= 100 sq. ft. (area north of Unit # 12)
	= 60 sq. ft. (area west of Unit #1)
<i>Total (4.75%)</i>	<i>= 2,407 sq. ft.</i>

Total Required by code (8% minimum)	= 4,042 sq. ft.
Total Provided with center green (17.5%)	= 8,879 sq. ft.
Total Provided without center green (12.75%)	= 6,472 sq. ft.

Finally, even though the application still exceeds the minimum outdoor recreational space requirements, the applicant and project team members are adamant the center green is still a recreational space and should be considered by staff, if not in this application, but in future applications as this space could easily be used for reading a book, playing a board game or many other passive recreational uses. Secondly, this area was once planned to be a community garden, but during preliminary discussions with staff it was stated gardens wouldn't be considered as recreational space due to past Planning Commission interpretations. Although the applicant and I still have difficulty comprehending the reasons behind this interpretation considering our current economic and environmental dilemma, the applicant has agreed to remove the center green from the recreational calculations.

Top of Bank Setback Impact – Construction Disturbance: The 20-foot top of bank setback is intended to provide an area protected from disturbance. The placement of building envelopes and porches up to this line is a concern for staff as the necessary site work associated with construction and maintenance will result in disturbance of the area required to be protected. In other recent

RECEIVED

applications, envelopes have been required by the Planning Commission to provide a five-foot buffer between the envelope and the required setback line to allow for construction disturbance.

The applicant and I appreciate staff's position on this matter, but would like to discuss this issue directly with the Planning Commission as it's our position the 20' setback was originally created for this very purpose. In fact, there is some question, based upon precedents, this section of code only requires a 10' setback, but until recently a 20' setback measurement has been interpreted. Nevertheless, the applicant and I both contend the additional 5' is unnecessary for the following reasons:

- 1) The original purpose of the 20' setback considered the fact that construction was going to take place and thus an appropriate setback was established (is this being considered or discussed with the proposed Riparian Ordinance Amendment?);
- 2) The construction period for the building and porches abutting the 20' top of bank setback is very minimal (6 – 9 months);
- 3) The applicant will be required to landscape this area immediately after construction as it is part of the landscaping plan and typically a requirement prior to a final certificate of occupancy. If the Planning Commission or Staff desires, the landscaping in these areas can take place sooner.

Overall, the applicant, project's Landscape Architect, Arborist and I contend the proposal is far more sensitive to the creek corridor than any of the adjacent developments who have designed their buildings with their windowless backs or sides facing the creek where as the proposed project is incorporating the creek's natural amenities by designing the units orientation and floor plans to overlook the creek's corridor. This provides a far superior living environment and appreciation of the area.

Top of Bank Setback Encroachment – Parking Spaces: The parking calculations provided suggest that more parking is being provided than may be required by the proposed number of units (i.e. 23 spaces required, 24 spaces provided in addition to potential on-street credits). The approval criteria for a Physical and Environmental Constraints Review Permit require a demonstration that all reasonable steps have been taken to reduce the adverse impacts on the environment. It would appear that the amount of parking to be placed within the top of bank area could be reduced, minimizing the environmental impact, while still satisfying the parking requirements of the proposed development.

As proposed, these parking spaces also appear to direct headlight glare into windows of the Ashlander building. The landscape materials provided will need to function as a sight-obscuring screen.

As noted in the application materials, this section of creek is not a creek, but a piped system that is underground paralleling a section of the Ashlander Apartments to the east and then diverting west towards a culvert under Siskiyou Boulevard approximately 415 feet away. This area is covered with dry grass and drought tolerant vegetation. Nothing in this area is "riparian" related and an error on the map that should be corrected as this section has been piped for at least 25 years. As such, the applicant would prefer to retain

RECEIVED

the extra space as it's really not encroaching into an area that has contributing attributes of a riparian area.

Available Back-Up Dimension: The northernmost compact parking spaces between Units 9 and 10 does not appear to have the required 22-foot clear back up dimension available.

The applicants agree the parking spaces located between units #9 and 10 appear to not have the adequate 22' of back-up distance and will modify prior to building permits being submitted. The subject spaces will be modified into a single space and shifted to the east so that the back-up dimension is met. With this adjustment, the adjacent sidewalk will likely be shifted as well.

Street Improvements: Full street improvements to city street standards will be required along the property's Siskiyou Boulevard frontage. Plans will need to be provided identifying the establishment of a curb line, and the installation of a seven-foot parkrow planting strip with street trees and a six-foot sidewalk. The plans should detail how the new sidewalk will transition to the existing multi-use path in front of the adjacent Ashlander Apartments, and details provided should include street light installation and provisions for the re-installation of an RVTD bus stop along the property's frontage. (These plans will need to be reviewed and approved by the City of Ashland and the Oregon Department of Transportation (ODOT).)

Based upon our July 10th conversation and various messages to Bill Molnar, Planning Director, this issue appears to still remains in question. It should be understood, this issue was discussed during the initial pre-application meetings with both Public Works and Planning Staff. The consensus between all parties was the improvements in this area should be done comprehensively as the existing bike path, meandering pedestrian walkway, and bus shelter space work very well and are part of a larger system that is a character defining element of this section of Siskiyou Boulevard.

As such, considering the previous discussions on this matter and now the late timing of this possibility, the applicant would at least prefer these items be part of a Local Improvement District (as previously agreed to and recorded as part of the 1996 application; PA-96-131) and defer any improvements until they are comprehensively planned and understood for not only this section, but preferably the sections of Siskiyou Boulevard as described above.

Civil Plans: Civil plans for the utility improvements associated with the development of the site will be needed to address to demonstrate adequate capacity. The Public Works/Engineering Division has indicated that a manhole will be needed in place of the catch basin near the existing Siskiyou driveway.

Per our discussion on July 10th and follow-up discussions with Public Works, they have rescinded this request as there is no question the adjacent infrastructure is available to serve the proposal. The applicant and agents have met on a number of occasions with the various utility departments with no indication the infrastructure is at capacity. The applicant is aware of the need for a new manhole near the existing driveway (to be

RECEIVED

closed) and will provide engineering details prior to issuance of a building permit and will obtain the necessary right-of-way improvements from the Oregon Department of Transportation prior to initiating work in this area.

Handicapped Parking Space: One disabled person parking space is required, but does not appear to be identified on the plans provided.

This issue is easily solvable considering the application is over-parked by one parking space. The applicant would request this also be a condition of approval of the Planning Action, but it is the applicant's intent to merge two standard spaces into a single handicapped parking space.

Refuse Container Screening: Refuse containers or disposal areas are required to be screened; this does not appear to be addressed in the narrative or plan provided. Will individual refuse containers be provided and screened for the individual units, or is a central screened container proposed.

The proposed trash enclosure will be made of block and will be enclosed from the front from a screened gate. All individual units are to have individual cans for recycling and trash service.

In conclusion, the applicant and project team have worked on this project, in consultation with the Planning and Public Work's staff over the past two years. There have been many changes based upon staff's suggestions that the applicant has complied with even though not necessarily seen as a benefit to the site or applicant. These include converting a couple of the standard two-bedroom units to small single bedroom units, opening up the creek corridor near the gazebo, breaking-up the mass of units by creating duplex floor plans instead of tri-plex plans, etc.

The suggestion the application is largely driven by the desire to provide circulation to private garage space is not correct, not fair and not a typical design standard or criteria element the applicant and project team are aware of. In fact, the design of the looped driveway system and private garages is more an attribute of the site's natural features, shape and the City's minimum density standards. In addition, the transportation requirements and Site Design criteria either force the application into considering two-story mass buildings with an open parking lot(s) similar to the Ashlander Apartments to the west or as designed and submitted. The applicant and the applicant's project consultants believe strongly the proposed units will create a positive living environment for the tenants (renters or owners), create a positive streetscape along both Siskiyou Boulevard and Bellview Drive (oversized front porches and minimal mass), and be respectful to the context of the neighborhood (similar mass and scale as to Bellview Estates Phase I, but less than the Ashlander Apartments). Overall, the applicant desires to put forth a product that is appreciated by the tenants and is sustainable over the projects lifetime.

If procedurally necessary, we look forward to meeting with the Ashland Planning

RECEIVED

JUL 26 2008

485 W. Nevada Street | Ashland, OR 97520 | phone 541.482.3334 | fax 541.482.3336

City of Ashland
Field Office Court

Commission to discuss the positive attributes of the project. If it is determined the application is subject to staff review, we hope the above written responses and our various verbal conversations have better clarified the project and it now deemed complete and acceptable.

Thanks again for your assistance on these matters. If for any reason you have a question, please do not hesitate to contact me at 821-3752 or Steve Asher at 210-3027.

Sincerely,

A handwritten signature in black ink, appearing to be 'Mark Knox', written in a cursive style.

Mark Knox

RECEIVED

JUL 28 2008

City of Ashland

Field Office Cour

11/11/08

AUG 21 2008

08/21/08 10:00 AM



URBAN DEVELOPMENT SERVICES, LLC

LAND USE PLANNING AND DEVELOPMENT SERVICES

August 20th, 2008

Ashland Planning Department
Attn: Derek Severson
51 Winburn Way
Ashland, OR 97520

Subject: 2300 Siskiyou Boulevard; PA# 2008-00911; ADDENDUM

Derek,

Please find attached preliminary Civil Engineering Plans and revised Landscaping plans identifying a new sidewalk, new concrete curb, and a landscape strip for street trees along the property's Siskiyou Boulevard frontage. The plans also show additional utility information per your previous July 3rd, 2008 request. Final engineering details and specifications will be available at the time the building plans are submitted.

The preliminary civil plans are in compliance with the City's adopted 1999 Street Standards for sidewalk width, planting strip width, curb standards, etc. and have been reviewed and discussed with various City utility departments in order to also comply with their standards. In addition, the plans have been reviewed by Dan Dorrell of the Oregon Department of Transportation (ODOT) and Paige Townsend of the Rogue Valley Transit District (RVTD). Each department, including ODOT and RVTD agreed the plans were acceptable and had little to no comment. *NOTE: The existing bus shelter (concrete pad) has been abandoned due to a change in service at RVTD, but nevertheless the applicant has agreed to complete some preliminary planning, in consultation with RVTD, so that when the service is restarted, the location of the eventual concrete pad and shelter will already be planned and minimal conflicts will occur (trees, plants, irrigations, etc.). A revised Landscaping Plan has also been included for your review.*

Finally, as you've heard from the applicant and me, the street improvements for this section of Siskiyou Boulevard had never been previously mentioned in previous approvals, previous pre-application meetings and/or follow-up meetings. The applicant attempted on at least two occasions to verify if any street improvements would be necessary and each time it was said the improvements should wait until a more comprehensive plan of this section of Siskiyou Boulevard was complete. Nevertheless, it now appears that due to the recent discussions regarding Arterial Streets Standards and

setbacks with the Planning Commission, the street “may” need to be improved to meet the 1999 Street Standards.

Although this information is unfortunate considering its late timing, it’s really unfortunate as the current improvements, from Walker Avenue to Tolman Creek Road work very well, but with the change it’s likely to detract from the rural atmosphere this section of Siskiyou Boulevard possesses. Instead, the improvements should be deferred as originally intended for a variety of reasons, mostly to do with comprehensive street planning from Walker Street to Tolman Creek Road with these same neighbors having public input similar to the lower section of Siskiyou Boulevard. For example, the attached design and cross-section illustrates how it complies with the Street Standards for Arterial Streets, but it could just as easily accommodate either a wider planting strip, a meandering sidewalk a second row of street trees or many variations of each that at least utilizes the right-of-way considerably more than what the current street standards propose.

As such, the applicants would like to request an Exception to the Street Standards to not install a new sidewalk and curbs until this area, specifically the south side of Siskiyou Boulevard from Walker Avenue to Tolman Creek Road, can be thoroughly understood and vetted with neighbors and citizen input. If deemed appropriate, street trees and irrigation will be installed at this time. Regardless of what decision is made, the applicant proposes to repave the existing sidewalk in order to eliminate certain areas of up-heaving.

The Street Exception Standards are found in Chapter 18.88.050 F of the Ashland Municipal Code and are identified below in italics followed by the applicant’s response in regular font:

18.88.050.F - Exception to Street Standards - An exception to the Street Standards is not subject to the Variance requirements of section 18.100 and may be granted with respect to the Street Standards in 18.88.050 if all of the following circumstances are found to exist:

A. *There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.*

As noted above, the site is unique as it is part of a larger section of street that should be master-planned by the City through a process similar to the recent public meetings involving the lower section of Siskiyou Boulevard (from Gresham Street to Ashland Street). There are a variety of reasons for this request which include:

- This section of street, from Walker Avenue to Tolman Creek Road, has approximately 30’ of right-of-way from the back of the existing bike lane to the property line. The adopted standards call for a 6’-8’ parkrow (planting strip) and a 6’ sidewalk leaving 17’-6” of “under utilized public space”.

- The existing sidewalk between Walker Avenue and Tolman Creek Road has a wider sidewalk that meanders north to south and also up and down in elevation in order to accommodate various sections of trees. The end result of the sidewalk creates a semi-rural atmosphere that is inviting for pedestrians in a section of street with high vehicle and speed numbers.

B. *The variance will result in equal or superior transportation facilities and connectivity;*

The request will result in a superior transportation and connectivity facility as this section of street will be comprehensively evaluated and eventually utilized to create not only a better atmosphere for all current modes of transportation, but “could” also be designed to accommodate other modes of transportation, provide additional shade trees, improved sense of security for pedestrians, improved tree health, storm water improvements, etc.

C. *The variance is the minimum necessary to alleviate the difficulty; and*

The request is the minimum necessary to alleviate the difficulty. The applicant is willing to complete tree, landscaping, irrigation improvements and patch certain areas of up-heaving in order to maintain the existing sidewalk’s integrity and minimize the request. Finally, the applicant will also be removing the existing driveway off Siskiyou Boulevard and will include the small portion of Asphalt between the street and sidewalk creating an area for additional planting.

D. *The variance is consistent with the stated Purpose and Intent of the Performance Standards Options Chapter.*

The stated Purpose and Intent of the Performance Standards Options Chapter are found in Chapter 18.88.010 of the Ashland Municipal Code and is as follows:

18.88.010 Purpose and Intent - *The purpose and intent of this Chapter is to allow an option for more flexible design than is permissible under the conventional zoning codes. The design should stress energy efficiency, architectural creativity and innovation, use the natural features of the landscape to their greatest advantage, provide a quality of life equal to or greater than that provided in developments built under the standard zoning codes, be aesthetically pleasing, provide for more efficient land use, and reduce the impact of development on the natural environment and neighborhood.*

The request is consistent with the stated purpose and intent of the Performance Standards Options Chapter found in Chapter 18.88.010 as the applicant is proposing to defer the installation of curbing and sidewalk construction for this section of the street in order to provide an opportunity to fully assess the many possible options which include accommodating right-of-way for alternative modes of transportation, additional shade trees, improved sense of security for

pedestrians, improved tree health, possible alternatives to storm water management, improved aesthetics, etc. with the goal to eventually provide a better quality of life along the street for users and residents.

Finally, the existing improvements along the north side of this section of Siskiyou Boulevard work well, but because they were constructed in small portions at various times and completed without evaluating the entire section of street from Walker Avenue to Tolman Creek Road, the end result is essentially “just another street” with various interruptions and limited continuity. As such, the applicant believes the both sides of the street should be evaluated, but in particular, due to the fact “no improvements” have occurred in approximately 30 years on the north side, the request is appropriate. The applicant would prefer these items be part of a Local Improvement District (as previously agreed to and recorded as part of the 1996 application; PA-96-131) and defer sidewalk and curbing improvements until they are comprehensively planned and understood.

Thanks again for your assistance on these matters. If for any reason you have a question, please do not hesitate to contact me at 821-3752 or Steve Asher at 210-3027.

Sincerely,

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke, positioned above the name Mark Knox.

Mark Knox

RECEIVED

AUG 21 2008

City of Ashland
Planning Department



August 21st, 2008

Ashland Planning Department
Attn: Derek Severson
51 Winburn Way
Ashland, OR 97520

Subject: 2300 Siskiyou Boulevard; PA# 2008-00911

Derek,

In regards to the July 3rd, 2008 Incomplete Letter regarding Planning Action 2008-00911 and our meeting of July 10th, I've attempted to respond below to each item:

1) **Evidence of Easement** – Evidence of easement for access over the property to the south or signature of the property owner on the property granting access needs to be provided before the application can be deemed complete.

I e-mailed this information on July 22nd. It easement allows full access through the adjacent property, but because this is a driveway serving the adjacent neighbors to the south, the applicant has attempted to minimize the impact on the neighbors by only limiting the number of vehicle trips to only the two single-bedroom two units (less than 500 sq. ft.). I felt this is important to note as it demonstrates the applicant's commitment to thoughtful planning and neighborhood sensitivity.

2) **Tree Inventory:** In preliminary site visits by staff, the tree identification numbers in the tree inventory provided with the submittal do not coincide with the tree identification tags in place on site. For example, Tree #80 is tagged on site but not identified in the provided inventory, Tree #29's on-site location does not match its mapped location, and some trees along the creek corridor were observed without tags. A revised tree inventory which accurately reflects the on-site tree identification is needed before Staff can review the project, as required in AMC 18.61.050.A.e. (Staff will likely schedule a site visit by the Planning Commission, and on-site tree identification provides a primary means of orienting to the site.)

On July 14th, 2008 the project arborist visited the site for retagging the trees. Considering the number of trees on this property, I'm not surprised, but I believe all should now be correctly tagged and match the revised Tree Protection and Removal Plan. The revised

plan addresses additional protection and construction measures as well. However, the plan doesn't tag the trees down near the west property line (near creek corridor or the piped corridor section as the construction will be no where near this area. This is a significant amount of additional cost and based upon past precedents, groups of trees not affected by construction have not been required to be surveyed and tagged).

3) **Access from the Street:** The Site Design and Use Standards require that buildings be accessed from the street and sidewalk. Staff does not believe that the proposed walkways incorporated into the required 20-foot driveway width can be found to satisfy this standard for Units 1-4, 6 & 7. Similarly, the placement of the walkway within the required driveway width and back-up dimension near Units 10 and 11 is a concern. A revised site plan identifying separated facilities is needed to demonstrate compliance with the driveway width and access from the street requirements.

Generally, the sidewalks within the perimeter of the development are more for aesthetics, pedestrian delineation, and to meet site design regulations noted in Section II-B-1c of the Site Design and Use Standards which states:

II-B-1c) Buildings shall be accessed from the street and the sidewalk. Parking areas shall not be located between buildings and the street.

The applicant and I feel strongly the above standard is not only being met, but is being exceeded. All of the units are accessed from the street and the units along the rights-of-way are being accessed from both front and back. That said, the applicant is willing to "remove" a portion of the sidewalks if the staff and the Planning Commission feel it is necessary. For example, the sidewalk along the Bellview Avenue driveway – from the driveway's entrance to the edge of Unit #10 could be removed and replaced with asphalt. Again, this isn't preferred as the client and I believe the difference in material presents a superior presence from the street and considering the low number of vehicle trips, the sidewalk's location would rarely be an issue. In addition, the sidewalk would be designed to support 44,000 lbs. of weight (fire truck).

Finally, the applicant and I believe the area of sidewalk abutting and extending to Units #1 – 7 is permissible as this section of driveway only serves five parking spaces (within single car garages). This was specifically designed this way, in consultation with the Fire Department, so as to have a looped driveway system that gives more room for the common green area and doesn't have an unnecessary amount of paving, but instead a reasonable amount of width based upon the circumstances of the site's needs and the code's requirement as noted in Chapter 18.92.070 B.3. which states:

AMC 18.92.070 B.3: Parking areas of more than seven parking spaces shall be served by a driveway 20 feet in width and constructed to facilitate the flow of traffic on or off the site, with due regard to pedestrian and vehicle safety, and shall be clearly and permanently marked and defined. Parking areas of seven spaces or less shall be served by a driveway 12 feet in width.

Overall, the applicant and I believe the plan meets the standards and is superior to the alternative, but would consider a condition of approval by the Planning Commission to either 1) remove the section of sidewalk from Bellview Avenue to the end of Unit #10 and replace with asphalt; 2) reduce the width of the common green's west side by an additional 4' in order to accommodate a full 20' of driveway and 4' sidewalk; 3) increase the common green's west side by 4' by reducing the asphalt area from 16' to 12' as permitted under 18.92.070 B.3. Again, the applicant and I believe the plan, as proposed, is the best design solution.

4) Separation between buildings: In some areas, it appears that porches extend into the area required as a separation between buildings. This occurs between Unit 5 and Units 1 and 2, and between Units 11 and 12.

Based upon previous conversations and definition review, the separation between buildings is based upon "buildings" and not "porches". As such, all separation between buildings is being complied with. If for some reason the Planning Commission or Staff believe strongly the intent of the ordinance (Chapter 18.24.040 E.3) was to include porches and their mass infringes on the livability of either unit, the applicants would like to further discuss in the public hearing. Overall, the applicant and I believe the proposal complies with the standard and the inclusion of porches (front or back) is an amenity that should be encouraged. However, as noted above, the applicant would be willing to remove the offending porch as a condition of approval if requested by the Planning Commission.

5) Tree Protection Zones: Building footprints are shown extending significantly into the tree protection zones for trees #39 and #40. Has the project arborist reviewed this and indicated that the trees are able to accommodate the proposed construction disturbance? Have specific construction methodologies been recommended for construction within the tree protection zones? This information will need to be provided before staff and the Tree Commission can consider the proposed encroachment into tree protection zones.

As noted above, on July 14th, 2008 the project Arborist and Landscape Architect revisited the site to specifically review trees #39 and #40. The Tree Protection and Removal Plan have been modified to remove the two trees. See revised Tree Removal and Protection Plan for details.

Functional Recreational Space: An area equal to at least eight percent of the lot area is required to be dedicated to open space for recreation for use by the tenants of the development. While the application materials submitted indicate that nearly 18 percent open space is to be provided, Staff is concerned that a number of the areas identified as recreational open space are not suited to recreational use and will not be seen as satisfying the standard by the Planning Commission. The lawn area under a large tree within the parking lot, immediately adjacent to parking spaces and circulating vehicles seems ill-suited to recreational use; some of the private yards identified for recreational use include areas that are less than five-feet wide located between buildings and adjacent to walkways; and a significant portion of the creek corridor is steeply sloped and heavily

treed limiting its recreational potential. Staff believes that a stronger demonstration that sufficient functional recreational open space has been provided is needed to satisfy the standard.

It should be clearly understood the 17.5% identified on the plans and within the narrative is significantly more than the 8% required by code (18.24.040 H.) and that after reducing the areas specifically of concern by staff, the application still significantly exceeds the 8% minimum. Note: no areas calculated with the recreational space are beyond the creek's embankment and therefore these areas are relatively level (is now the parking area for the existing medical office) and an acceptable area for recreational opportunity. The applicable code section regarding this issue reads as follows:

18.24.040 H. Outdoor Recreation Space: At least 8% of the lot area shall dedicated to outdoor recreational space and shall be part of the overall landscaping requirements.

Although there is no definition of what constitutes "recreational space" within the Ashland Municipal Code, the applicant, project Landscape Architect and I evaluated staff's comments noted in the letter and recalculated these areas and reduced the percentage from the overall recreational space originally provided, but it still maintains a 12.5%* recreational area. The reduction information is as follows:

9 porches < 8' deep	= 778 sq. ft.
Center green	= 1,317 sq. ft.*
Side yards	= 52 sq. ft. (area east of Unit #9)
	= 100 sq. ft. (area south of Unit #13)
	= 100 sq. ft. (area north of Unit # 12)
	= 60 sq. ft. (area west of Unit #1)
<i>Total (4.75%)</i>	<i>= 2,407 sq. ft.</i>

Total Required by code (8% minimum)	= 4,042 sq. ft.
Total Provided with center green (17.5%)	= 8,879 sq. ft.
Total Provided without center green (12.75%)	= 6,472 sq. ft.

Finally, even though the application still exceeds the minimum outdoor recreational space requirements, the applicant and project team members are adamant the center green is still a recreational space and should be considered by staff, if not in this application, but in future applications as this space could easily be used for reading a book, playing a board game or many other passive recreational uses. Secondly, this area was once planned to be a community garden, but during preliminary discussions with staff it was stated gardens wouldn't be considered as recreational space due to past Planning Commission interpretations. Although the applicant and I still have difficulty comprehending the reasons behind this interpretation considering our current economic and environmental dilemma, the applicant has agreed to remove the center green from the recreational calculations.

Top of Bank Setback Impact – Construction Disturbance: The 20-foot top of bank setback is intended to provide an area protected from disturbance. The placement of building envelopes and

porches up to this line is a concern for staff as the necessary site work associated with construction and maintenance will result in disturbance of the area required to be protected. In other recent applications, envelopes have been required by the Planning Commission to provide a five-foot buffer between the envelope and the required setback line to allow for construction disturbance.

The applicant and I appreciate staff's position on this matter, but would like to discuss this issue directly with the Planning Commission as it's our position the 20' setback was originally created for this very purpose. In fact, there is some question, based upon precedents, this section of code only requires a 10' setback, but until recently a 20' setback measurement has been interpreted. Nevertheless, the applicant and I both contend the additional 5' is unnecessary for the following reasons:

- 1) The original purpose of the 20' setback considered the fact that construction was going to take place and thus an appropriate setback was established (Note: Is this topic being considered or discussed during the hearings for the proposed Riparian Ordinance Amendment?);
- 2) The construction period for the building and porches abutting the 20' top of bank setback is very minimal (6 – 9 months);
- 3) The applicant will be required to landscape this area immediately after construction as it is part of the landscaping plan and typically a requirement prior to a final certificate of occupancy. If the Planning Commission or Staff desires, the landscaping in these areas can take place sooner.

Overall, the applicant, project's Landscape Architect, Arborist and I contend the proposal is far more sensitive to the creek corridor than any of the adjacent developments who have designed their buildings with their windowless backs or sides facing the creek where as the proposed project is incorporating the creek's natural amenities by designing the units orientation and floor plans to overlook the creek's corridor. This provides a far superior living environment and appreciation of the area.

Top of Bank Setback Encroachment – Parking Spaces: The parking calculations provided suggest that more parking is being provided than may be required by the proposed number of units (i.e. 23 spaces required, 24 spaces provided in addition to potential on-street credits). The approval criteria for a Physical and Environmental Constraints Review Permit require a demonstration that all reasonable steps have been taken to reduce the adverse impacts on the environment. It would appear that the amount of parking to be placed within the top of bank area could be reduced, minimizing the environmental impact, while still satisfying the parking requirements of the proposed development.

As proposed, these parking spaces also appear to direct headlight glare into windows of the Ashlander building. The landscape materials provided will need to function as a sight-obscuring screen.

As noted in the application materials, this section of creek is not a creek, but a piped system that is underground paralleling a section of the Ashlander Apartments to the east and then diverting west towards a culvert under Siskiyou Boulevard approximately 415

feet away. This area is covered with dry grass and drought tolerant vegetation. Nothing in this area is “riparian” related and an error on the map that should be corrected as this section has been piped for at least 25 years. As such, the applicant would prefer to retain the extra space as it’s really not encroaching into an area that has contributing attributes of a riparian area.

Available Back-Up Dimension: The northernmost compact parking spaces between Units 9 and 10 does not appear to have the required 22-foot clear back up dimension available.

The applicants agree the parking spaces located between units #9 and 10 appear to not have the adequate 22’ of back-up distance and will modify prior to building permits being submitted. The subject spaces will be modified into a single space and shifted to the east so that the back-up dimension is met. With this adjustment, the adjacent sidewalk will likely be shifted as well. Both are minor changes and have no impact on the building, utility or tree protection layout.

Street Improvements: Full street improvements to city street standards will be required along the property's Siskiyou Boulevard frontage. Plans will need to be provided identifying the establishment of a curb line, and the installation of a seven-foot parkrow planting strip with street trees and a six-foot sidewalk. The plans should detail how the new sidewalk will transition to the existing multi-use path in front of the adjacent Ashlander Apartments, and details provided should include street light installation and provisions for the re-installation of an RVTB bus stop along the property's frontage. (These plans will need to be reviewed and approved by the City of Ashland and the Oregon Department of Transportation (ODOT).)

It should be understood, this issue was discussed during the initial pre-application meetings with both Public Works and Planning Staff. The consensus between all parties was the improvements in this area should be done comprehensively as the existing bike path, meandering pedestrian walkway, and bus shelter space work very well and are part of a larger system that is a character defining element of this section of Siskiyou Boulevard.

As such, considering the previous discussions on this matter and now the late timing of this possibility, the applicant would at least prefer these items be part of a Local Improvement District (as previously agreed to and recorded as part of the 1996 application; PA-96-131) and defer any improvements until they are comprehensively planned and understood for not only this section, but preferably the sections of Siskiyou Boulevard as described above. This is further discussed in the attached addendum document dated August 20, 2008.

Civil Plans: Civil plans for the utility improvements associated with the development of the site will be needed to address to demonstrate adequate capacity. The Public Works/Engineering Division has indicated that a manhole will be needed in place of the catch basin near the existing Siskiyou driveway.

Per our discussion on July 10th and follow-up discussions with Public Works, they have

rescinded this request as there is no question the adjacent infrastructure is available to serve the proposal. Regardless, the applicants project Civil Engineer has completed preliminary utility plans showing the utility line locations and sizes. All of which meet capacity standards for this project. The applicant and agents have also met on a number of occasions with the various utility departments with no indication the infrastructure is at capacity. The applicant is aware of the need for a new manhole near the existing driveway (to be closed) and will provide final engineering details prior to issuance of a building permit and will obtain the necessary right-of-way improvements from the Oregon Department of Transportation prior to initiating work in this area.

Handicapped Parking Space: One disabled person parking space is required, but does not appear to be identified on the plans provided.

This issue is easily solvable considering the application is over-parked by one parking space. The applicant would request this also be a condition of approval of the Planning Action, but it is the applicant's intent to merge two standard spaces into a single handicapped parking space which will resolve this issue.

Refuse Container Screening: Refuse containers or disposal areas are required to be screened; this does not appear to be addressed in the narrative or plan provided. Will individual refuse containers be provided and screened for the individual units, or is a central screened container proposed.

The proposed trash enclosure will be made of block and will be enclosed from the front from a screened gate. All individual units are to have individual cans for recycling and trash service.

In conclusion, the applicant and project team have worked on this project, in consultation with the Planning and Public Work's staff over the past two years. There have been many changes based upon staff's suggestions that the applicant has complied with even though not necessarily seen as a benefit to the site or applicant. These include converting a couple of the standard two-bedroom units to small single bedroom units, opening up the creek corridor near the gazebo, breaking-up the mass of units by creating duplex floor plans instead of tri-plex plans, removing the existing driveway off Siskiyou Boulevard, etc.

The suggestion the application is largely driven by the desire to provide circulation to private garage space is not correct, not fair and not a typical design standard or criteria element the applicant and project team are aware of. In fact, the design of the looped driveway system and private garages is more an attribute of the site's natural features, shape and the City's minimum density standards. In addition, the transportation requirements and Site Design criteria either force the application into considering two-story mass buildings with an open parking lot(s) similar to the Ashlander Apartments to the west or as designed and submitted. The applicant and the applicant's project consultants believe strongly the proposed units will create a positive living environment for the tenants (renters or owners), create a positive streetscape along both Siskiyou

Boulevard and Bellview Drive (oversized front porches and minimal mass), and be respectful to the context of the neighborhood (similar mass and scale as to Bellview Estates Phase I, but less than the Ashlander Apartments). Overall, the applicant desires to put forth a product that is appreciated by the tenants and is sustainable over the projects lifetime.

If procedurally necessary, we look forward to meeting with staff and the Ashland Planning Commission to discuss the positive attributes of the project. If it is determined the application is subject to staff review, we hope the above written responses and our various verbal conversations have better clarified the project and the application can now be deemed complete and acceptable.

Thanks again for your assistance on these matters. If for any reason you have a question, please do not hesitate to contact me at 821-3752 or Steve Asher at 210-3027.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Knox', with a large, sweeping flourish extending to the right.

Mark Knox

REGISTERED

AUG 21 2008

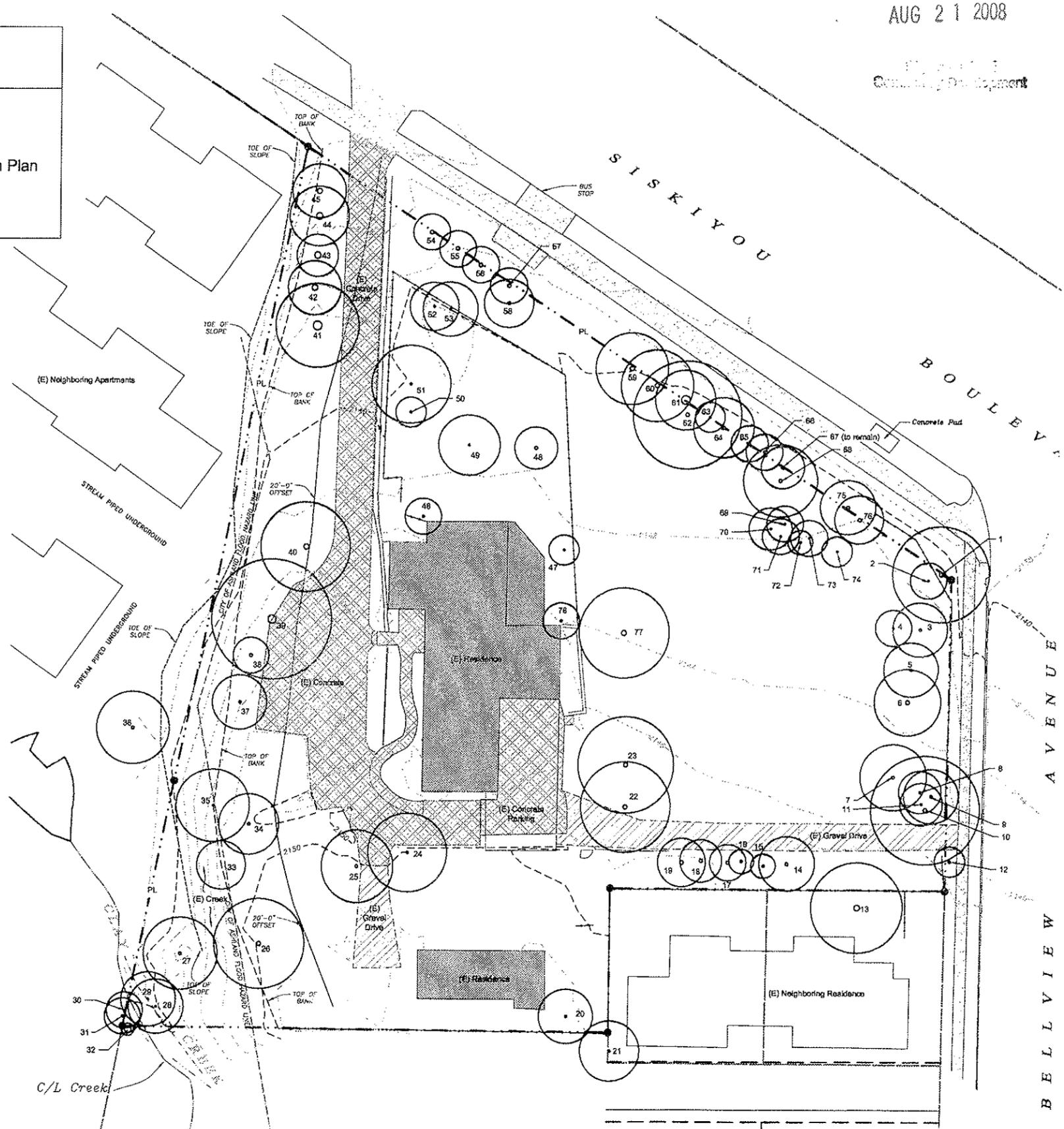
Professional
Landscape Development

SHEET INDEX

- T-1 Existing Site Plan
- S-1 Site Plan
- S-2 Utility Plan
- L-1 Tree Removal and Protection Plan
- L-2 Grading Plan
- L-3 Planting Plan

TREE INVENTORY

Tree #	Species	DBH	Height	Crown Radius	Tree Protection Zone Radius	Relative Tolerance To Construction	Condition	Notes
1	Ulmus pumila	18	30	16	8	good	poor	no top
2	Ulmus pumila	7	30	6	3.5	good	fair	
3	Ulmus pumila	9	28	9	4.5	good	fair	
4	Ulmus pumila	8	23	6	3	good	good	
5	Juglans nigra	8	27	9	6	moderate	good	
6	Codrus atlantica	15	32	11	7.5	good	good	
7	Ulmus pumila	11	32	11	5.5	good	fair	
8	Ulmus pumila	8	30	7	4	good	poor	suppressed topped
9	Ulmus pumila	10	30	9	5	good	fair	under wires
10	Ulmus pumila	15	32	18	7.5	good	fair	leaning
11	Ulmus pumila	8	30	7	4	good	poor	
12	Cedrus	8	-	5	-	-	-	
13	Cupressus glabra	22	45	15	16.5	good	good	neighbors tree
14	Acer negundo	12	27	9	6	good	good	
15	Picea pungens	7	24	4	5.25	moderate	fair	
16	Picea pungens	7	25	4	5.25	moderate	fair	
17	Picea pungens	12	30	6	6	good	good	
18	Pinus ponderosa	12	30	7	6	good	good	
19	Pinus ponderosa	15	32	8	7.5	good	good	
20	Fraxinus latifolia	9	30	8	6.75	moderate	good	neighbors tree
21	Calocedrus decurrens	12	35	10	9	moderate	good	anthracnose
22	Platanus acerifolia	16	41	15	12	good	fair	anthracnose
23	Platanus acerifolia	16	45	18	12	moderate	fair	
24	Robinia pseudoacacia	8	-	13	-	-	-	
25	Fraxinus latifolia	11	47	12	8.25	moderate	poor	
26	Metasequoia glyptostroboides	18	36	15	12	moderate	fair	
27	Populus trichocarpa	32	49	30	40	poor	good	suppressed
28	Alnus rubra	6	38	9	4.5	moderate	fair	suppressed
29	Alnus rubra	6	33	8	4.5	moderate	fair	suppressed
30	Populus trichocarpa	6	30	6	6	poor	fair	
31	Populus trichocarpa	6	30	6	6	poor	good	
32	Populus trichocarpa	26	40	2	32.5	poor	good	
33	Pinus ponderosa	7	28	8	3.5	good	good	
34	Betula pendula	11	31	10	8.25	moderate	good	
35	Robinia pseudoacacia	8	27	7	3	good	fair	
36	Quercus garryana	24	39	21	24	good	poor	1/2 dead
37	Robinia pseudoacacia	10	32	9	6	good	fair	snag
38	Robinia pseudoacacia	12	12	6	6	good	poor	
39	Robinia pseudoacacia	32	38	20	24	good	good	
40	Robinia pseudoacacia	21	33	15	15	good	fair	
41	Sequoiadendron giganteum	36	47	14	27	moderate	good	
42	Sequoiadendron giganteum	23	42	9	17.25	moderate	good	
43	Sequoiadendron giganteum	25	42	7	18.75	moderate	good	
44	Sequoiadendron giganteum	26	41	10	19.5	moderate	good	
45	Sequoiadendron giganteum	21	38	9	15.75	moderate	good	
46	Juniperus monosperma	9	25	6	6.75	moderate	fair	
47	Cupressus sempervirens	7	20	5	3.5	good	good	
48	Picea pungens	12	30	7	6	moderate	good	
49	Malus domestica	7	18	10	3.5	good	good	
50	Cupressus sempervirens	6	20	5	4	good	fair	
51	Catalpa speciosa	13	29	9	9.75	moderate	good	
52	Betula pendula	7	22	6	5.25	moderate	fair	
53	Betula pendula	6	32	9	6	moderate	good	
54	Chamaecyparis lawsoniana	14	27	6	7	good	good	
55	Chamaecyparis lawsoniana	14	35	6	7	good	good	
56	Chamaecyparis lawsoniana	14	28	6	7	good	good	
57	Chamaecyparis lawsoniana	14	22	6	7	good	fair	
58	Pinus ponderosa	11	40	8	5.5	good	good	
59	Chamaecyparis lawsoniana	17	40	12	8.5	good	good	
60	Chamaecyparis lawsoniana	17	40	12	8.5	good	good	
61	Sequoiadendron giganteum	34	60	10	25.5	moderate	good	
62	Platanus acerifolia	14	40	18	10.5	moderate	good	
63	Picea abies	7	30	5	5.25	moderate	poor	dead top
64	Pseudotsuga menziesii	11	28	10	8.25	moderate	poor	dead top
65	Cedrus deodara	7	40	6	3.5	good	fair	
66	Picea abies	7	30	6	5.25	moderate	poor	suppressed
67	Picea abies	11	35	7	8.25	moderate	good	
68	Platanus acerifolia	12	40	12	9	moderate	fair	
69	Pinus ponderosa	6	26	6	3	good	good	
70	Pinus ponderosa	9	35	7	4.5	good	fair	
71	Pinus ponderosa	6	27	6	3	good	good	
72	Pinus ponderosa	7	35	4	3.5	good	good	
73	Pinus ponderosa	6	28	6	3	good	good	
74	Pinus ponderosa	8	27	5	3	good	good	
75	Picea abies	11	35	9	8.25	moderate	good	
76	Pinus nigra	12	34	8	6	good	fair	
77	Liriodendron tulipifera	20	48	15	15	good	good	
78	Juniperus monosperma	10	-	6	-	moderate	-	



Laurie Sager
 AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520



Revision Date:

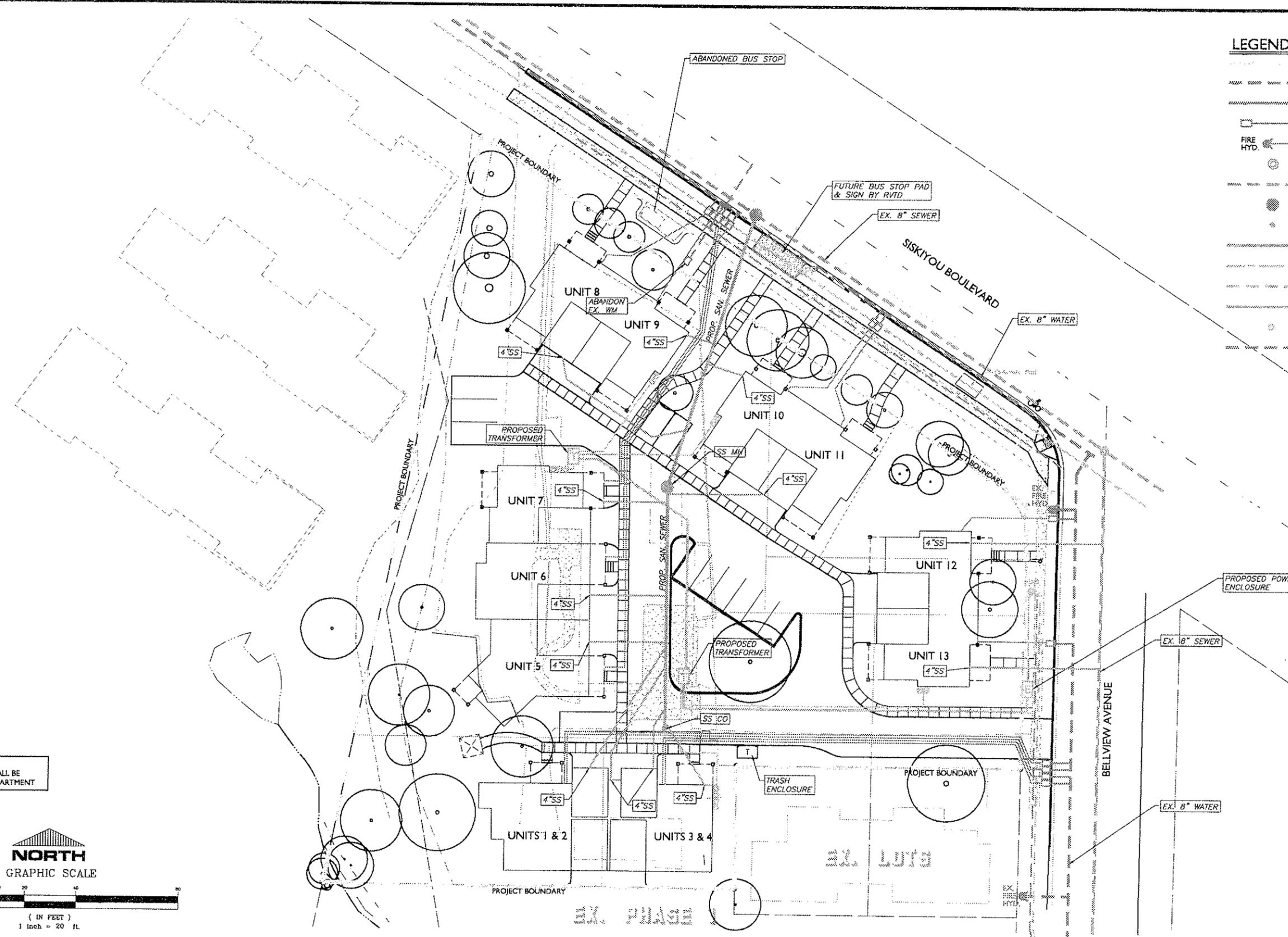
Drawn By:
 WMP
 Scale 1" = 20'-0"

WEST BELLEVUE SUBDIVISION
 2300 SISKIYOU BOULEVARD
 ASHLAND, OREGON

August 20, 2008

LEGEND

	PROJECT BOUNDARY
	EXISTING WATER MAIN
	PROPOSED WATER MAIN
	PROPOSED WATER METER
	PROPOSED FIRE HYDRANT
	EXISTING SEWER MANHOLE
	EXISTING SANITARY SEWER MAIN
	PROPOSED SEWER MANHOLE
	PROPOSED SEWER CLEAN OUT
	PROPOSED SANITARY SEWER MAIN
	EXISTING OVERHEAD POWER
	EXISTING UNDERGROUND POWER
	PROPOSED UNDERGROUND POWER
	PROPOSED HOUSE METER
	EXISTING TELEPHONE
	EXISTING GAS



NOTE:
FINAL FIRE HYDRANT LOCATIONS SHALL BE
APPROVED BY THE ASHLAND FIRE DEPARTMENT

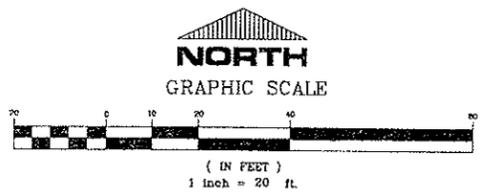


EXHIBIT C.1

CONSTRUCTION ENGINEERING CONSULTANTS
P.O. BOX 1724 • MEDFORD, OREGON 97501
PH. (541) 779-5268 • FAX (541) 779-3139

DRAWN BY: ELS	DATE: 08/08
CHECKED BY: MWK	DATE: 08/08
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

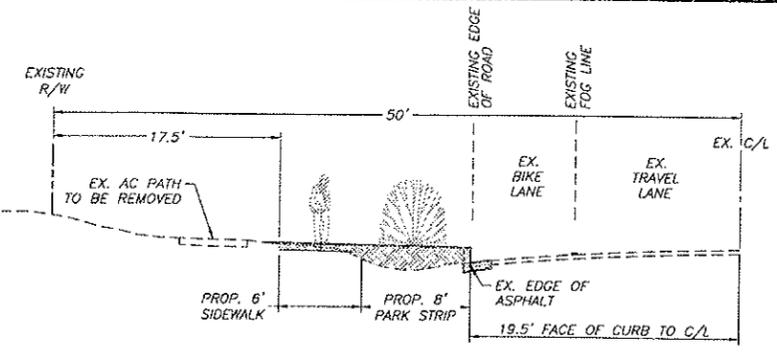
NO.	REVISION	DATE	BY

REGISTERED PROFESSIONAL ENGINEER
15,899SP
OREGON
JULY 21, 1996
PATRICK V. HAYES
EXPIRES 8/30/08

CITY OF ASHLAND
WEST BELLVIEW SUBDIVISION
CONCEPTUAL IMPROVEMENTS

CONCEPTUAL UTILITY PLAN
8/20/08

PROJECT NO.
DRAWING NO.



A CROSS SECTION
SISKIYOU BOULEVARD

- LEGEND**
- PROJECT BOUNDARY
 - EXISTING STORM DRAIN
 - EXISTING CATCH BASIN
 - EXISTING CURB INLET
 - PROPOSED STORM DRAIN *
 - PROPOSED CURB INLET
 - PROPOSED CATCH BASIN
 - PROPOSED STORM CLEAN OUT
 - PROPOSED DRAINAGE FLOWLINE
 - FLOW DIRECTION
- * PROPOSED STORM DRAIN MAINS TO BE SIZED DURING PROJECT DESIGN PHASE

EX. GROUND CONTOURS
CONTOUR INTERVAL = 2'
INDEX INTERVAL = 10'



(IN FEET)
1 inch = 20 ft.

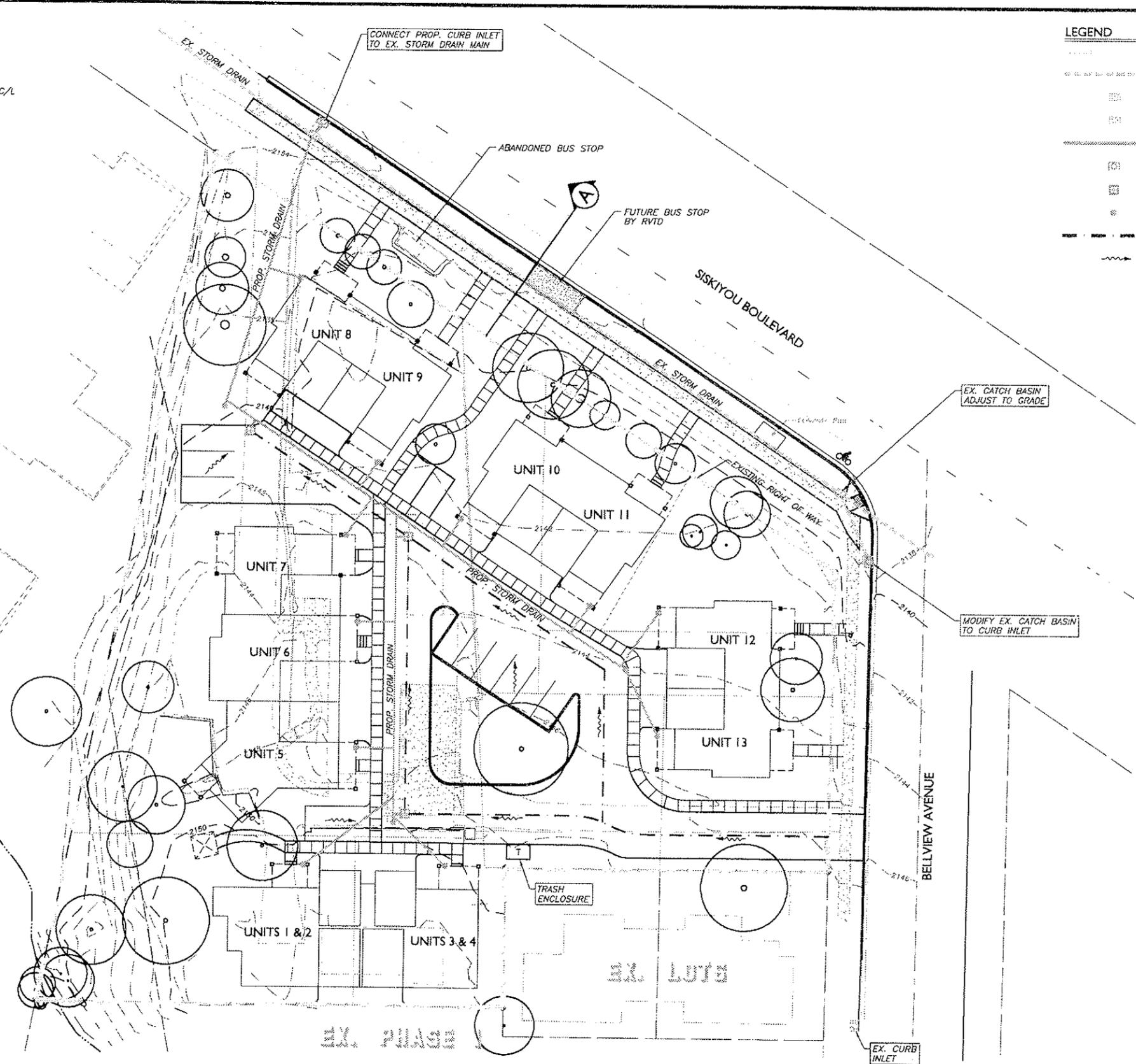


EXHIBIT C.2



P.O. BOX 1724 • MEDFORD, OREGON 97501
PH. (541) 779-5288 • FAX (541) 779-3138

DRAWN BY: ELS	DATE: 08/08
CHECKED BY: MJZ	DATE: 08/08
APPROVED RVS:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:
APPROVED:	DATE:

NO.	REVISION	DATE	BY

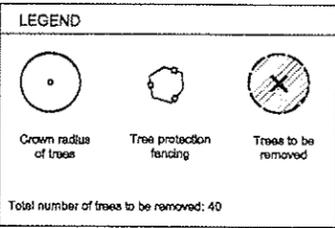
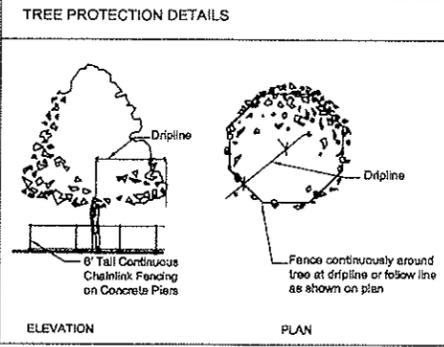


CITY OF ASHLAND
WEST BELLVIEW SUBDIVISION
CONCEPTUAL IMPROVEMENTS

CONCEPTUAL GRADING & DRAINAGE PLAN
8/20/08

PROJECT NO.
DRAWING NO.

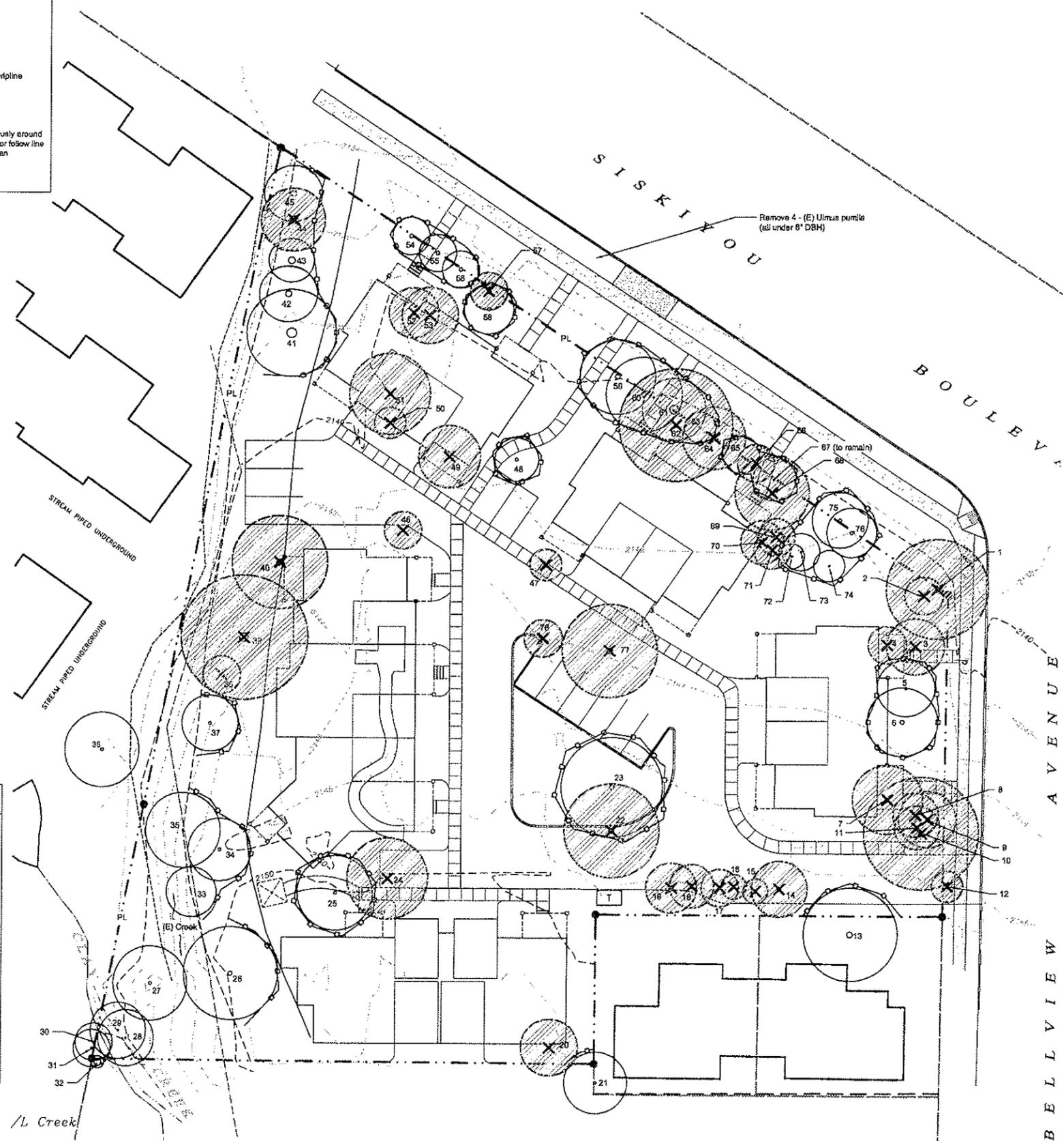
TREE INVENTORY									
*Trees in italics are to be removed									
Tree #	Species	DBH	Height	Crown Radius	Tree Protection Zone Radius	Relative Tolerance To Construction	Condition	Notes	
1	<i>Ulmus pumila</i>	16	30	16	8	good	poor	no top	
2	<i>Ulmus pumila</i>	7	30	8	4.5	good	fair		
3	<i>Ulmus pumila</i>	8	26	8	4.5	good	fair		
4	<i>Ulmus pumila</i>	8	23	8	3	good	fair		
5	<i>Juglans nigra</i>	8	27	9	6	moderate	good		
6	<i>Cedrus atlantica</i>	15	32	11	7.5	good	good		
7	<i>Ulmus pumila</i>	11	32	11	6.5	good	fair		
8	<i>Ulmus pumila</i>	8	30	7	4	good	poor	suppressed	
9	<i>Ulmus pumila</i>	10	30	9	5	good	poor	topped	
10	<i>Ulmus pumila</i>	15	32	18	7.5	good	fair	under wires	
11	<i>Ulmus pumila</i>	8	30	7	4	good	poor	leaning	
12	<i>Cedrus</i>	8	5	5	-	good	good		
13	<i>Cupressus glabra</i>	22	45	15	18.5	good	good	neighbors tree	
14	<i>Acer negundo</i>	12	27	8	8	good	good		
15	<i>Picea pungens</i>	7	24	4	5.25	moderate	fair		
16	<i>Picea pungens</i>	7	25	4	5.25	moderate	fair		
17	<i>Picea pungens</i>	12	30	6	6	good	good		
18	<i>Pinus ponderosa</i>	12	30	7	6	good	good		
19	<i>Pinus ponderosa</i>	15	32	8	7.5	good	good		
20	<i>Fraxinus latifolia</i>	9	30	8	8.75	moderate	good		
21	<i>Cercocarpus occidentalis</i>	12	35	10	9	moderate	good	neighbors tree	
22	<i>Platanus acerifolia</i>	18	41	15	12	good	fair	anthracnose	
23	<i>Platanus acerifolia</i>	18	45	18	12	moderate	fair	anthracnose	
24	<i>Robinia pseudoacacia</i>	8	-	13	-	good	good		
25	<i>Fraxinus latifolia</i>	11	47	12	8.25	good	fair		
26	<i>Melastochloa glyptostroboides</i>	18	38	15	12	moderate	good		
27	<i>Populus trichocarpa</i>	32	49	30	40	poor	good		
28	<i>Alnus rubra</i>	6	36	8	4.5	moderate	poor	suppressed	
29	<i>Alnus rubra</i>	6	33	8	4.5	moderate	poor	suppressed	
30	<i>Populus trichocarpa</i>	6	30	8	6	poor	fair		
31	<i>Populus trichocarpa</i>	6	30	8	6	poor	fair		
32	<i>Populus trichocarpa</i>	26	49	2	32.5	poor	good		
33	<i>Pinus ponderosa</i>	7	28	8	3.5	good	good		
34	<i>Betula pendula</i>	11	31	10	8.25	moderate	good		
35	<i>Robinia pseudoacacia</i>	6	27	7	3	good	fair		
36	<i>Quercus garryana</i>	24	38	21	24	good	poor	1/2 dead	
37	<i>Robinia pseudoacacia</i>	10	32	9	6	good	poor		
38	<i>Robinia pseudoacacia</i>	12	12	6	6	good	poor	snag	
39	<i>Robinia pseudoacacia</i>	32	38	20	24	good	poor	structurally unsound	
40	<i>Robinia pseudoacacia</i>	21	33	15	15	good	poor		
41	<i>Sequoiadendron giganteum</i>	35	47	14	27	moderate	good		
42	<i>Sequoiadendron giganteum</i>	23	42	9	17.25	moderate	good		
43	<i>Sequoiadendron giganteum</i>	25	42	7	18.75	moderate	good		
44	<i>Sequoiadendron giganteum</i>	28	41	10	19.5	moderate	fair		
45	<i>Sequoiadendron giganteum</i>	21	38	9	15.75	moderate	good		
46	<i>Juniperus monosperma</i>	9	26	8	6.75	moderate	good		
47	<i>Cupressus sempervirens</i>	7	20	5	3.5	good	good		
48	<i>Picea pungens</i>	12	30	7	9	moderate	good		
49	<i>Milvus domestica</i>	7	19	10	3.5	good	good		
50	<i>Cupressus sempervirens</i>	8	20	5	4	good	good		
51	<i>Catalpa speciosa</i>	13	28	9	9.75	moderate	good		
52	<i>Betula pendula</i>	7	22	8	5.25	moderate	good		
53	<i>Betula pendula</i>	6	32	9	6	moderate	good		
54	<i>Chamaecyparis lawsoniana</i>	14	27	6	7	good	good		
55	<i>Chamaecyparis lawsoniana</i>	14	35	8	7	good	good		
56	<i>Chamaecyparis lawsoniana</i>	14	28	8	7	good	good		
57	<i>Chamaecyparis lawsoniana</i>	14	22	8	7	good	fair		
58	<i>Pinus ponderosa</i>	11	40	8	5.5	good	good		
59	<i>Chamaecyparis lawsoniana</i>	17	40	12	8.5	good	good		
60	<i>Chamaecyparis lawsoniana</i>	17	40	12	8.5	good	good		
61	<i>Sequoiadendron giganteum</i>	34	80	10	25.5	moderate	good		
62	<i>Platanus acerifolia</i>	14	40	18	10.5	moderate	good		
63	<i>Pinus abies</i>	7	30	5	5.25	moderate	good		
64	<i>Pseudotsuga menziesii</i>	11	28	10	6.25	moderate	good		
65	<i>Cedrus deodara</i>	7	40	8	3.5	good	poor	dead top	
66	<i>Pinus abies</i>	7	30	8	5.25	moderate	poor	suppressed	
67	<i>Pinus abies</i>	11	35	7	8.25	moderate	good		
68	<i>Platanus acerifolia</i>	12	40	12	9	moderate	good		
69	<i>Pinus ponderosa</i>	8	28	5	3	good	good		
70	<i>Pinus ponderosa</i>	6	35	7	4.5	good	good		
71	<i>Pinus ponderosa</i>	8	27	6	3	good	good		
72	<i>Pinus ponderosa</i>	7	35	4	3.5	good	good		
73	<i>Pinus ponderosa</i>	6	28	6	3	good	good		
74	<i>Pinus ponderosa</i>	6	27	5	3	good	good		
75	<i>Pinus abies</i>	11	35	8	8.25	moderate	good		
76	<i>Pinus nigra</i>	12	34	8	8	good	good		
77	<i>Liriodendron tulipifera</i>	20	48	15	15	good	good		
78	<i>Juniperus monosperma</i>	10	-	8	-	moderate	good		



TREE PROTECTION and SITE CLEARING NOTES

*Any proposed utility line through tree protection zones shall be hand trenched - follow Tree Protection Notes.

1. Install tree protection fencing prior to start of construction.
2. Landscape adjacent to the project area shall be protected from damage. No storage of equipment or materials shall occur within drip lines of trees to be preserved which are those identified on this plan.
3. Trees that are shown to remain shall be protected with fencing as shown in Detail. Fencing shall be 6' tall temporary chain link panels installed with metal connections so that all panels are integrated, those fences shall be installed so that they do not allow passage of pedestrians and/or vehicles through it.
4. Exceptions to the tree protection specifications may only be granted with written approval from owner's representative.
5. Work within drip line of trees to remain may require disturbance of tree protection fences. Contractor shall obtain authorization from owner's representative prior to moving fence. Contractor shall remove the fence temporarily to complete work, and replace it at the end of each work day. No storage of equipment or materials shall occur within drip line of trees. After the proposed work within drip line is completed, fencing shall be reinstalled. Note: Where protection fencing overlaps proposed construction, the following measures shall be followed:
 - a) Hand dig to required depth of final work.
 - b) Roots under 2" in diameter may be hand cut at a 90° angle and packed with moist soil.
 - c) Where roots greater than 2" in diameter are encountered, contractor shall notify Landscape Architect or arborist for direction.
6. Do not raise the soil level within the drip lines of existing trees.
7. Trees to be preserved shall be deep watered throughout construction period as necessary.
8. Inspection Schedule:
 - a) Fencing locations and installation technique shall be inspected and approved by owner's representative before demolition or rough grading begins.
 - b) Routine inspections of fencing and site conditions will occur randomly during construction. Work shall cease if fencing is damaged or moved without prior approval from owner's representative.
 - c) Inspection will occur upon completion of project to determine condition of trees post construction.
9. Tree(s) to be removed that have branches extending into the canopy of tree(s) to remain must be removed by a qualified arborist and not by demolition or construction contractors. The qualified arborist shall remove the tree in a manner that causes no damage to the tree(s) and under study to remain.
10. Any brush clearing required within the tree protection zone shall be accomplished with hand-operated equipment.
11. Trees to be removed shall be felled so as to fall away from tree protection zones and to avoid pulling and breaking of roots of trees to remain. If roots are entwined, the consultant requires to first sever the major woody root mass before extracting the trees. This may be accomplished by cutting through the roots by hand, with a vibrating knife, rock saw, narrow brancher with sharp blades, or other approved root-pruning equipment.
12. Trees to be removed from within the tree protection zone shall be removed by a qualified arborist. The trees shall be cut near ground level and the stump ground out.
13. All downed brush and trees shall be removed from the tree protection zone either by hand or with equipment sitting outside the tree protection zone. Extraction shall occur by lifting the material out, not by skidding it across the ground.
14. Brush shall be chipped and placed in the tree protection zone to a depth of 6 inches.
15. Structures and underground features to be removed within the tree protection zone shall use the smallest equipment possible and operate from outside the tree protection zone. The consultant shall be on site during all operations within the tree protection zone to monitor demolition activity.
16. A six-foot tall chain link fence with concrete piers shall be erected to enclose the tree protection zone.
17. Any damage to trees due to construction activities shall be reported to the consulting arborist within six hours so that remedial action can be taken. Timeliness is critical to tree health.
18. If temporary haul or access roads must pass over the root area of trees to be retained, a method of 6 inches of mulch or gravel shall be created to protect the soil. The roadbed material shall be replenished as necessary to maintain a 6-inch depth.



Laurie Sager
AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520



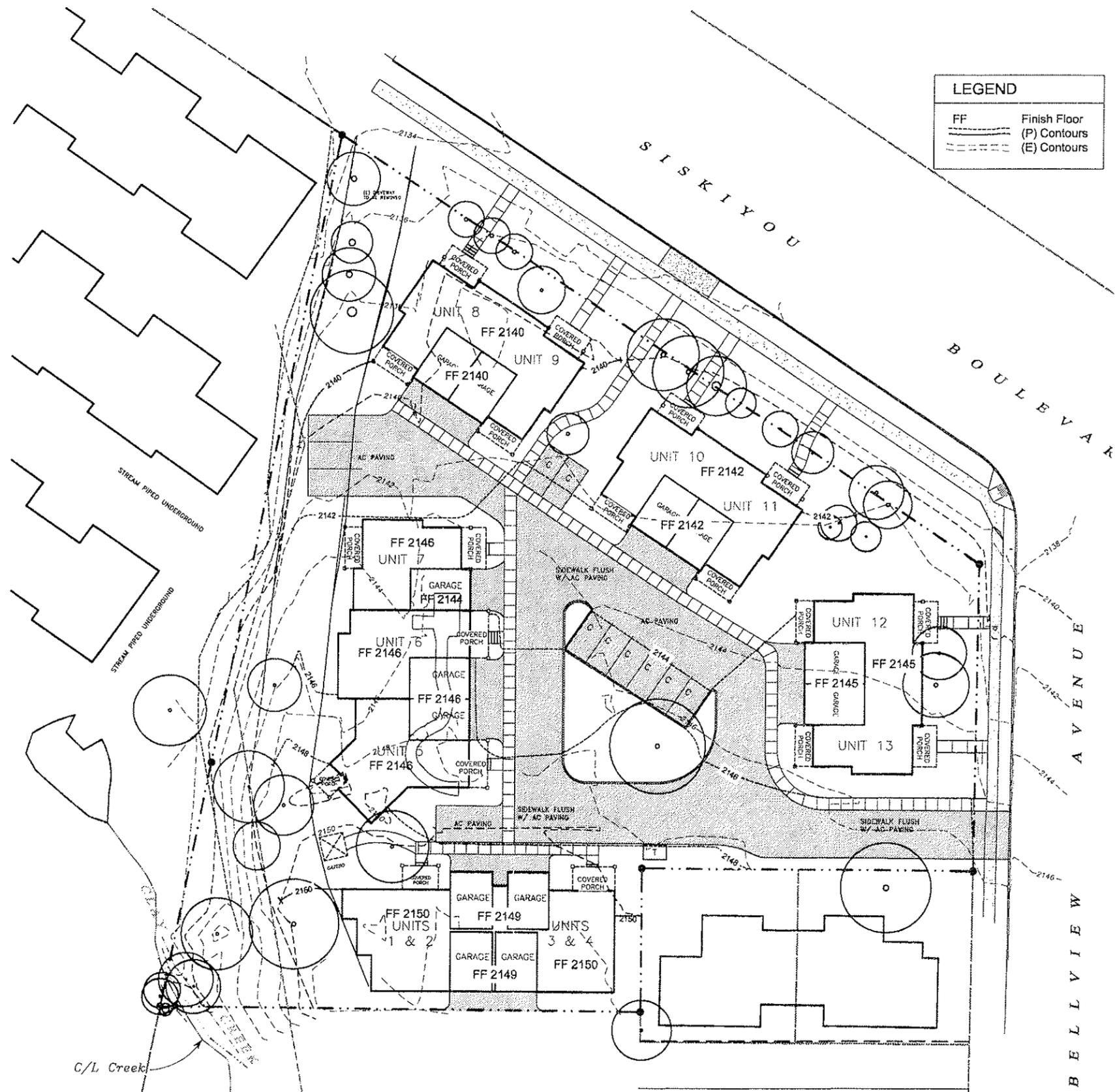
Revision Date:
 July 28, 2008

Drawn By:
 WMP

Scale 1" = 20'-0"

WEST BELLEVUE SUBDIVISION
 2,300 SISKIYOU BOULEVARD
 ASHLAND, OREGON

August 20, 2008



LEGEND	
FF	Finish Floor
(P)	Contours
(E)	Contours

Laurie Sager
 AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520



Revision Date:

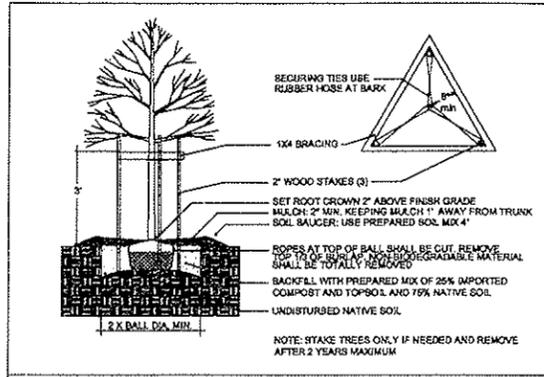
Drawn By:
 ICS
 Scale 1" = 20'-0"

WEST BELLVIEW SUBDIVISION
 2300 SISKIYOU BOULEVARD
 ASHLAND, OREGON

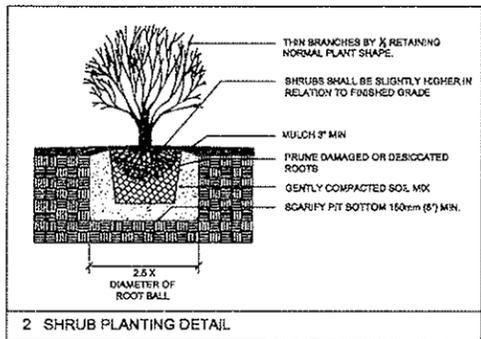
August 20, 2008

NOTES

1. Place 6" compost/topsoil blend in all proposed tree and shrub planting areas.
2. Compost/topsoil blend from Crater Sand and Gravel.
3. Install soil in 3" lifts and tamp thoroughly to blend w/ existing soil - except within drip-line of existing trees.
4. Plant all trees and shrubs per Detail 1 & 2.
5. Mulch planting areas after installation of plant material with 3" of dark mulch, or equal.
6. Provide temporary fencing to all proposed trees to protect from deer. Remove after 1 year.



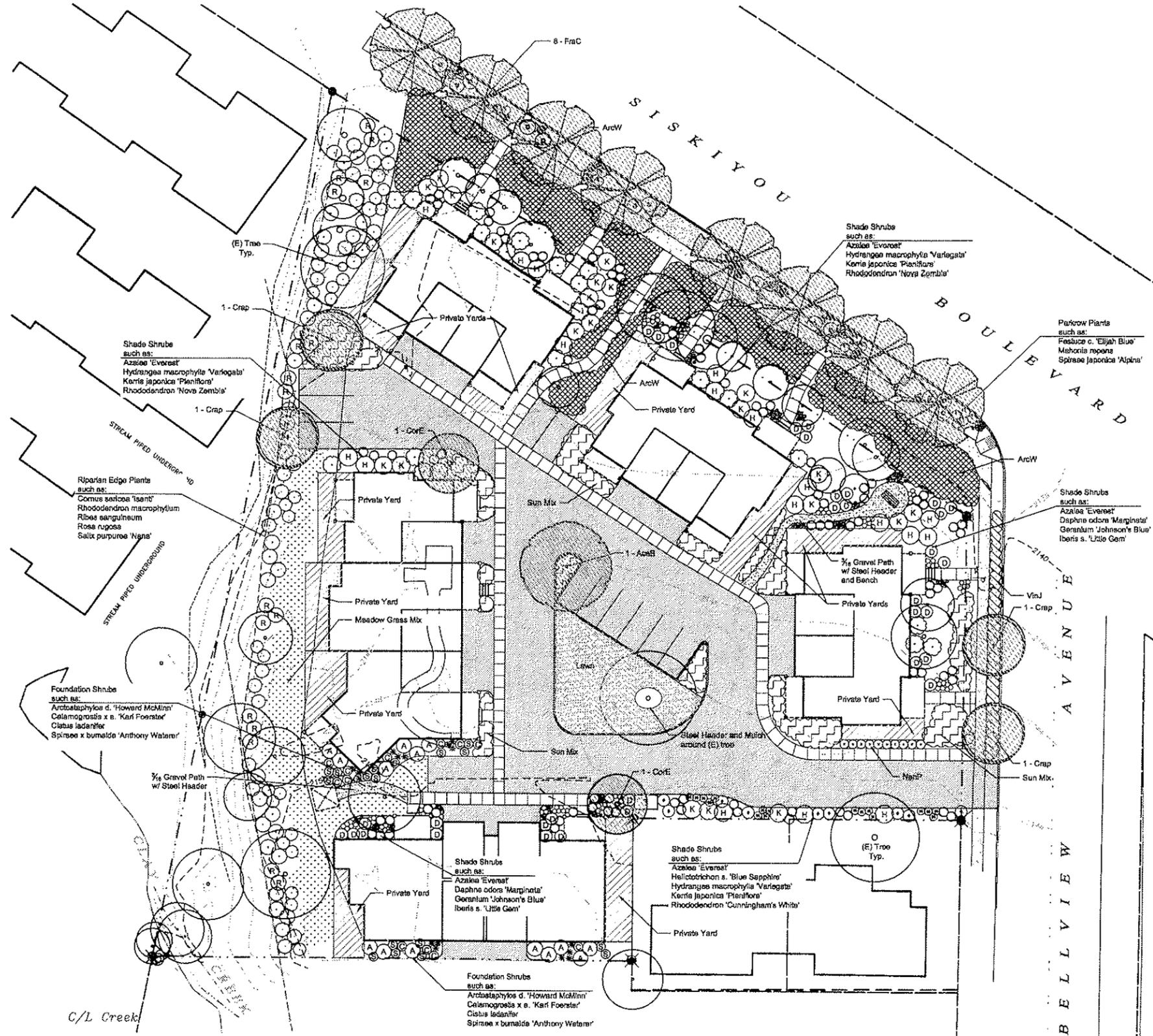
1 TREE PLANTING DETAIL



2 SHRUB PLANTING DETAIL

PLANT LEGEND

Symbol	Scientific Name	Common Name	Size
AceB	Acer rubrum 'Brandywine'	Brandywine Maple	1 1/2' cal
ArcH	Arctostaphylos d. 'Howard McMinn'	Howard McMinn Menzantea	5 gal
AzeE	Azalea 'Everest'	Everest Azalea	5 gal
CalK	Calamagrostis x s. 'Karl Foerster'	Foerster's Feather Reed Grass	1 gal
CisL	Cistus ladanifer	Crimson-Spot Rockrose	5 gal
CorE	Cornus 'Eddie's White Wonder'	Eddie's White Wonder Dogwood	1 1/2' cal
CorI	Cornus sericea 'Isanti'	Isanti Red-Osier Dogwood	5 gal
Crap	Crataegus phaenopynum	Washington Hawthorn	1 1/2' cal
DapM	Daphne odora 'Marginata'	Winter Daphne	5 gal
FesE	Festuca c. 'Elijah Blue'	Elijah Blue Fescue	1 gal
FmC	Fraxinus pennsylvanica 'Cinnamon'	Cinnamon Ash	1 1/2' cal
GerJ	Geranium 'Johnson's Blue'	Johnson's Blue Cranesbill	1 gal
HelS	Helictotrichon s. 'Sapphire'	Sapphire Blue Cat Grass	1 gal
HydV	Hydrangea macrophylla 'Variegata'	Variegated Big-Leaf Hydrangea	5 gal
IbeL	Iberis s. 'Little Gem'	Little Gem Candytuft	1 gal
KerJ	Kerria japonica 'Pleniflora'	Double Flowered Kerria	1 gal
MahR	Mahonia repens	Climbing Mahonia	1 gal
NanP	Nandina 'Plum Passion'	Plum Passion Heavenly Bamboo	5 gal
RhoC	Rhododendron x 'Cunningham's White'	Cunningham's White Rhododendron	5 gal
RhoM	Rhododendron macrophyllum	Western Rhododendron	5 gal
RhoN	Rhododendron 'Nova Zembla'	Nova Zembla Rhododendron	5 gal
RibR	Ribes sanguineum	Red Flowering Currant	5 gal
RoaR	Rosa rugosa	Japanese Rose	5 gal
SalW	Salix purpurea 'Nana'	Dwarf Alaska Blue Willow	5 gal
SpW	Spirea x bumalda 'Anthony Waterer'	Anthony Waterer Spirea	5 gal
SpA	Spirea j. 'Alpine'	Daphne Spirea	5 gal
[Symbol]	Arctostaphylos u. 'Wood's Compact'	Wood's Compact Kinnikinnick	1 gal
[Symbol]	Vince minor 'Jekyll's White'	Jekyll's White Common Periwinkle	1 gal
[Symbol]	Meadow Grass Mix	Seed Mix per LA	
[Symbol]	Lawn	Sod	
[Symbol]	Sun Mix:		
[Symbol]	Erica c. 'Springwood'	Springwood Heath	1 gal
[Symbol]	Erysimum 'Bowles Mauve'	Bowles Mauve Wallflower	1 gal
[Symbol]	Ilex glabra 'Compacta'	Compact Inkberry	5 gal
[Symbol]	Rosmarinus 'Tuscan Blue'	Tuscan Blue Rosemary	2 gal



Laurie Sager
 AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520



Revision Date:

Drawn By:
 WMP
 Scale 1" = 20'-0"

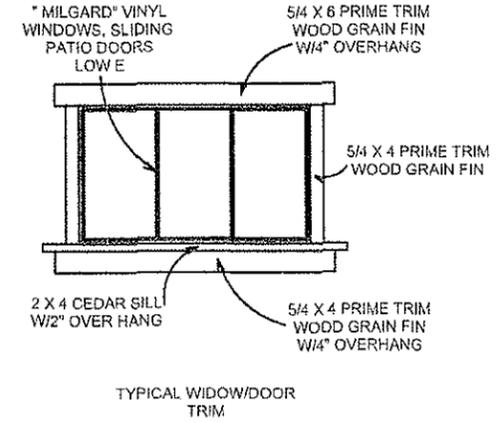
WEST BELLEVUE SUBDIVISION
 2300 SISKIYOU BOULEVARD
 ASHLAND, OREGON

August 20, 2008

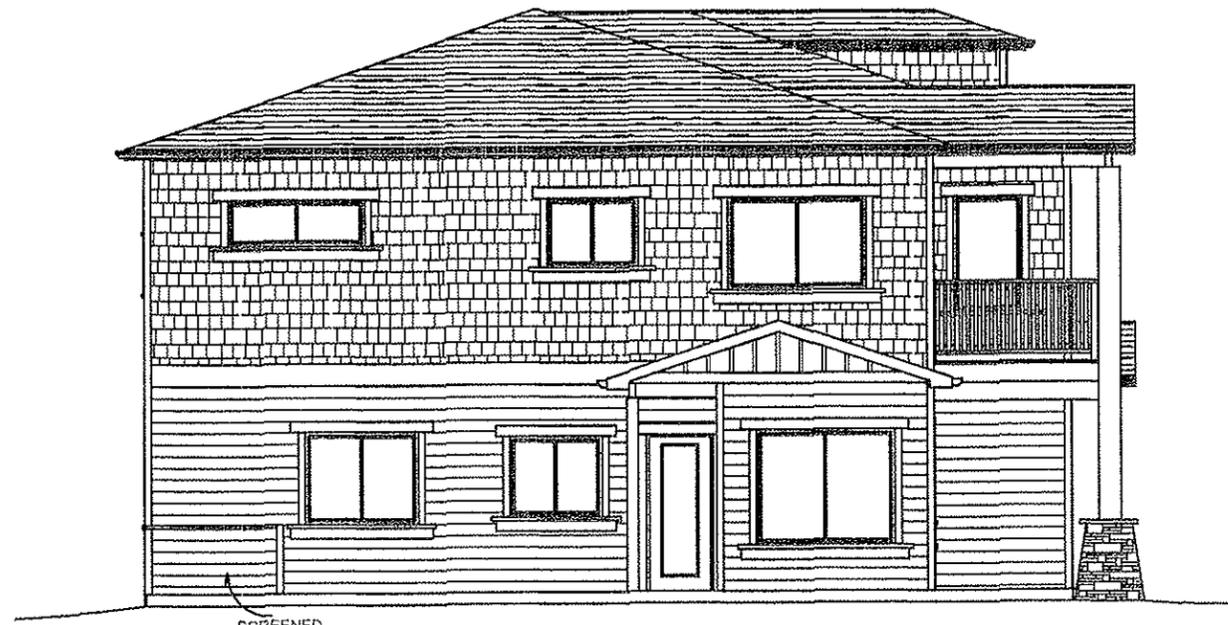
NOTES:



NORTH ELEVATION



TYPICAL WINDOW/DOOR TRIM



UNIT #3 & #4
EAST ELEVATION

UNITS #1, 2, 3 & 4
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
ELEVATIONS

AS NOTED
SCALE: 1/4" = 1'

FILE:
ASHER-BELLVIEW

DRAWN BY: JWT	DATE: 6/05/08
CHECKED BY:	DATE:

SHEET 3 OF 4

PROJECT:
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

CUSTOMER:
ASHER HOMES
P.O. BOX 3459
ASHLAND OR 97520
541-482-5375
CCB#56025

RECEIVED

JUN 6 2008

Design Residential

Design Residential, Inc.
P.O. Box 8062
Medford, OR 97501
541-805-3956 / fax 505-6112
www.designresidential.biz

NOTES:



UNITS #1 AND #2

UNITS #3 AND #4

SOUTH ELEVATION



SCREENED MECH

UNIT #3 & #4
EAST ELEVATION

RECEIVED
JUN 6 2008

UNITS #1, 2, 3 & 4
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
ELEVATIONS

AS NOTED
SCALE: 1/4" = 1'

FILE:
ASHER-BELLVIEW

DRAWN BY: JWT	DATE: 6/05/08
CHECKED BY:	DATE:

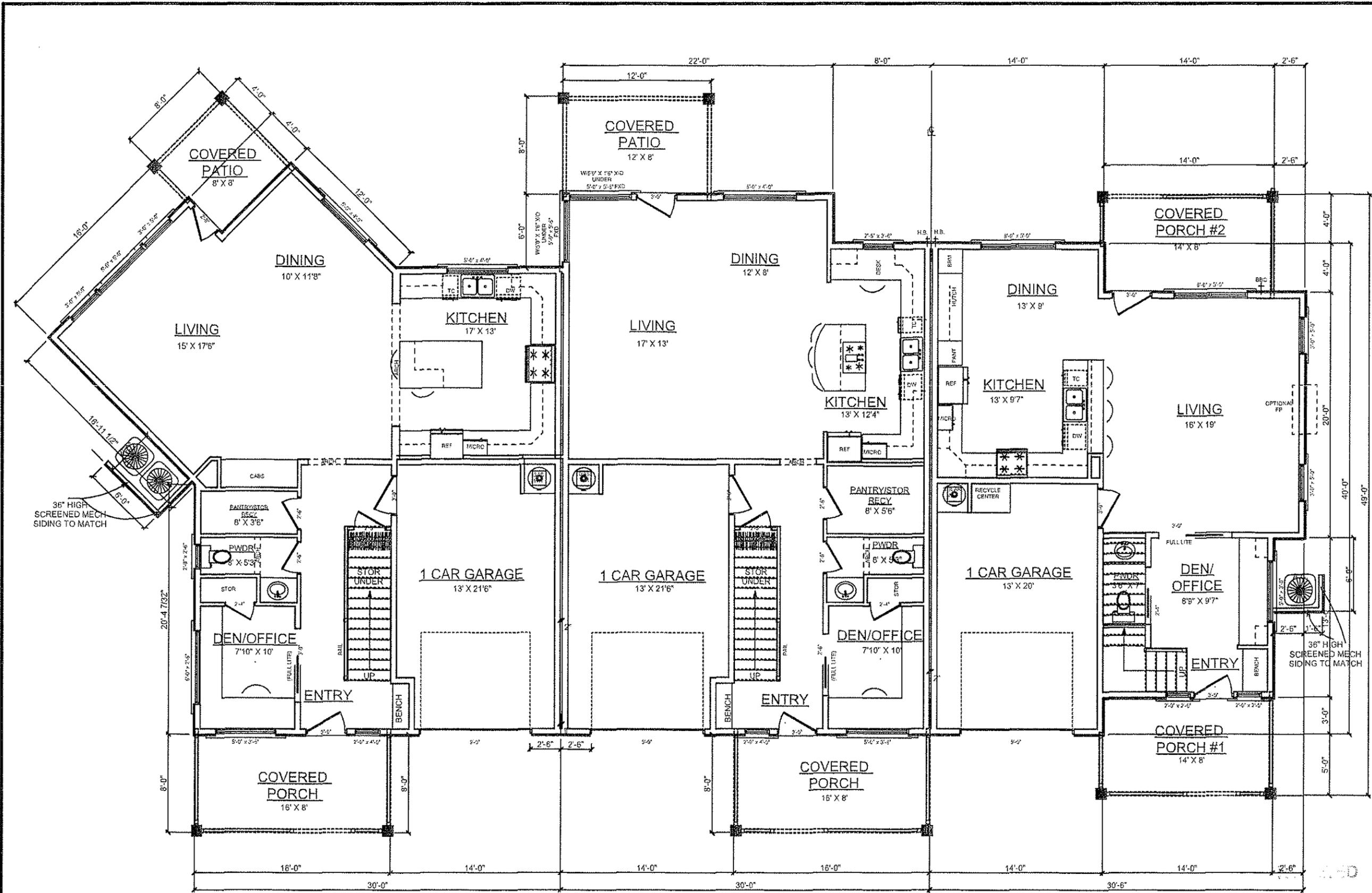
SHEET 4 OF 4

PROJECT:
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

CUSTOMER:
ASHER HOMES
P.O. BOX 3459
ASHLAND OR 97520
541-482-5375
CCB#56025

 design residential
Home design that inspires
Design Residential, Inc.
P.O. Box 8062
Medford, OR 97501
541-689-3056 / fax: 508-0112
www.designresidential.biz

NOTES:



UNITS #5, 6 & 7
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

REV.	DATE:	REV.	DATE:
TITLE: MAIN FLOOR PLAN			
AS NOTED SCALE: 1/4" = 1'			
FILE: ASHER-BELLVIEW			
DRAWN BY:	DATE:		
JWT	6/05/08		
CHECKED BY:	DATE:		
SHEET 1 OF 4			

PROJECT:
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

CUSTOMER:
 ASHER HOMES
 P.O. BOX 3459
 ASHLAND OR 97520
 541-482-5375
 CCB#56025

UNIT #5
 MAIN FLOOR
 1058 SQ. FT.-LIVING
 289 SQ. FT.-GARAGE

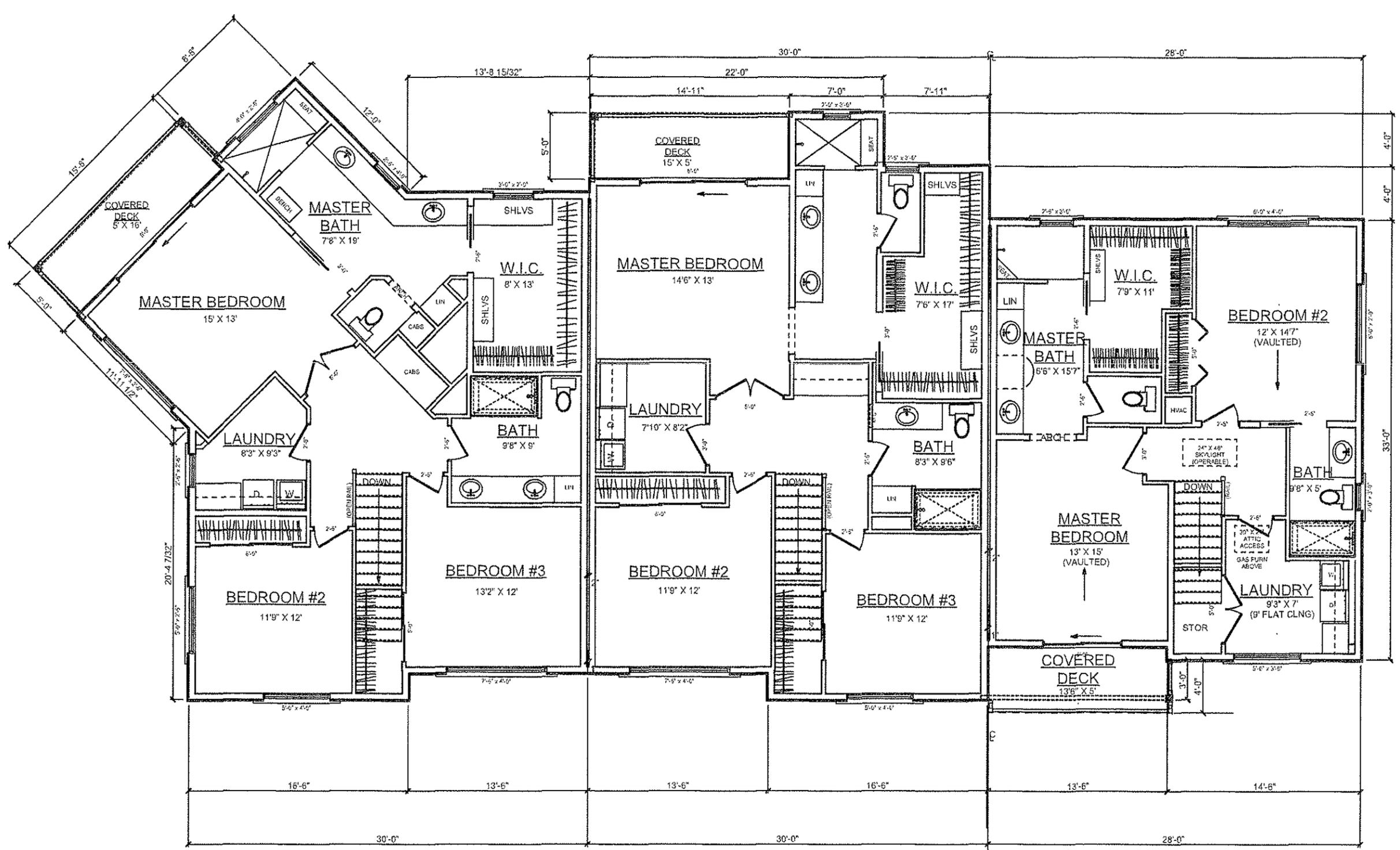
UNIT #6
 MAIN FLOOR
 996 SQ. FT.-LIVING
 289 SQ. FT.-GARAGE

UNIT #7
 MAIN FLOOR
 792 SQ. FT.-LIVING
 277 SQ. FT.-GARAGE

JUN 6 2008



NOTES:



UNIT #5
UPPER FLOOR
1328 SQ. FT.-LIVING

UNIT #6
UPPER FLOOR
1255 SQ. FT.-LIVING

UNIT #7
UPPER FLOOR
894 SQ. FT.-LIVING

REVISED

JUN 6 2008

UNITS #5, 6 & 7
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
UPPER
FLOOR PLAN
AS NOTED
SCALE: 1/4" = 1'

FILE:
ASHER-BELLVIEW
DRAWN BY: DATE:
JWT 6/05/08
CHECKED BY: DATE:

SHEET 2 OF 4

PROJECT:
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

CUSTOMER:
ASHER HOMES
P.O. BOX 3459
ASHLAND OR 97520
541-482-5375
CCB#56025

design residential
home design that inspires
Design Residential, Inc.
P.O. Box 8062
Medford, OR 97501
541-608-3956 / fax: 505-0112
www.designresidential.biz

NOTES:

UNITS #5, 6 & 7
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
ELEVATIONS

AS NOTED
SCALE: 1/4" = 1'

FILE:
ASHER-BELLVIEW

DRAWN BY: DATE:

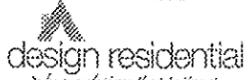
JWT 6/05/08

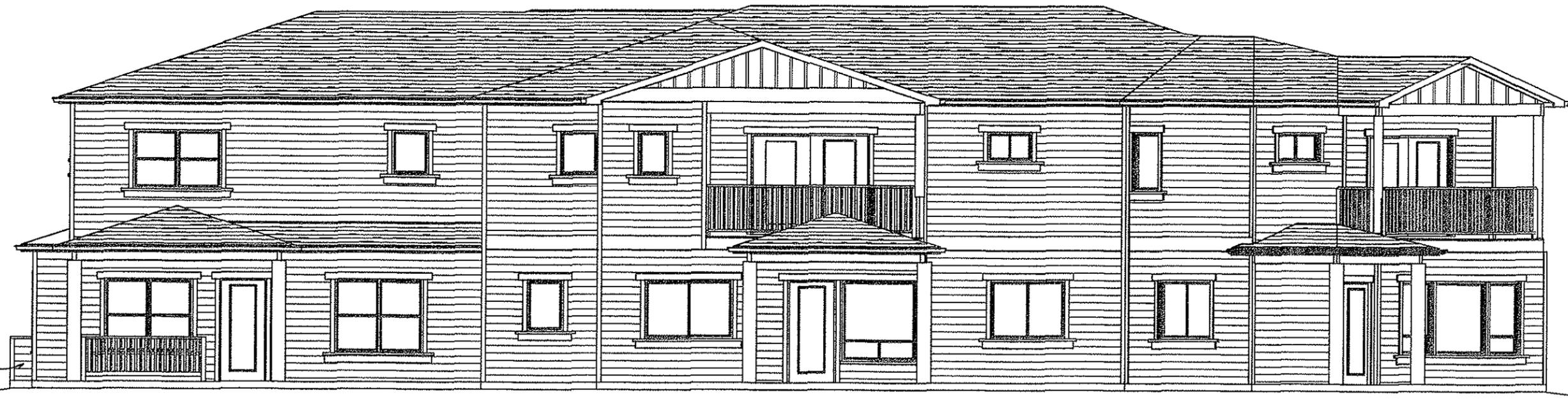
CHECKED BY: DATE:

SHEET 4 OF 4

PROJECT:
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

CUSTOMER:
ASHER HOMES
P.O. BOX 3459
ASHLAND OR 97520
541-482-5375
CCB#56025


Home design that inspires
 Design Residential, Inc.
 P.O. Box 8062
 Medford, OR 97501
 541-608-3956 / fax: 608-0112
 www.designresidential.biz

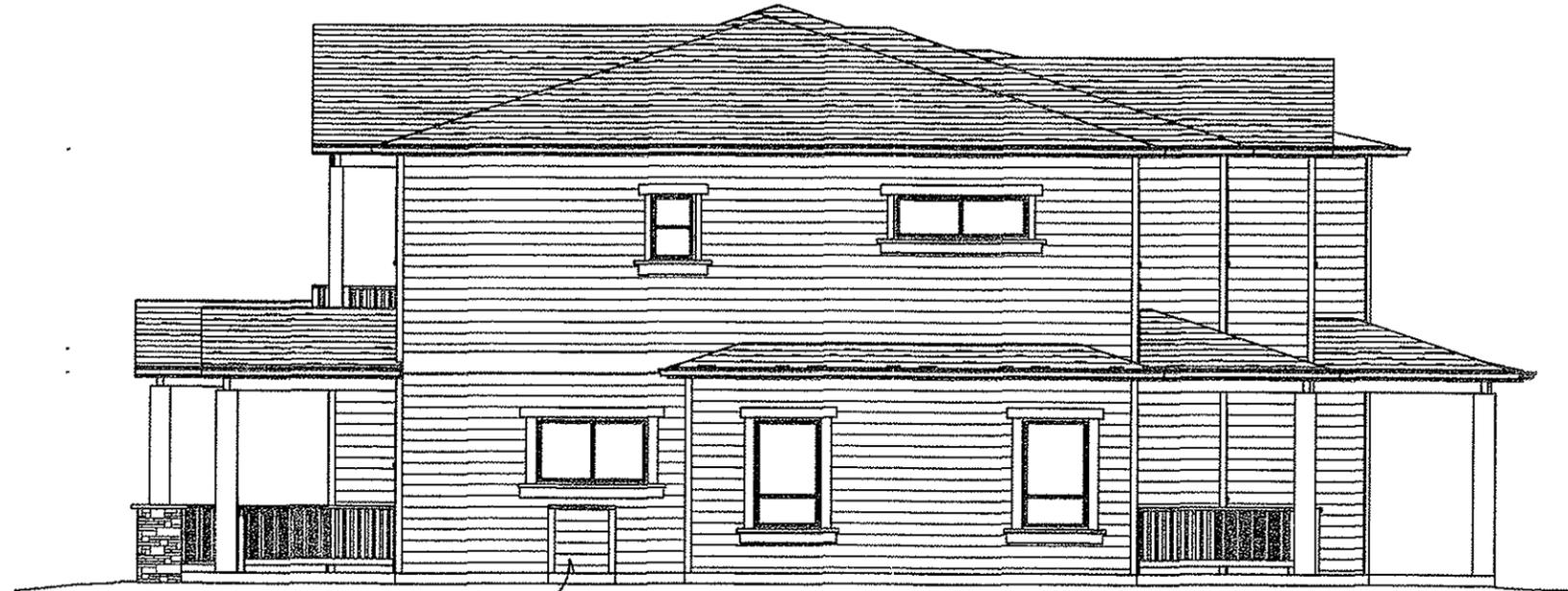


UNIT #7

UNIT #6

UNIT #5

WEST ELEVATION



UNIT # 7

NORTH ELEVATION

6/10/08

JUN 6 2008

Design Residential
Customer Agreement

SCREENED
MECH

SCREENED
MECH

12
4 TYP

HARDIPLANK
SHINGLE SIDING

30 ARCH-COMP
ROOFING
COLOR: "WEATHERED WOOD"
TYP

12" OVERHANG
TYP

OUTSIDE CORNER TRIM
5/4 X 6 PRIME TRIM
WOOD GRAIN FIN
TYP

BUILDING
HEIGHT

23'-0"

9'-0"

1'-0 3/4"

9'-0"

NOTES:

UNITS #5, 6 & 7
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
ELEVATIONS

AS NOTED
SCALE: 1/4" = 1'

FILE:
ASHER-BELLVIEW

DRAWN BY: JWT	DATE: 6/05/08
CHECKED BY:	DATE:

SHEET 3 OF 4

PROJECT:
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

CUSTOMER:
ASHER HOMES
P.O. BOX 3459
ASHLAND OR 97520
541-482-5375
CCB#56025

design residential
7 hours design that inspires
Design Residential, Inc.
P.O. Box 8062
Medford, OR 97501
541-662-3955 / fax: 609-0112
www.designresidential.biz



SCREENED
MECH

UNIT #5

SMART PANEL
BACK W/2 1/4 X 4/4
PRIME TRIM
WOOD GRAIN FIN BATS, 12"
SEPERATION

UNIT #6

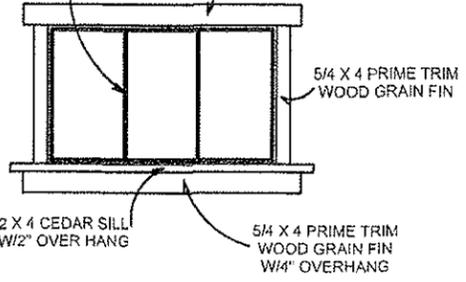
1" MILGARD" VINYL
WINDOWS, SLIDING
PATIO DOORS
LOW E

5/4 X 6 PRIME TRIM
WOOD GRAIN FIN
W/4" OVERHANG

UNIT #7

7" REVEAL
HARDIPLANK SIDING

EAST ELEVATION

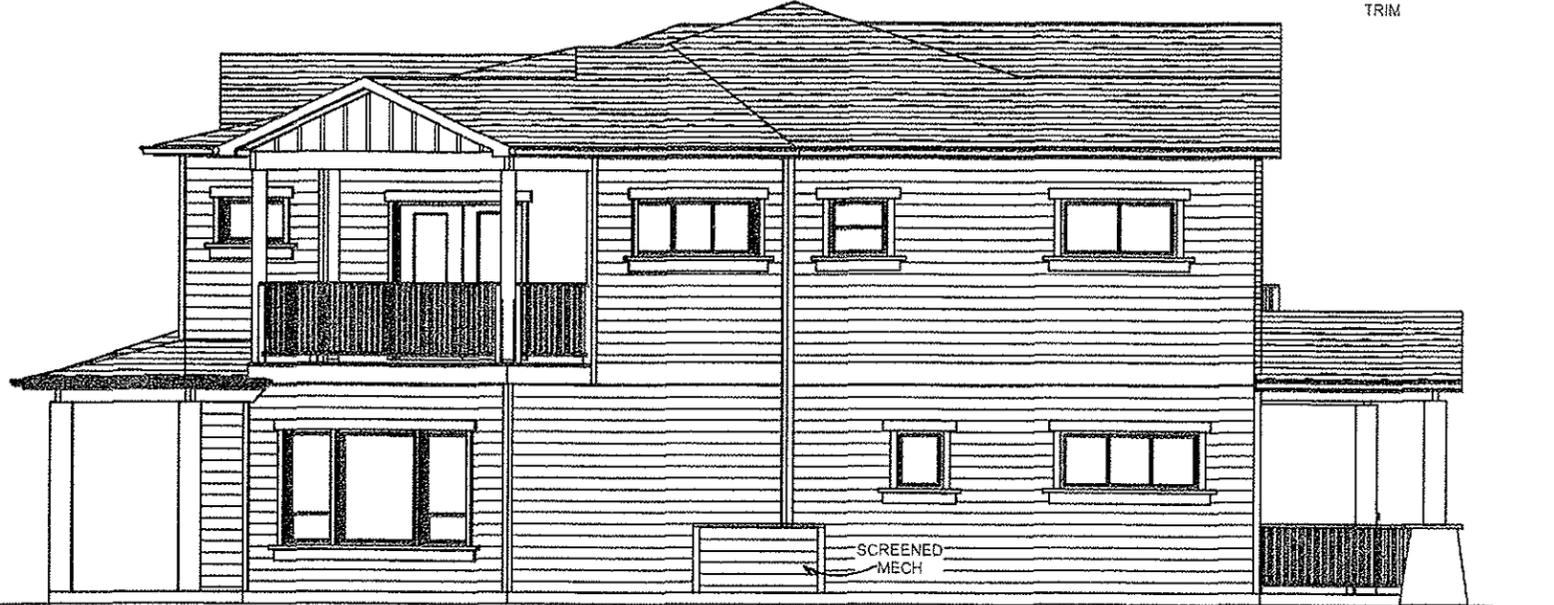


2 X 4 CEDAR SILL
W/2" OVER HANG

5/4 X 4 PRIME TRIM
WOOD GRAIN FIN

TYPICAL WINDOW/DOOR
TRIM

5/4 X 4 PRIME TRIM
WOOD GRAIN FIN
W/4" OVERHANG



SCREENED
MECH

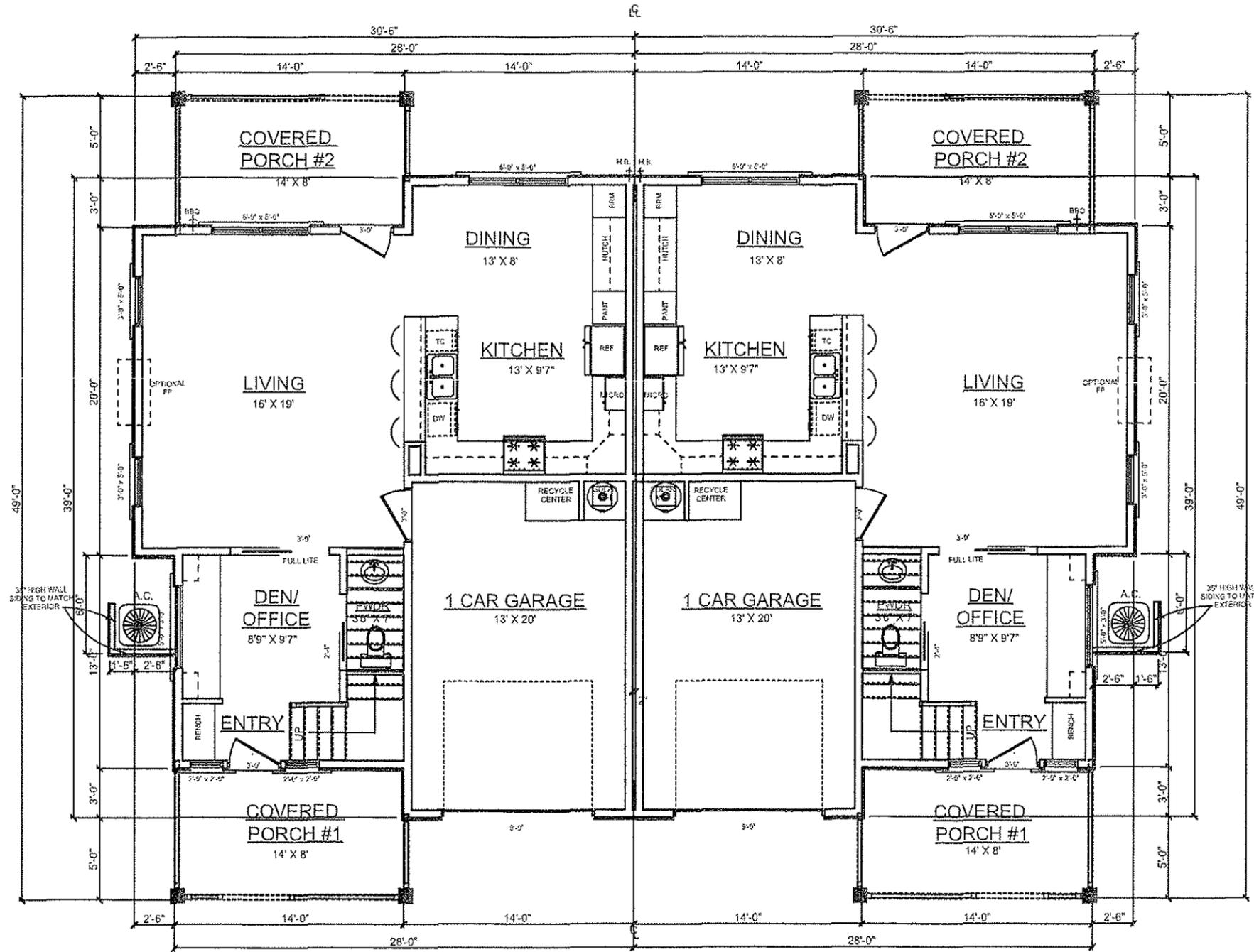
UNIT #5
SOUTH ELEVATION

JUN 6 2008

JUN 6 2008

design residential

NOTES:



UNIT #8, 10, 12
 MAIN FLOOR
 778 SQ. FT.-LIVING
 277 SQ. FT.-GARAGE

UNIT #9, 11, 13
 MAIN FLOOR
 778 SQ. FT.-LIVING
 277 SQ. FT.-GARAGE

UNITS #8, 9, 12 & 13
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
 MAIN FLOOR
 PLAN
 AS NOTED
 SCALE: 1/4" = 1'

FILE:
 ASHER-BELLVIEW
 DRAWN BY: DATE:
 JWJ 6/05/08
 CHECKED BY: DATE:

SHEET 1 OF 4

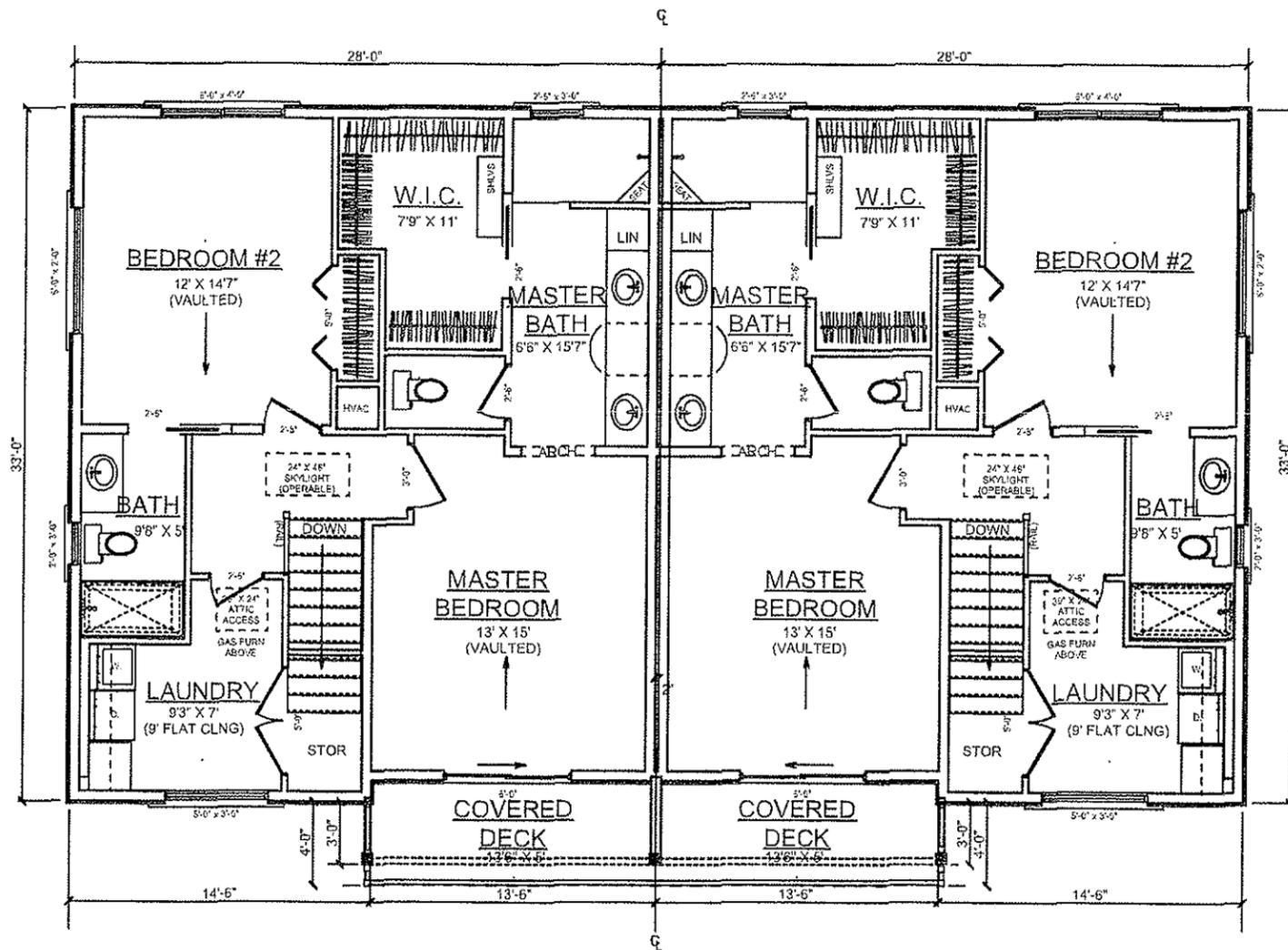
PROJECT:
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

CUSTOMER:
 ASHER HOMES
 P.O. BOX 3459
 ASHLAND OR 97520
 541-482-5375
 CCB#56025

REVISED
 JUN 6 2008

design residential
Home Design That Inspires
 Design Residential, Inc.
 P.O. Box 8052
 Medford, OR 97501
 541-688-3655 / fax: 808-8112
 www.designresidential.biz

NOTES:



UNIT #8,10,12
UPPER FLOOR
894 SQ. FT.-LIVING

UNIT #9, 11, 13
UPPER FLOOR
894 SQ. FT.-LIVING

UNITS #8, 9, 12 & 13
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

REV.	DATE:	REV.	DATE:

TITLE:
UPPER FLOOR
PLAN
AS NOTED
SCALE: 1/4" = 1'

FILE: ASHER-BELLVIEW	
DRAWN BY: JWT	DATE: 6/05/08
CHECKED BY:	DATE:

SHEET 2 OF 4

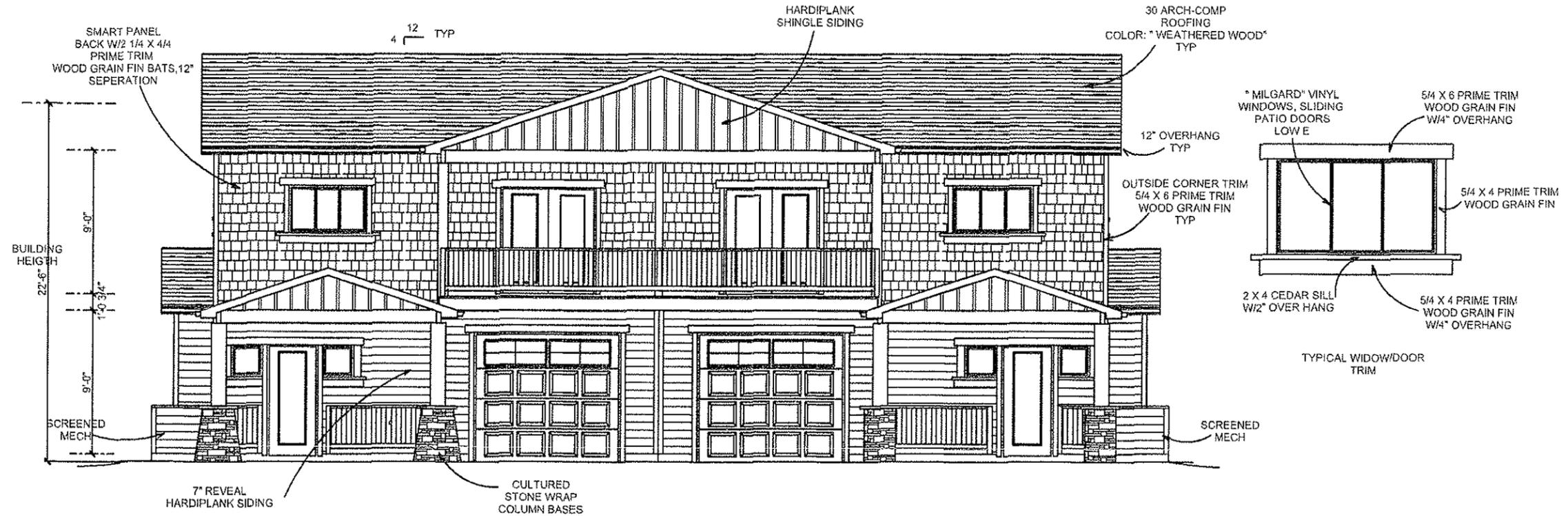
PROJECT:
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

CUSTOMER:
ASHER HOMES
P.O. BOX 3459
ASHLAND OR 97520
541-482-5375
CCB#56025

RECEIVED
JUN 6 2008

design residential
home design that inspires
Design Residential, Inc.
P.O. Box 8062
Medford, OR 97501
541-998-3955 / fax: 504-6112
www.designresidential.biz

NOTES:



UNIT #8-9 SOUTH ELEVATION
UNIT #12-13 WEST ELEVATION



UNIT #8, WEST ELEVATION
UNIT #12, NORTH ELEVATION

UNITS #8, 9, 12 & 13
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
ELEVATIONS

AS NOTED
SCALE: 1/4" = 1'

FILE:
ASHER-BELLVIEW

DRAWN BY: JWT	DATE: 6/05/08
CHECKED BY:	DATE:

SHEET 3 OF 4

PROJECT:
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

CUSTOMER:
ASHER HOMES
P.O. BOX 3459
ASHLAND OR 97520
541-482-5375
CCB#56025

RECEIVED

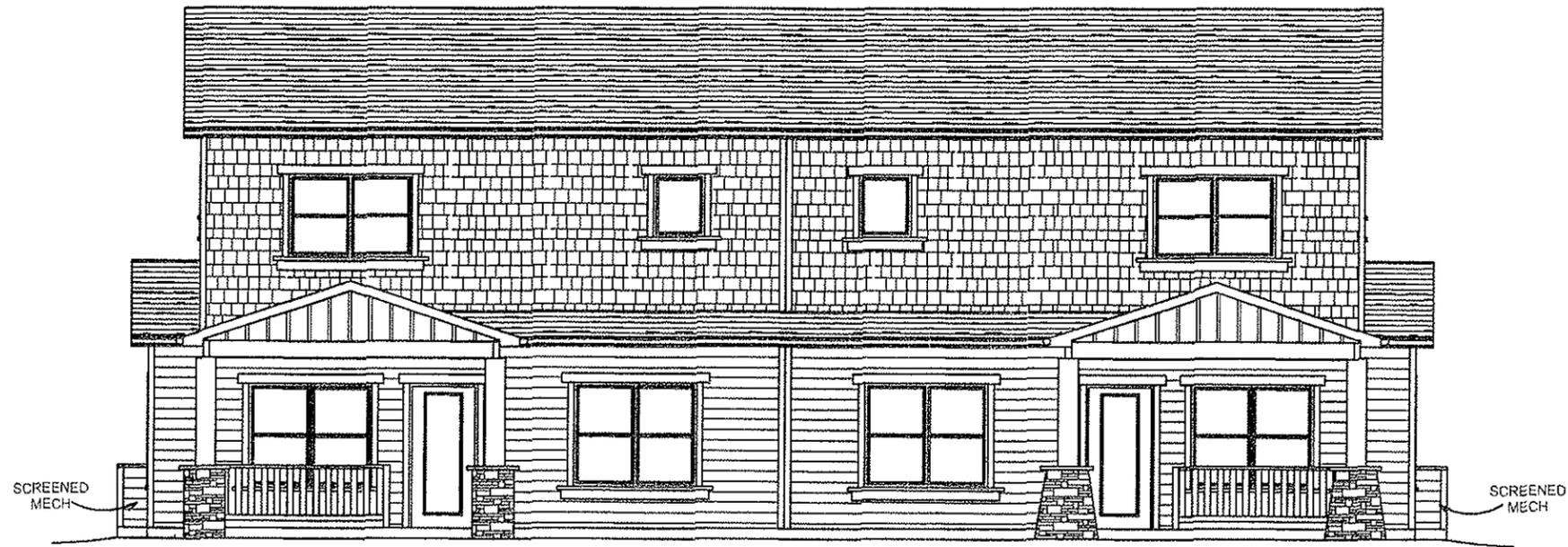
JUN 6 2008

Design Residential

design residential
Home design that inspires
Design Residential, Inc.
P.O. Box 8062
Medford, OR 97501
541-608-3956 / fax: 608-0112
www.designresidential.biz

NOTES:

UNITS #8, 9, 12 & 13
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES



UNIT #9, NORTH ELEVATION
 UNIT #13, EAST ELEVATION

UNIT #8, NORTH ELEVATION
 UNIT #12, EAST ELEVATION



UNIT #9, EAST ELEVATION
 UNIT #13, SOUTH ELEVATION

REV.	DATE	REV.	DATE

TITLE:
 ELEVATIONS
 AS NOTED
 SCALE: 1/4" = 1'

FILE:
 ASHER-BELLVIEW
 DRAWN BY: JVT DATE: 6/05/08
 CHECKED BY: DATE:

SHEET 4 OF 4

PROJECT:
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

CUSTOMER:
 ASHER HOMES
 P.O. BOX 3459
 ASHLAND OR 97520
 541-482-5375
 CCB#56025

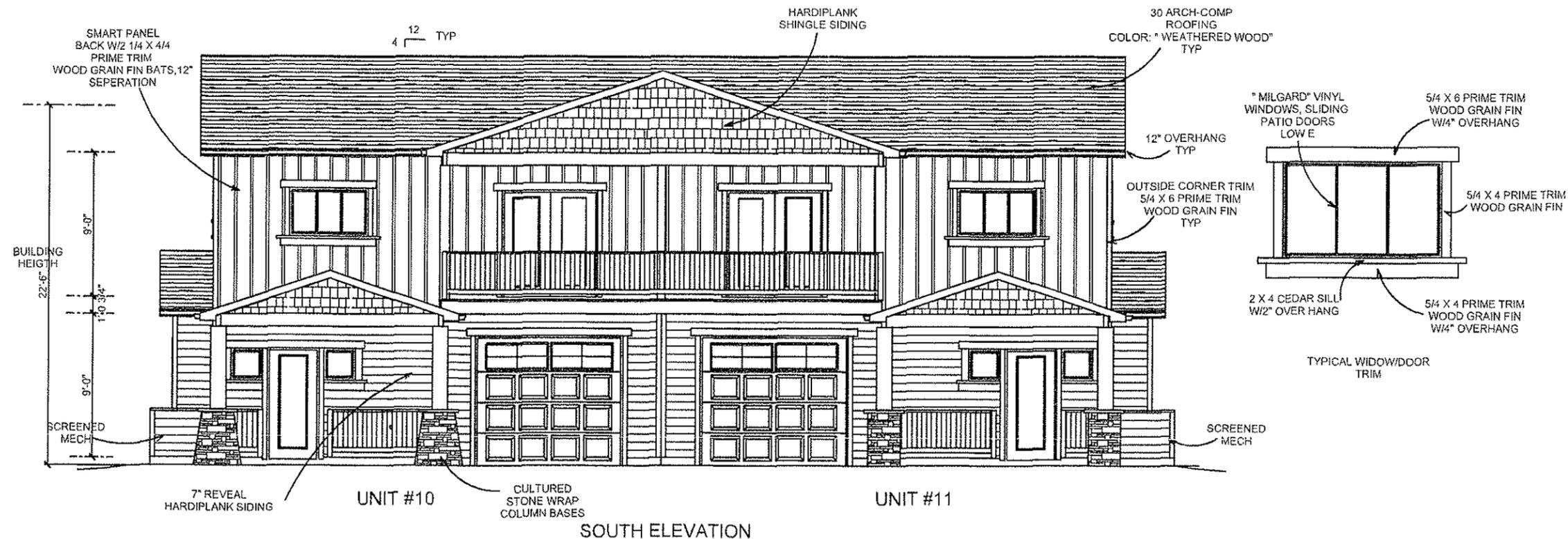
RECEIVED

JUN 6 2008

Design Residential
 Community Development

design residential
home design that inspires
 Design Residential, Inc.
 P.O. Box 8062
 Medford, OR 97501
 541-609-3656 / fax: 509-0112
 www.designresidential.biz

NOTES:



UNITS #10 & #11
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
ELEVATIONS

AS NOTED
SCALE: 1/4" = 1'

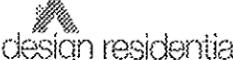
FILE:
ASHER-BELLVIEW

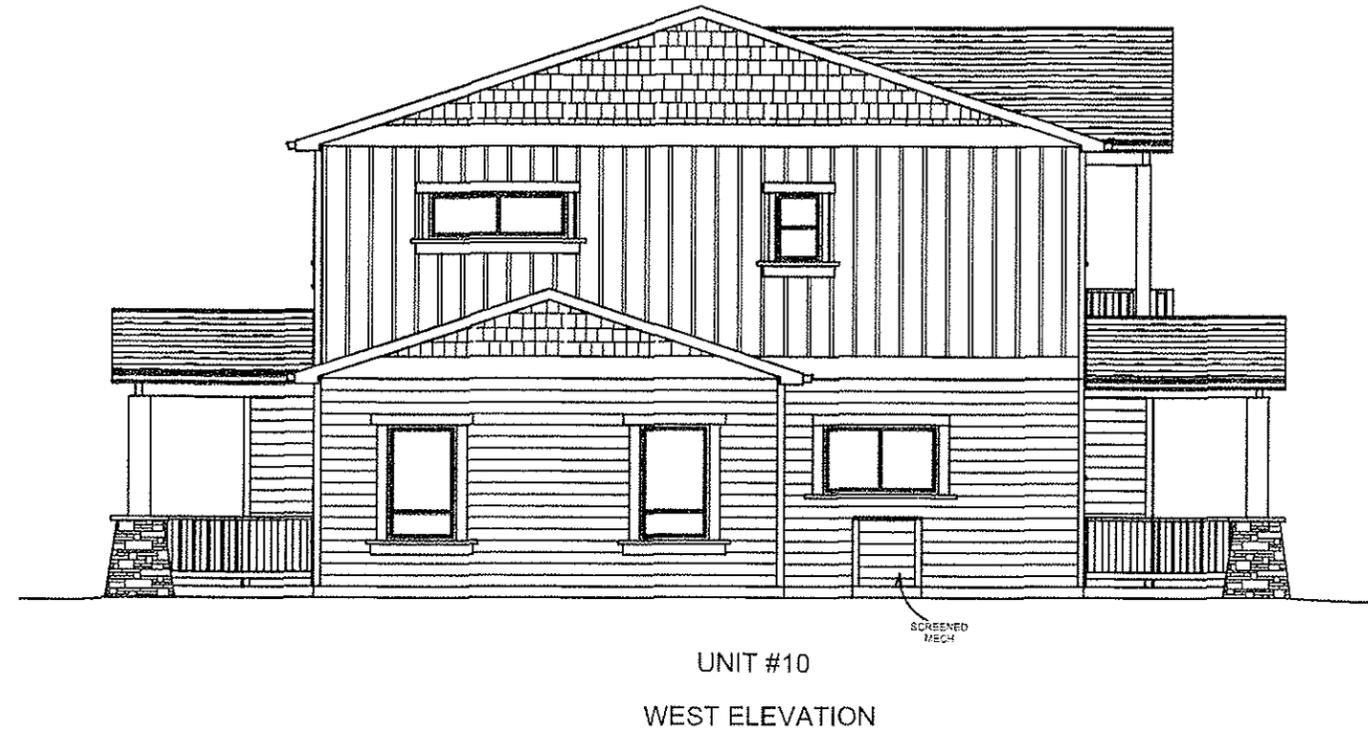
DRAWN BY:	DATE:
JWT	6/05/08
CHECKED BY:	DATE:

SHEET 1 OF 2

PROJECT:
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

CUSTOMER:
ASHER HOMES
P.O. BOX 3459
ASHLAND OR 97520
541-482-5375
CCB#56025

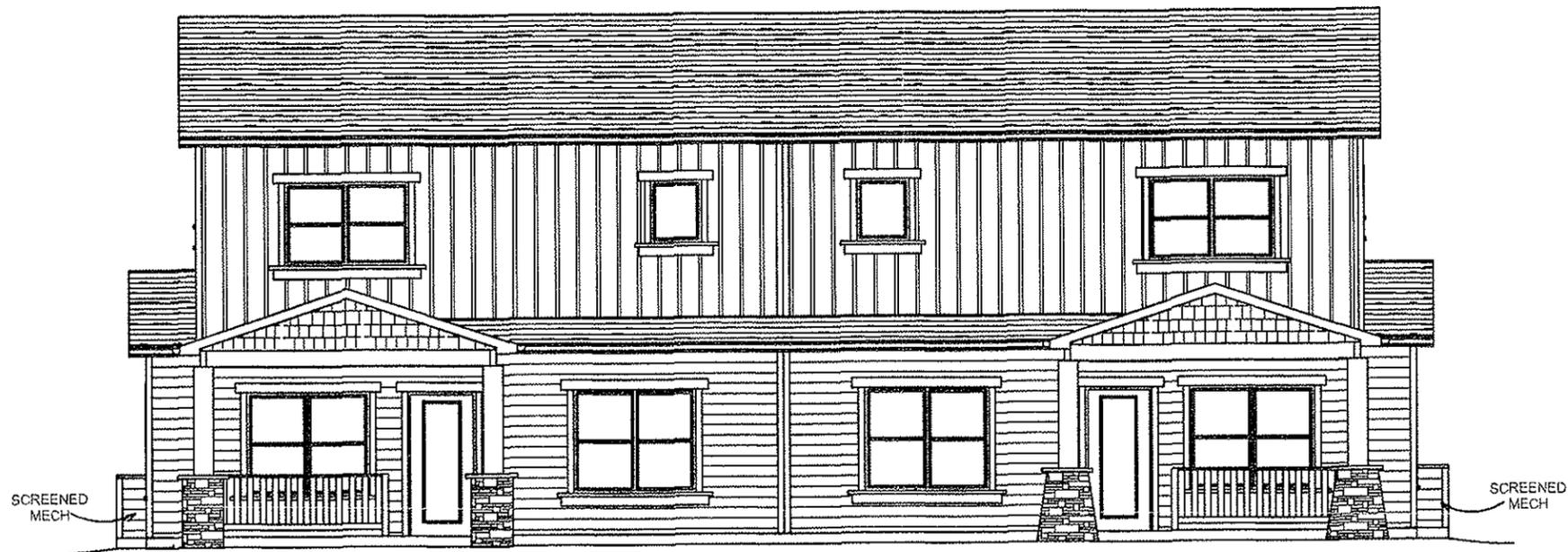

 design residential
 Home Design Unit Builders
 Design Residential, Inc.
 P.O. Box 8062
 Medford, OR 97501
 541-668-3956 / fax: 541-668-0112
 www.designresidential.biz



REVISIONS
 JUN 6 2008

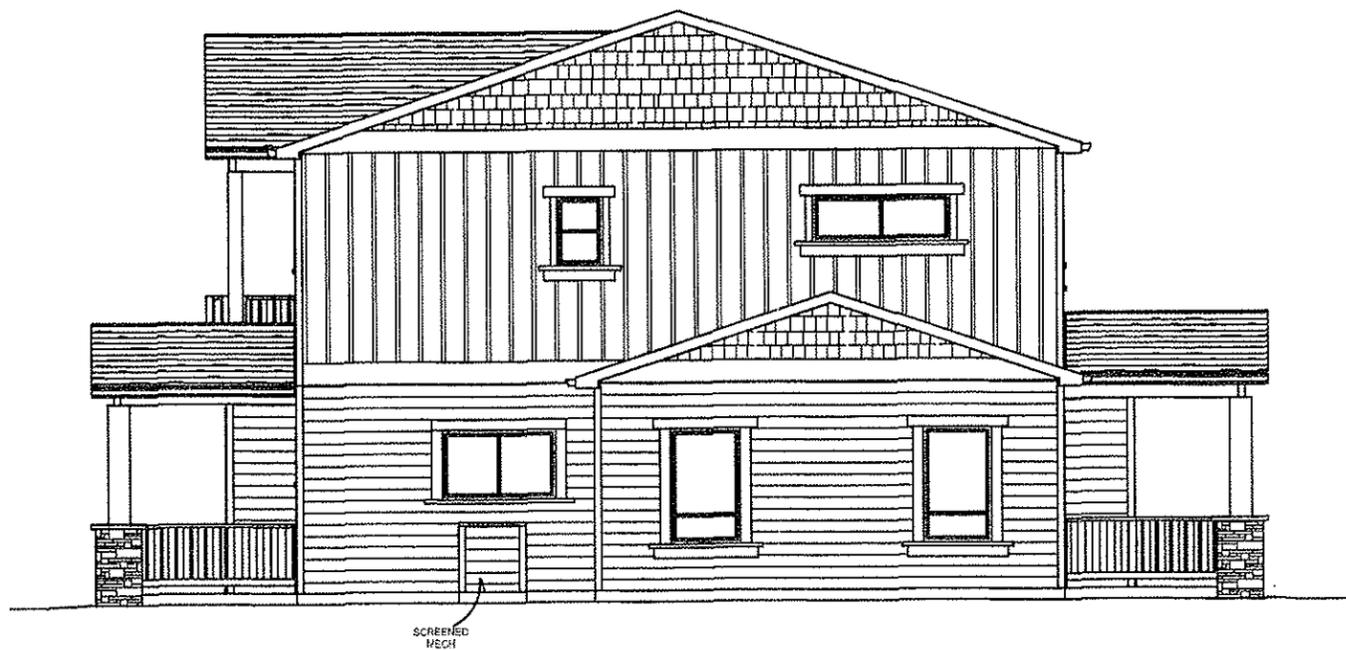
design residential
 Home Design Unit Builders

NOTES:



UNIT #11, NORTH ELEVATION

UNIT #10, NORTH ELEVATION



UNIT #11 EAST ELEVATION

UNITS #10 & #11
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
ELEVATIONS

AS NOTED
SCALE: 1/4" = 1'

FILE:
ASHER-BELLVIEW

DRAWN BY: JWT	DATE: 6/05/08
CHECKED BY:	DATE:

SHEET 2 OF 2

PROJECT:
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

CUSTOMER:
 ASHER HOMES
 P.O. BOX 3459
 ASHLAND OR 97520
 541-482-5375
 CCB#56025

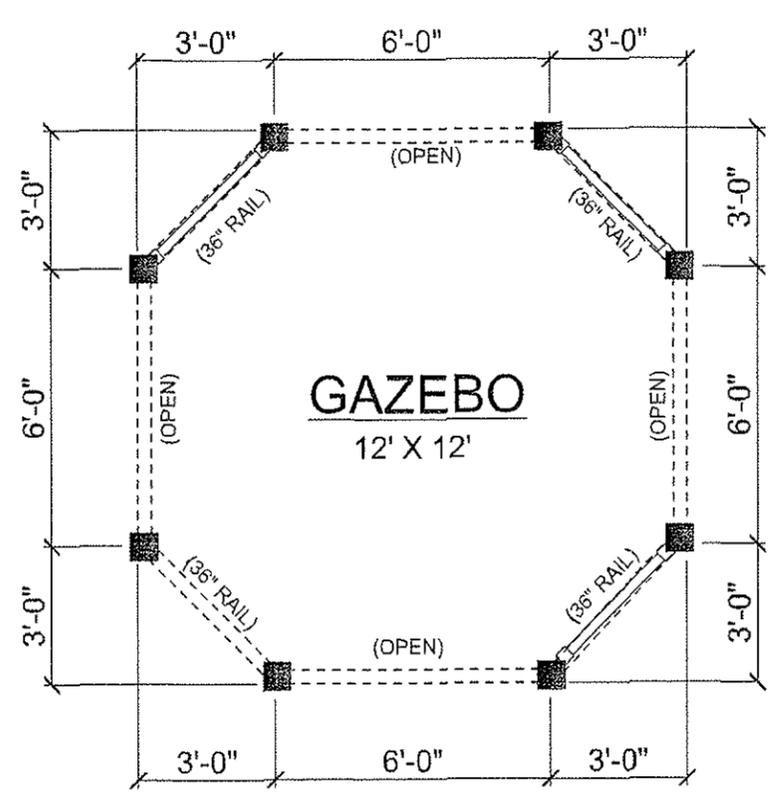
ASHLAND

JUN 6 2008

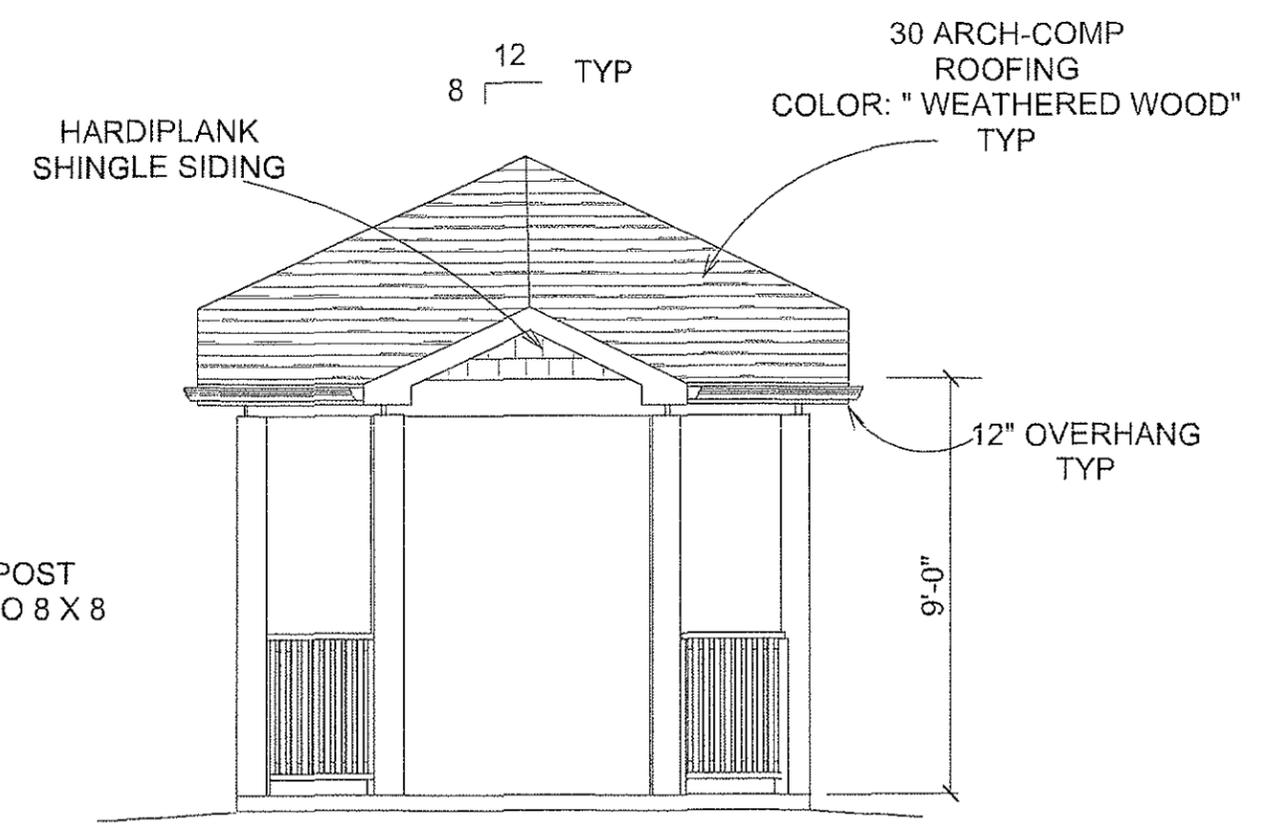
Construction Department

design residential
Home design that inspires
 Design Residential, Inc.
 P.O. Box 8062
 Medford, OR 97501
 541-608-3956 Fax: 508-0112
 www.designresidential.biz

NOTES:



FLOOR PLAN



TYP ELEVATION

GAZEBO
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
 AS NOTED

AS NOTED
 SCALE: 1/2" = 1'

FILE:
 ASHER-BELLVIEW

DRAWN BY:	DATE:
JWT	6/05/08
CHECKED BY:	DATE:

SHEET 1 OF 1

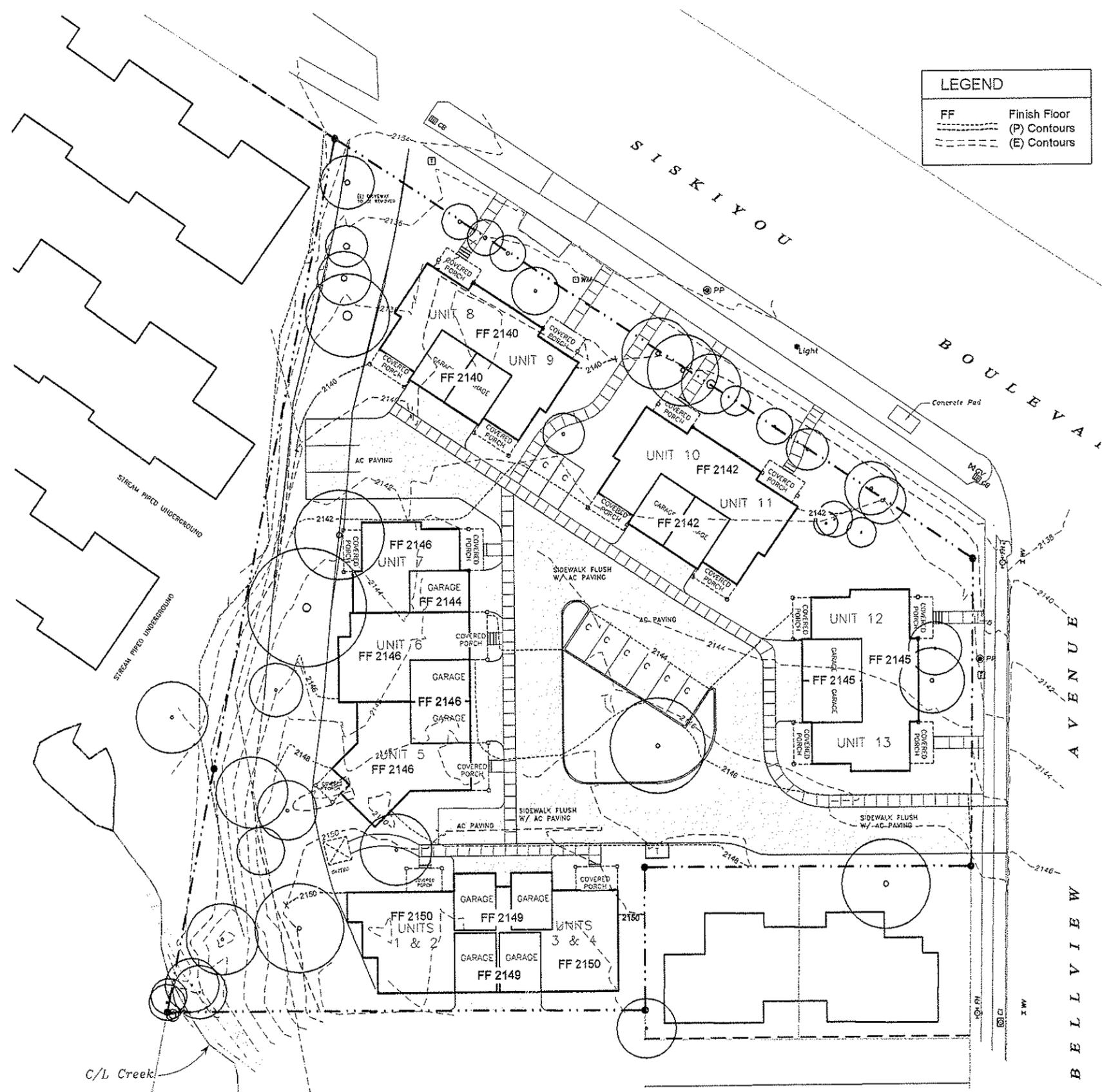
PROJECT:
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

CUSTOMER:
 ASHER HOMES
 P.O. BOX 3459
 ASHLAND OR 97520
 541-482-5375
 CCB#56025

REVISIONS

JUN 6 2008

Design Residential



LEGEND	
FF	Finish Floor
(P) Contours	
(E) Contours	

LAURIE SAGER
 AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520



Revision Date:

Drawn By:
 LCS
 Scale 1" = 20'0"

HALF SCALE

WEST BELLVIEW SUBDIVISION
 2300 SISKIYOU BOULEVARD
 ASHLAND, OREGON

PL-10

JUN 6 2008

June 6, 2008

PLANNED

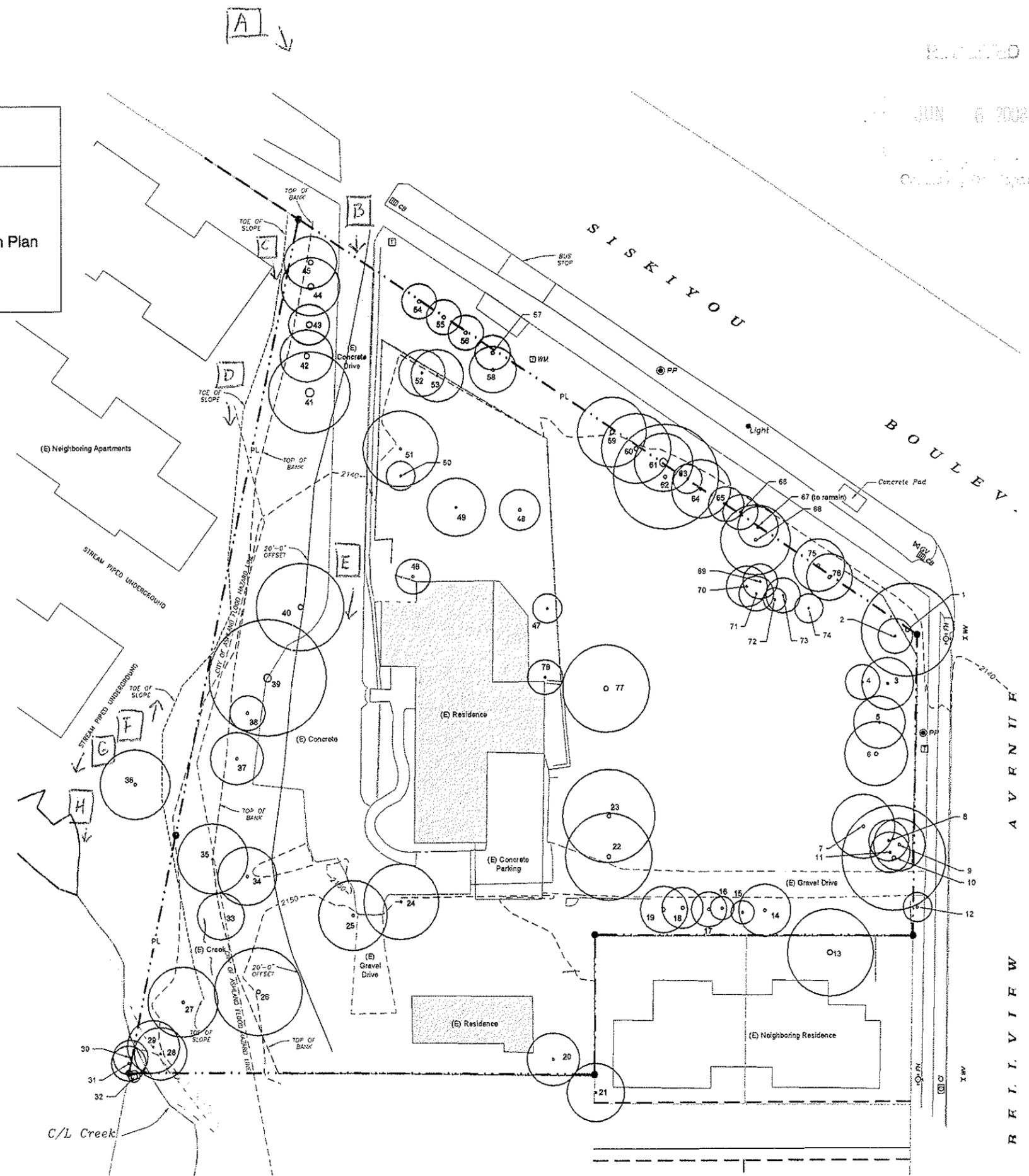
JUN 6 2002

CR. 10/10/02

photos

SHEET INDEX	
T-1	Existing Site Plan
S-1	Site Plan
S-2	Utility Plan
L-1	Tree Removal and Protection Plan
L-2	Grading Plan
L-3	Planting Plan

TREE INVENTORY									
Tree #	Species	DBH	Height	Crown Radius	Tree Protection Zone Radius	Relative Tolerance To Construction	Condition	Notes	
1	Ulmus pumila	16	30	18	8	good	poor	no top	
2	Ulmus pumila	7	30	6	3.5	good	fair		
3	Ulmus pumila	9	28	8	4.5	good	fair		
4	Ulmus pumila	8	23	6	3	good	fair		
5	Juglans nigra	8	27	6	6	moderate	good		
6	Cedrus atlantica	15	32	11	7.5	good	good		
7	Ulmus pumila	11	32	11	5.5	good	fair		
8	Ulmus pumila	8	30	7	4	good	poor	suppressed	
9	Ulmus pumila	10	30	9	5	good	fair	tapped under wires	
10	Ulmus pumila	15	32	18	7.5	good	fair	leaving	
11	Ulmus pumila	8	30	7	4	good	poor		
12	Cedrus	8	5	5	-	-	-		
13	Cupressus glabra	22	45	16	18.5	good	good	neighbors tree	
14	Acer negundo	12	27	8	6	good	good		
15	Picea pungens	7	24	4	5.25	moderate	fair		
16	Picea pungens	7	25	4	5.25	moderate	fair		
17	Picea pungens	12	30	8	6	good	good		
18	Pinus ponderosa	12	30	7	6	good	good		
19	Pinus ponderosa	15	32	8	7.5	good	good		
20	Fraxinus latifolia	9	30	9	6.75	moderate	good		
21	Calocedrus decurrens	12	35	10	9	moderate	good	neighbors tree	
22	Platanus acerifolia	18	41	15	12	good	fair	anthracnose	
23	Platanus acerifolia	16	45	16	12	moderate	fair		
24	Robinia pseudoacacia	8	-	13	-	good	poor		
25	Fraxinus latifolia	11	47	12	8.25	moderate	good		
26	Metasequoia glyptostroboides	18	38	15	12	moderate	fair		
27	Populus trichocarpa	32	48	30	40	good	poor	suppressed	
28	Alnus rubra	6	36	9	4.5	moderate	fair	suppressed	
29	Alnus rubra	6	33	9	4.5	moderate	fair	suppressed	
30	Populus trichocarpa	6	30	6	6	poor	fair		
31	Populus trichocarpa	8	30	6	8	poor	fair		
32	Populus trichocarpa	28	40	2	32.5	poor	good		
33	Pinus ponderosa	7	23	8	3.5	good	good		
34	Betula pendula	11	31	10	8.25	moderate	good		
35	Robinia pseudoacacia	6	27	7	3	good	fair	1/2 dead	
36	Quercus garryana	24	39	21	24	good	poor		
37	Robinia pseudoacacia	10	32	9	6	good	fair	eneg	
38	Robinia pseudoacacia	12	12	6	6	good	poor		
39	Robinia pseudoacacia	32	38	20	24	good	good		
40	Robinia pseudoacacia	21	33	15	15	good	fair		
41	Sequoiadendron giganteum	36	47	14	27	moderate	good		
42	Sequoiadendron giganteum	23	42	9	17.25	moderate	good		
43	Sequoiadendron giganteum	25	42	7	18.75	moderate	good		
44	Sequoiadendron giganteum	28	41	10	18.5	moderate	fair		
45	Sequoiadendron giganteum	21	38	9	15.75	moderate	good		
46	Juniperus monosperma	9	25	8	6.75	moderate	fair		
47	Cupressus sempervirens	7	20	5	3.5	good	good		
48	Picea pungens	12	30	7	6	moderate	good		
49	Malus domestica	7	19	10	3.5	good	good		
50	Cupressus sempervirens	8	20	6	4	good	fair		
51	Catalpa speciosa	13	29	9	9.75	moderate	good		
52	Betula pendula	7	22	8	5.25	moderate	fair		
53	Betula pendula	8	32	9	6	moderate	good		
54	Chamaecyparis lawsoniana	14	27	8	7	good	good		
55	Chamaecyparis lawsoniana	14	35	8	7	good	good		
56	Chamaecyparis lawsoniana	14	28	8	7	good	good		
57	Chamaecyparis lawsoniana	14	22	8	7	good	fair		
58	Pinus ponderosa	11	40	8	5.5	good	good		
59	Chamaecyparis lawsoniana	17	40	12	8.5	good	good		
60	Chamaecyparis lawsoniana	17	40	12	8.5	good	good		
61	Sequoiadendron giganteum	34	60	10	25.5	moderate	good		
62	Platanus acerifolia	14	40	18	10.5	moderate	fair		
63	Picea abies	7	30	5	5.25	moderate	good		
64	Pseudotsuga menziesii	11	28	10	8.25	moderate	poor	dead top	
65	Cedrus deodara	7	40	8	5.5	good	fair		
66	Picea abies	7	30	6	5.25	moderate	poor	suppressed	
67	Picea abies	11	35	7	8.25	moderate	good		
68	Platanus acerifolia	12	40	12	9	moderate	fair		
69	Pinus ponderosa	6	28	8	3	good	good		
70	Pinus ponderosa	9	35	7	4.5	good	fair		
71	Pinus ponderosa	6	27	8	3	good	good		
72	Pinus ponderosa	7	35	4	3.5	good	fair		
73	Pinus ponderosa	6	28	8	3	good	good		
74	Pinus ponderosa	6	27	5	3	good	good		
75	Picea abies	11	35	8	8.25	moderate	good		
76	Pinus nigra	12	34	8	6	good	fair		
77	Liriodendron tulipifera	20	48	15	15	good	good		
78	Juniperus monosperma	10	-	6	-	moderate	-		



Laurie Sager
 AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520



Revision Date:

Drawn By: WMP
Scale 1" = 20'-0"

HALF SCALE

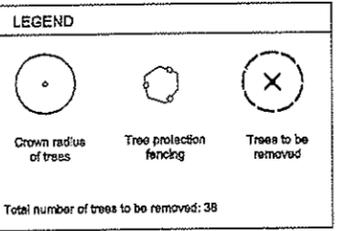
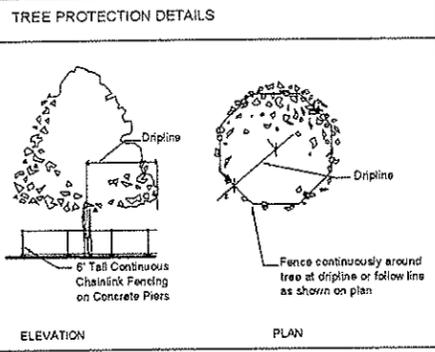
WEST BELLEVUE SUBDIVISION
 2300 SISKIYOU BOULEVARD
 ASHLAND, OREGON

June 6, 2008

TREE INVENTORY

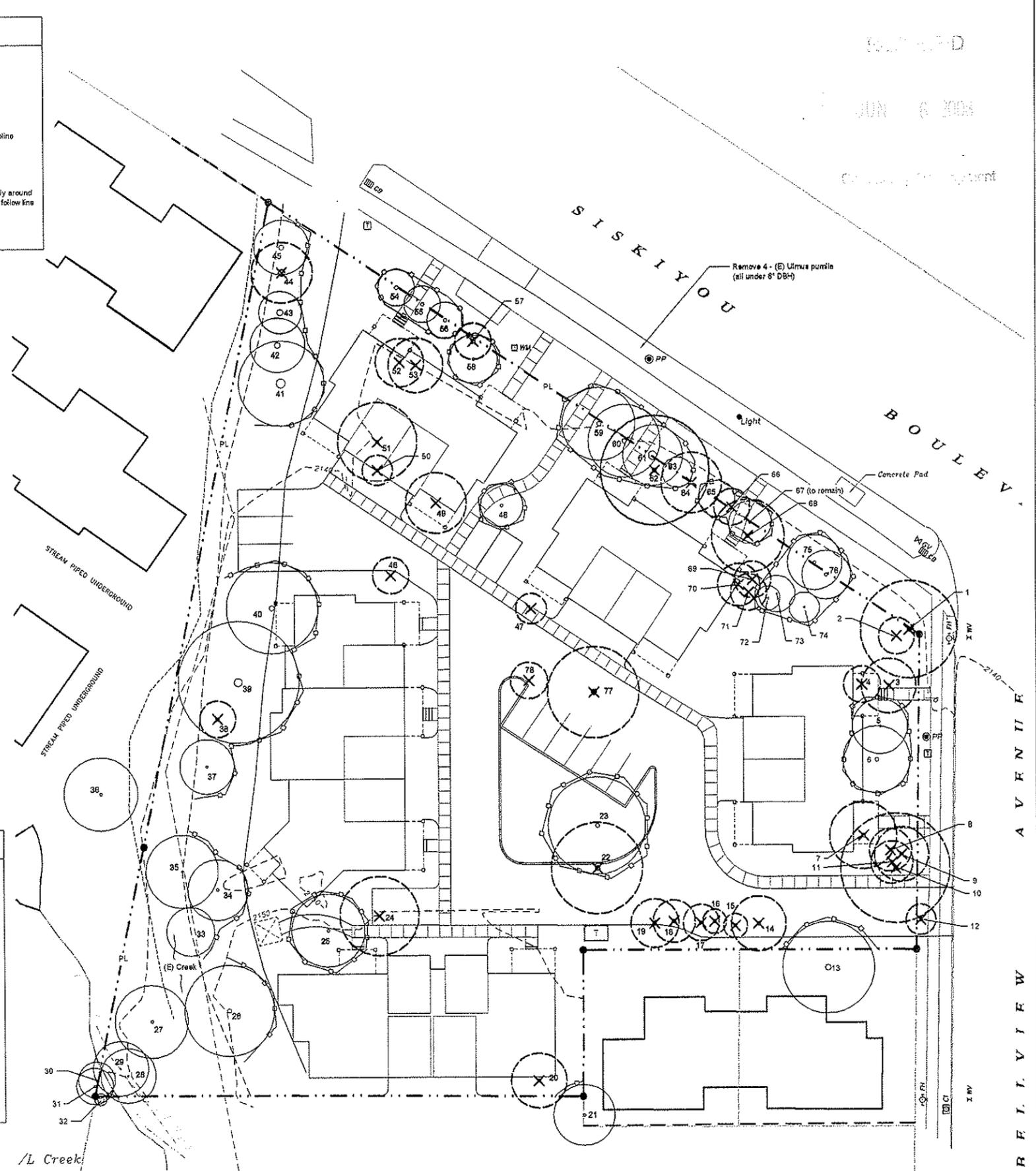
*Trees in italics are to be removed

Tree #	Species	DBH	Height	Crown Radius	Tree Protection Zone Radius	Relative Tolerance To Construction	Condition	Notes
1	<i>Ulmus pumila</i>	16	30	16	8	good	poor	no top
2	<i>Ulmus pumila</i>	7	30	8	3.5	good	fair	
3	<i>Ulmus pumila</i>	9	28	8	3.5	good	fair	
4	<i>Ulmus pumila</i>	8	27	9	8	moderate	good	
5	<i>Juglans nigra</i>	16	32	11	7.5	good	good	
6	<i>Cedrus deodora</i>	11	32	11	5.5	good	fair	
7	<i>Ulmus pumila</i>	8	30	7	4	good	poor	suppressed
8	<i>Ulmus pumila</i>	10	30	9	5	good	fair	topped
9	<i>Ulmus pumila</i>	16	32	18	7.5	good	fair	under wires
10	<i>Ulmus pumila</i>	8	30	7	4	good	poor	leaving
11	<i>Cedrus</i>	8	45	15	8	good	good	neighbor tree
12	<i>Cupressus glabra</i>	12	27	9	6	good	good	
13	<i>Acer negundo</i>	7	24	4	5.25	moderate	fair	
14	<i>Picea pungens</i>	7	25	4	5.25	moderate	fair	
15	<i>Picea pungens</i>	12	30	6	6	good	good	
16	<i>Picea pungens</i>	12	30	7	6	good	good	
17	<i>Pinus ponderosa</i>	16	32	8	7.5	good	good	
18	<i>Pinus ponderosa</i>	9	30	8	6.75	moderate	good	
19	<i>Fraxinus latifolia</i>	12	35	10	9	moderate	good	neighbor tree
20	<i>Calocedrus decurrens</i>	18	41	15	12	good	fair	anthracnose
21	<i>Platanus acerifolia</i>	16	45	16	12	moderate	fair	
22	<i>Platanus acerifolia</i>	8	27	8	13	good	poor	
23	<i>Robinia pseudoacacia</i>	11	47	12	8.25	moderate	good	1/2 dead
24	<i>Fraxinus latifolia</i>	18	38	15	12	moderate	fair	
25	<i>Metasequoia glyptostroboides</i>	32	49	30	40	poor	good	
26	<i>Populus trichocarpa</i>	6	38	9	4.5	moderate	fair	suppressed
27	<i>Alnus rubra</i>	6	33	9	4.5	moderate	fair	suppressed
28	<i>Alnus rubra</i>	6	30	8	6	poor	fair	
29	<i>Populus trichocarpa</i>	6	30	6	8	poor	fair	
30	<i>Populus trichocarpa</i>	26	40	2	32.5	poor	good	
31	<i>Pinus ponderosa</i>	7	28	8	3.5	good	good	
32	<i>Pinus ponderosa</i>	11	31	10	8.25	moderate	good	
33	<i>Botula pendula</i>	6	37	6	3	good	fair	
34	<i>Robinia pseudoacacia</i>	24	39	21	24	good	good	
35	<i>Quercus garryana</i>	10	32	8	5	good	fair	
36	<i>Robinia pseudoacacia</i>	12	12	8	6	good	poor	snag
37	<i>Robinia pseudoacacia</i>	32	38	20	24	good	good	
38	<i>Robinia pseudoacacia</i>	21	33	15	15	good	fair	
39	<i>Sequoiadendron giganteum</i>	38	47	14	27	moderate	good	
40	<i>Sequoiadendron giganteum</i>	23	42	8	17.25	moderate	good	
41	<i>Sequoiadendron giganteum</i>	25	42	7	18.75	moderate	good	
42	<i>Sequoiadendron giganteum</i>	29	41	10	19.5	moderate	good	
43	<i>Sequoiadendron giganteum</i>	21	38	9	18.75	moderate	good	
44	<i>Juniperus monosperma</i>	8	25	8	6.75	moderate	fair	
45	<i>Cupressus sempervirens</i>	7	20	5	3.5	good	good	
46	<i>Cupressus sempervirens</i>	12	30	7	9	moderate	good	
47	<i>Pinus ponderosa</i>	7	19	10	3.5	good	good	
48	<i>Malus domestica</i>	8	20	5	4	good	fair	
49	<i>Cupressus sempervirens</i>	13	29	9	8.75	moderate	good	
50	<i>Catalpa speciosa</i>	7	22	8	5.25	moderate	fair	
51	<i>Betula pendula</i>	8	32	9	6	good	good	
52	<i>Chamaecyparis lawsoniana</i>	14	27	8	7	good	good	
53	<i>Chamaecyparis lawsoniana</i>	14	35	8	7	good	good	
54	<i>Chamaecyparis lawsoniana</i>	14	28	8	7	good	good	
55	<i>Chamaecyparis lawsoniana</i>	14	22	8	7	good	fair	
56	<i>Chamaecyparis lawsoniana</i>	11	40	8	5.5	good	good	
57	<i>Pinus ponderosa</i>	17	40	12	8.5	good	good	
58	<i>Chamaecyparis lawsoniana</i>	17	40	12	8.5	good	good	
59	<i>Chamaecyparis lawsoniana</i>	34	80	10	25.5	moderate	good	
60	<i>Platanus acerifolia</i>	14	40	18	10.5	moderate	fair	
61	<i>Picea abies</i>	7	30	5	5.25	moderate	good	dead top
62	<i>Pseudotsuga menziesii</i>	11	28	10	8.25	moderate	poor	suppressed
63	<i>Cedrus deodora</i>	7	40	8	3.5	moderate	poor	
64	<i>Picea abies</i>	7	30	6	6.25	moderate	good	
65	<i>Picea abies</i>	11	35	7	8.25	moderate	good	
66	<i>Picea abies</i>	12	40	12	9	moderate	good	
67	<i>Platanus acerifolia</i>	6	28	6	3	good	good	
68	<i>Pinus ponderosa</i>	9	35	7	4.5	good	fair	
69	<i>Pinus ponderosa</i>	6	27	8	3	good	good	
70	<i>Pinus ponderosa</i>	7	35	4	3.5	good	good	
71	<i>Pinus ponderosa</i>	6	28	8	3	good	good	
72	<i>Pinus ponderosa</i>	6	27	5	3	good	good	
73	<i>Pinus ponderosa</i>	11	35	8	8.25	moderate	good	
74	<i>Picea abies</i>	12	34	8	6	good	fair	
75	<i>Pinus nigra</i>	20	48	15	15	good	good	
76	<i>Liriodendron tulipifera</i>	10	-	6	-	moderate	-	
77	<i>Juniperus monosperma</i>	-	-	-	-	-	-	



TREE PROTECTION and SITE CLEARING NOTES

1. Install tree protection fencing prior to start of construction.
2. Landscape adjacent to the project area shall be protected from damage. No storage of equipment or materials shall occur within drip lines of trees to be preserved which are those identified on this plan.
3. Trees that are shown to remain shall be protected with fencing as shown in Detail. Fencing shall be 6' tall temporary chain link panels installed with metal connections so that all panels are integrated, these fences shall be installed so that they do not allow passage of pedestrians and/or vehicles through.
4. Exceptions to the tree protection specifications may only be granted with written approval from owner's representative.
5. Work within dripline of trees to remain may require disturbance of tree protection fences. Contractor shall obtain authorization from owner's representative prior to moving fence. Contractor shall remove the fence temporarily to complete work, and replace at the end of each work day. No storage of equipment or materials shall occur within dripline of trees. After the proposed work within dripline is completed, fencing shall be reinstalled. Note: Where protection fencing overlaps proposed construction, the following measures shall be followed:
 - a) Hand dig to required depth of final work.
 - b) Roots under 2" in diameter may be hand cut at a 90° angle and packed with moist soil.
 - c) Where roots greater than 2" in diameter are encountered, contractor shall notify Landscape Architect or arborist for direction.
6. Do not raise the soil level within the drip lines of existing trees.
7. Trees to be preserved shall be deep watered throughout construction period as necessary.
8. Inspection Schedule:
 - a) Fencing locations and installation technique shall be inspected and approved by owner's representative before demolition or rough grading begins.
 - b) Routine inspections of fencing and site conditions will occur randomly during construction. Work shall cease if fencing is damaged or moved without prior approval from owner's representative.
 - c) Inspection will occur upon completion of project to determine condition of trees post construction.
9. Tree(s) to be removed that have branches extending into the canopy of tree(s) to remain must be removed by a qualified arborist and not by demolition or construction contractors. The qualified arborist shall remove the tree in a manner that causes no damage to the tree(s) and under story to remain.
10. Any brush clearing required within the tree protection zone shall be accomplished with hand-operated equipment.
11. Trees to be removed shall be felled so as to fall away from tree protection zones and to avoid pulling and breaking of roots of trees to remain. If roots are entwined, the consultant requires to first sever the major woody root mass before extracting the trees. This may be accomplished by cutting through the roots by hand, with a vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root-pruning equipment.
12. Trees to be removed from within the tree protection zone shall be removed by a qualified arborist. The trees shall be cut near ground level and the stump ground out.
13. All downed brush and trees shall be removed from the tree protection zone either by hand or with equipment sitting outside the tree protection zone. Extraction shall occur by lifting the material out, not by skidding it across the ground.
14. Brush shall be chipped and placed in the tree protection zone to a depth of 6 inches.
15. Structures and underground features to be removed within the tree protection zone shall use the smallest equipment possible and operate from outside the tree protection zone.
16. A six-foot tall chain link fence with concrete piers shall be erected to enclose the tree protection zone.
17. Any damage to trees due to construction activities shall be reported to the consulting arborist within six hours so that remedial action can be taken. Timeliness is critical to tree health.
18. If temporary haul or access roads must pass over the root area of trees to be retained, a roadbed of 6 inches of mulch or gravel shall be created to protect the soil. The roadbed material shall be replenished as necessary to maintain a 6-inch depth.



LAURIE SAGER AND ASSOCIATES LANDSCAPE ARCHITECTS INC
 700 MISTLETOE ROAD, SUITE 201
 ASHLAND, OREGON 97520



Revision Date:

Drawn By: WMP
 Scale 1" = 20'-0"

HALF SCALE

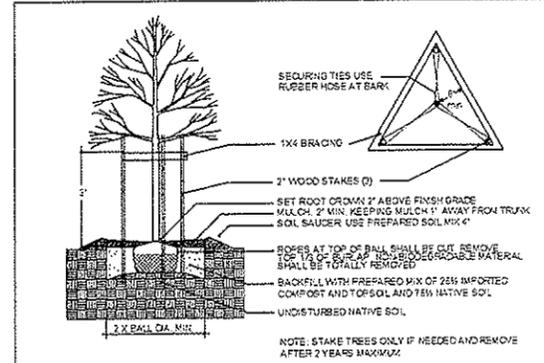
WEST BELLEVUE SUBDIVISION
 2300 SISKIYOU BOULEVARD
 ASHLAND, OREGON

June 6, 2008

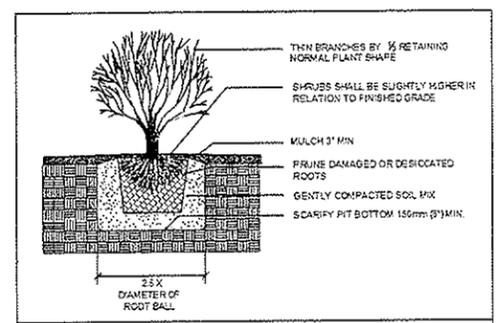
REVISIONED
 JUN 6 2008

Project: 08-001
 Client: [Redacted]

- NOTES**
1. Place 6" compost/topsoil blend in all proposed tree and shrub planting areas.
 2. Compost/topsoil blend from Grater Sand and Gravel.
 3. Install soil in 3" lifts and till thoroughly to blend w/ existing soil - except within dripline of existing trees.
 4. Plant all trees and shrubs per Detail 1 & 2.
 5. Mulch planting areas after installation of plant material with 3" of dark mulch, or equal.
 6. Provide temporary fencing to all proposed trees to protect from deer. Remove after 1 year.



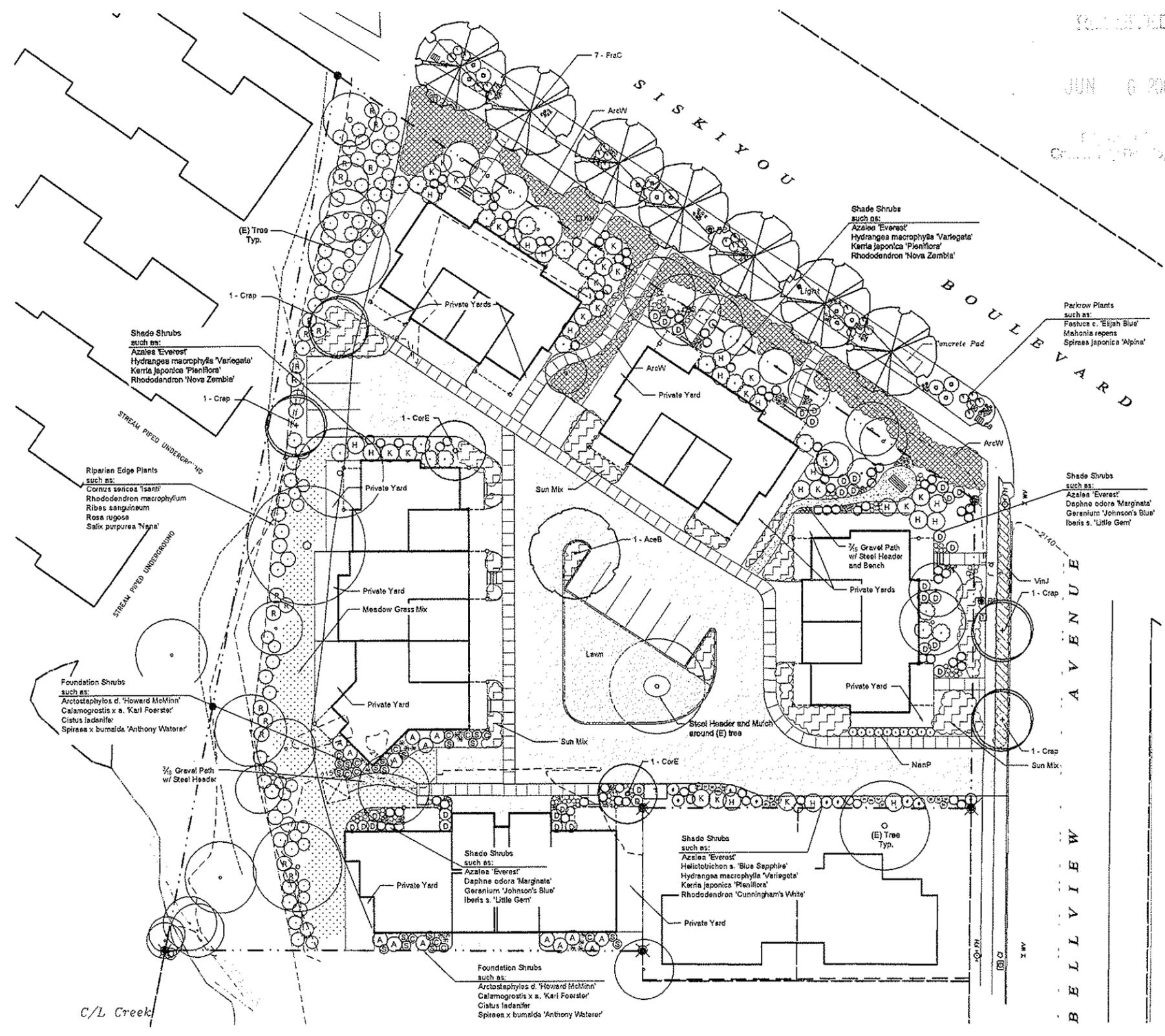
1 TREE PLANTING DETAIL



2 SHRUB PLANTING DETAIL

PLANT LEGEND

Symbol	Scientific Name	Common Name	Size
AceB	<i>Acer rubrum</i> 'Brandywine'	Brandywine Maple	1 1/2" cal
AceH	<i>Arctostaphylos d.</i> 'Howard McMin'	Howard McMin Manzanita	5 gal
AzaE	<i>Azalea</i> 'Everest'	Everest Azalea	5 gal
CalK	<i>Calamagrostis x a.</i> 'Karl Foerster'	Foerster's Feather Reed Grass	1 gal
CalR	<i>Cistus ladanifer</i>	Crimson-Spot Rockrose	5 gal
CorE	<i>Cornus</i> 'Eddie's White Wonder'	Eddie's White Wonder Dogwood	1 1/2" cal
CorI	<i>Cornus sericea</i> 'Isanti'	Isanti Red-Osier Dogwood	5 gal
Crep	<i>Crataegus phaenopynum</i>	Washington Hawthorn	1 1/2" cal
DapM	<i>Daphne odora</i> 'Marginala'	Winter Daphne	5 gal
FasE	<i>Festuca c.</i> 'Elijah Blue'	Elijah Blue Fescue	1 gal
FraC	<i>Fraxinus pennsylvanica</i> 'Cinnamon'	Cinnamon Ash	1 1/2" cal
GerJ	<i>Geranium</i> 'Johnson's Blue'	Johnson's Blue Cranesbill	1 gal
HelS	<i>Helictotrichon s.</i> 'Sapphire'	Sapphire Blue Owl Grass	1 gal
HydV	<i>Hydrangea macrophylla</i> 'Variegata'	Variegated Big-Leaf Hydrangea	5 gal
Rel	<i>Iberis s.</i> 'Little Gem'	Little Gem Candytuft	1 gal
KerJ	<i>Kerria japonica</i> 'Pleniflora'	Double Flowered Kerria	1 gal
MahR	<i>Mahonia repens</i>	Creeping Mahonia	1 gal
NanP	<i>Nandina</i> 'Plum Passion'	Plum Passion Heavenly Bamboo	5 gal
RhoC	<i>Rhododendron x.</i> 'Cunningham's White'	Cunningham's White Rhododendron	5 gal
RhoM	<i>Rhododendron macrophyllum</i>	Western Rhododendron	5 gal
RhoN	<i>Rhododendron</i> 'Nova Zembla'	Nova Zembla Rhododendron	5 gal
RibS	<i>Ribes sanguineum</i>	Red Flowering Currant	5 gal
RosR	<i>Rosa rugosa</i>	Japanese Rose	5 gal
SalN	<i>Salix purpurea</i> 'Nana'	Dwarf Alaska Blue Willow	5 gal
SpW	<i>Spiraea x bumalda</i> 'Anthony Waterer'	Anthony Waterer Spiraea	5 gal
SpA	<i>Spiraea j.</i> 'Alpina'	Daphne Spiraea	5 gal
ArcW	<i>Arctostaphylos u.</i> 'Wood's Compacta'	Wood's Compact Kinnikinnick	1 gal
VnJ	<i>Vines minor</i> 'Jekyll's White'	Jekyll's White Common Periwinkle	1 gal
MGM	Meadow Grass Mix	Seed Mix per LA	
Lawn	Lawn	Sod	
SunM	Sun Mix:		
	<i>Eriogonum s.</i> 'Springwood'	Springwood Heath	1 gal
	<i>Erysimum</i> 'Bowles Mauve'	Bowles Mauve Wallflower	1 gal
	<i>Ilex glabra</i> 'Compacta'	Compact Inkberry	5 gal
	<i>Rosmarinus</i> 'Tuscan Blue'	Tuscan Blue Rosemary	2 gal



Revision Date:

Drawn By: WMP
 Scale 1" = 20'-0"

HALF SCALE

WEST BELLEVUE SUBDIVISION
 2300 SISKIYOU BOULEVARD
 ASHLAND, OREGON

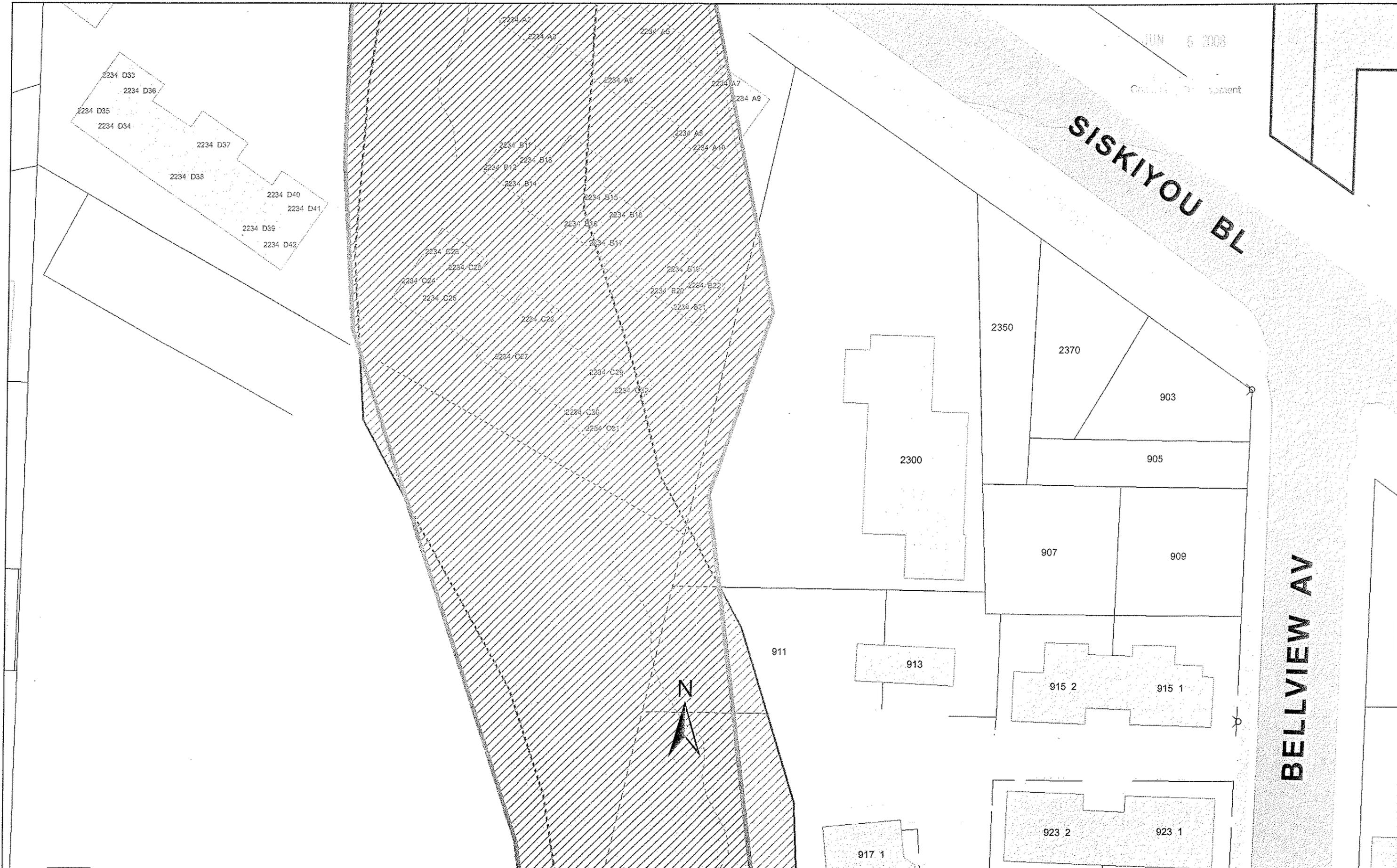
June 6, 2008

JUN 6 2005

City of Siskiyou

SISKIYOU BL

BELLVIEW AV



Property lines are for reference only, not scaleable

NOTES:

JUN 6 2008

UNITS #1, 2, 3 & 4
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
 MAIN FLOOR
 PLAN
 AS NOTED
 SCALE: 1/4" = 1'

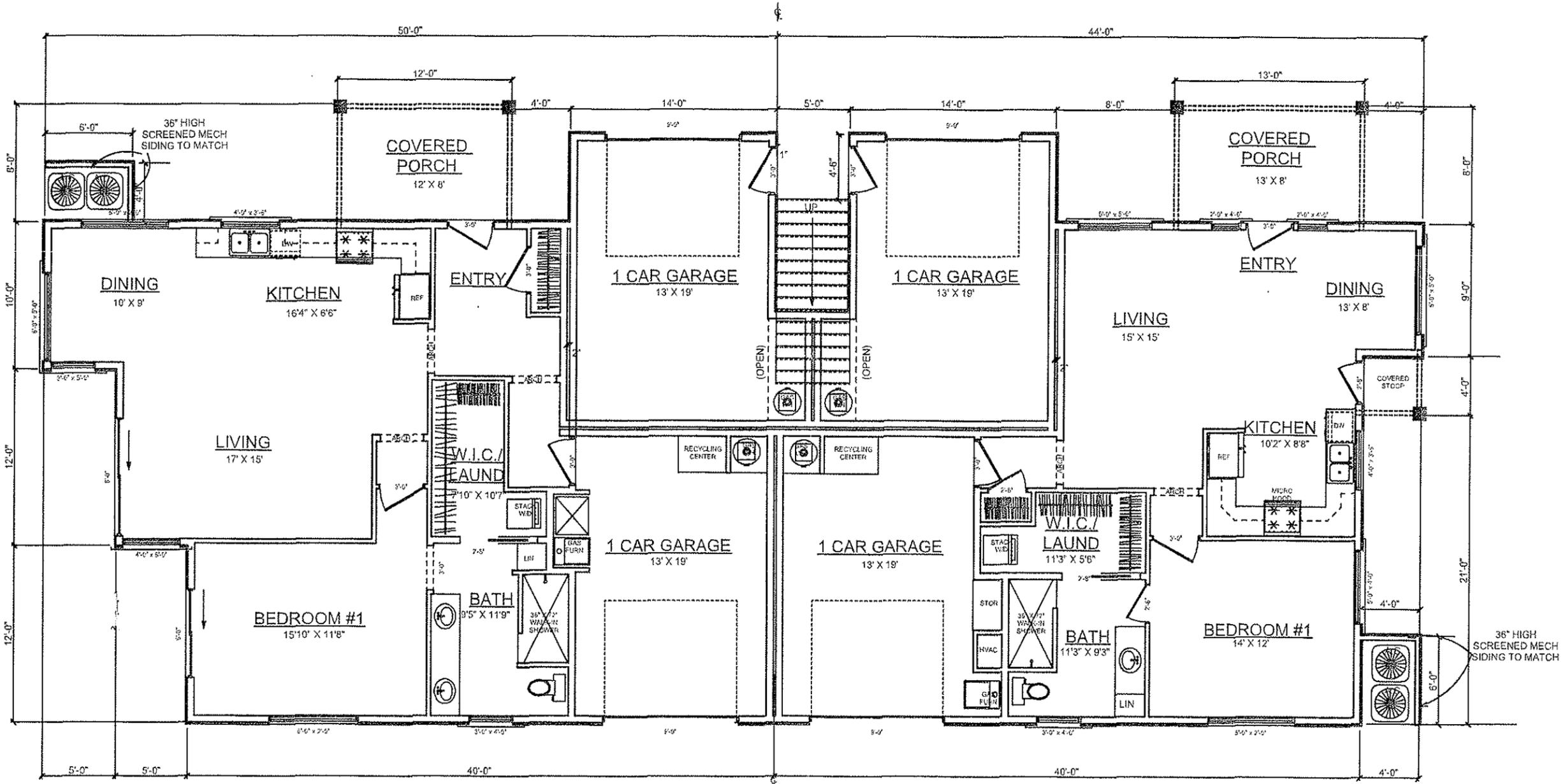
FILE:
 ASHER-BELLVIEW
 DRAWN BY: DATE:
 JWI 6/05/08
 CHECKED BY: DATE:

SHEET 1 OF 4

PROJECT:
 WEST BELLVIEW
 SUBDIVISION, PH II
 ASHLAND, OR 97520
 FOR: ASHER HOMES

CUSTOMER:
 ASHER HOMES
 P.O. BOX 3459
 ASHLAND OR 97520
 541-482-5375
 CCB#56025

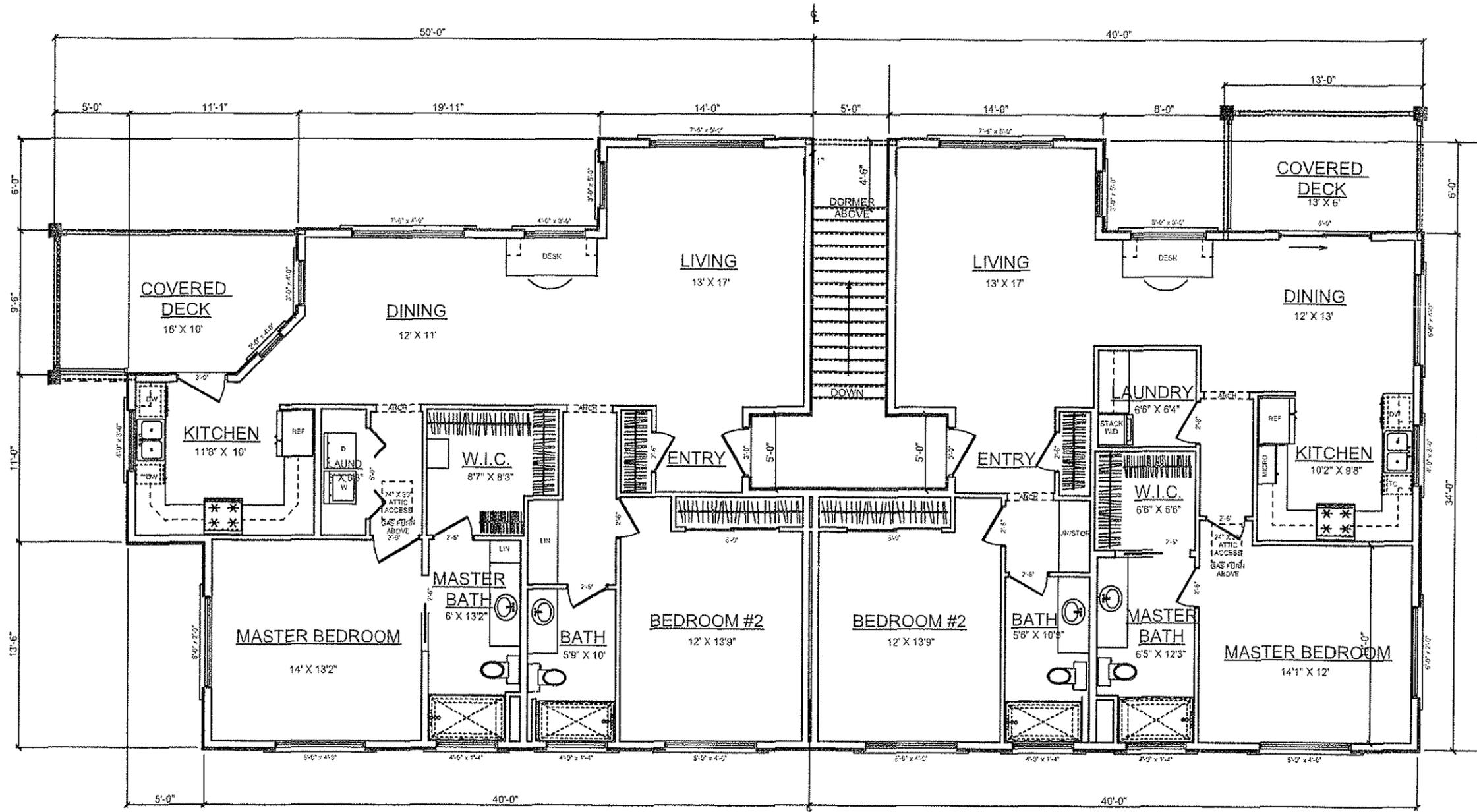
design residential
home design that inspires
 Design Residential, Inc.
 P.O. Box 8062
 Medford, OR 97501
 541-608-3356 / fax: 608-0112
 www.designresidential.biz



UNIT #1
 1044 SQ. FT.-LIVING
 276 SQ. FT.-GARAGE

UNIT #3
 837 SQ. FT.-LIVING
 287 SQ. FT.-GARAGE

NOTES:



UNIT #2
1426 SQ. FT.-LIVING

UNIT #4
1342 SQ. FT.-LIVING

UNITS #1, 2, 3 & 4
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

REV.	DATE	REV.	DATE

TITLE:
UPPER FLOOR
PLAN
AS NOTED
SCALE: 1/4" = 1'

FILE:
ASHER-BELLVIEW
DRAWN BY: DATE:
JWJ 6/05/08
CHECKED BY: DATE:

SHEET 2 OF 4

PROJECT:
WEST BELLVIEW
SUBDIVISION, PH II
ASHLAND, OR 97520
FOR: ASHER HOMES

CUSTOMER:
ASHER HOMES
P.O. BOX 3459
ASHLAND OR 97520
541-482-5375
CCB#56025

design residential
7 hours design that inspires
Design Residential, Inc.
P.O. Box 8062
Medford, OR 97501
541-609-3856 / fax: 809-6112
www.designresidential.biz



PLANNING ACTION: #2008-01517

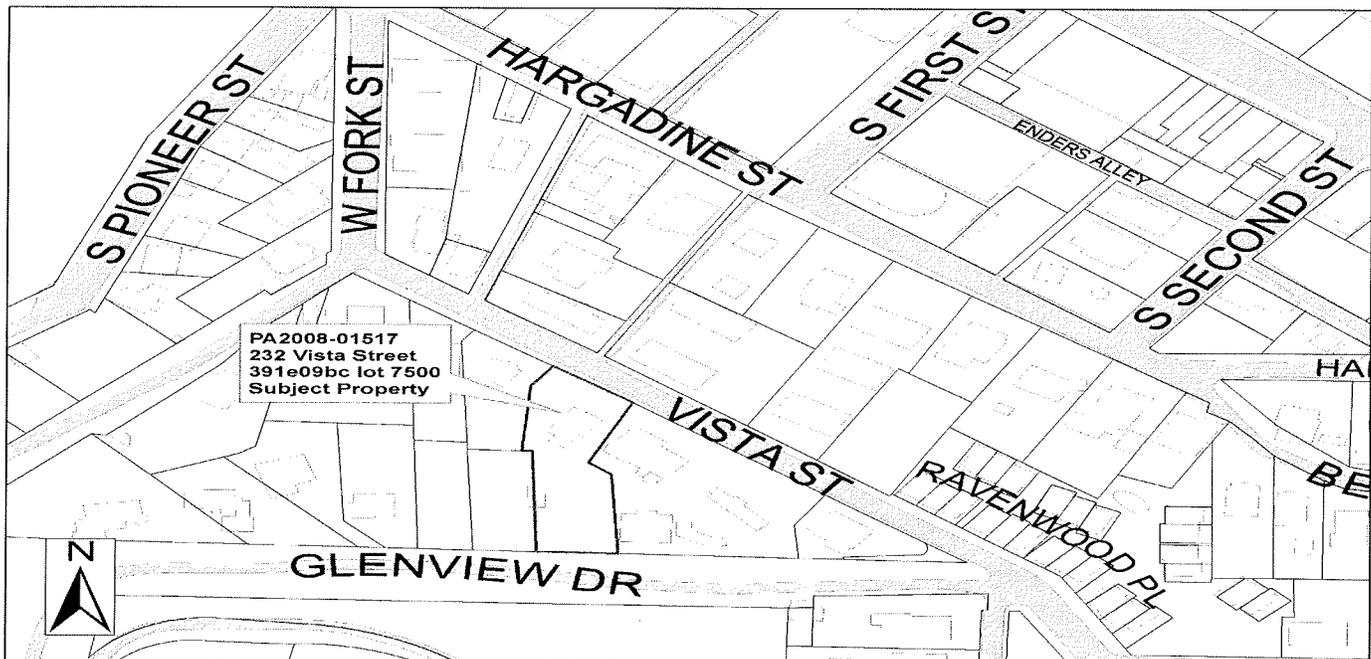
SUBJECT PROPERTY: 232 Vista

OWNER/APPLICANT: Kerry KenCairn

DESCRIPTION: A request for a Minor Land Partition, a Type II Variance to permit a new lot on an unpaved street with less than 20' of width and a Physical and Environmental Constraints Permit for development and tree removal on Hillside Lands. COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; ZONING: R-1-7.5; ASSESSOR'S MAP #: 39 1E 09BC; TAX LOT: 7500.

NOTE: The Ashland Tree Commission will also review this Planning Action on **November 6, 2008 at 6:00 p.m.** in the Community Development and Engineering Services building (Siskiyou Room) located at 51 Winburn Way.

ASHLAND PLANNING COMMISSION MEETING: November 12, 7:00 PM, Ashland Civic Center



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

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

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

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

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

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

MINOR LAND PARTITION CRITERIA

Section 18.76.050 Preliminary Approval

An application for a preliminary partition shall be approved when the following conditions exist:

- 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 tract of land has not been partitioned for 12 months.
- D. The partitioning is not in conflict with any law, ordinance or resolution applicable to the land.
- E. The partitioning is in accordance with the design and street standards contained in the Chapter 18.88, Performance Standards Options. (ORD 2836, 1999)
- F. When there exists adequate public facilities, or proof that such facilities can be provided, as determined by the Public Works Director and specified by City documents, for water, sanitary sewers, storm sewer, and electricity.
- G. 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.
 1. The Public Works Director may allow an unpaved street for access for a minor land partition when all of the following conditions exist:
 - a. The unpaved street is at least 20-feet wide to the nearest fully improved collector or arterial street.
 - b. The centerline grade on any portion of the unpaved street does not exceed ten percent.
 2. Should the partition be on an unpaved street and paving is not required, the applicant shall agree to participate in the costs and to waive the rights of the owner of the subject property to remonstrate both with respect to the owners agreeing to participate in the cost of full street improvements and to not remonstrate to the formation of a local improvement district to cover such improvements and costs thereof. Full street improvements shall include paving, curb, gutter, sidewalks and the undergrounding of utilities. This requirement shall be precedent to the signing of the final survey plat, and if the owner declines to so agree, then the application shall be denied.
- H. Where an alley exists adjacent to the partition, access may be required to be provided from the alley and prohibited from the street. (ORD 2951, 2008)

VARIANCE

18.100.020 Application

The owner or his agent may make application with the Staff Advisor. Such application shall be accompanied by a legal description of the property and plans and elevations necessary to show the proposed development. Also to be included with such application shall be a statement and evidence showing that all of the following circumstances exist:

- A. That there are unique or unusual circumstances which apply to this site which do not typically apply elsewhere.
- B. That the proposal's benefits will be greater than any negative impacts on the development of the adjacent uses; and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City. (ORD 2425, 1987).
- C. That the circumstances or conditions have not been willfully or purposely self-imposed. (ORD 2775, 1996)

PHYSICAL & ENVIRONMENTAL CONSTRAINTS

18.62.040.I Criteria for Approval

A Physical Constraints Review Permit shall be issued by the Staff Advisor when the Applicant demonstrates the following:

1. Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.
2. That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.
3. That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum permitted development permitted by the Land Use Ordinance.

(ORD 2808, 1997; ORD 2834, 1998; ORD 2951, 2008)

**ASHLAND PLANNING DEPARTMENT
STAFF REPORT
November 12, 2008**

PLANNING ACTION: #2008-01517

APPLICANT: Kerry KenCairn

LOCATION: 232 Vista Street

ZONE DESIGNATION: R-1-7.5

COMPREHENSIVE PLAN DESIGNATION: Single-Family Residential

APPLICATION DEEMED COMPLETE: November 5, 2008

120-DAY TIME LIMIT: March 5, 2008

ORDINANCE REFERENCE:

- 18.20 R1 Single-Family Residential District
- 18.62 Physical & Environmental Constraints
- 18.70 Solar Access
- 18.76 Partitions
- 18.100 Variances

REQUEST: A request for a Minor Land Partition, a Type II Variance to permit a new lot that does not have access onto a paved street and does not meet the criteria for access off of an unpaved street, and a Physical and Environmental Constraints Permit for development and tree removal on Hillside Lands.

I. Relevant Facts

A. Background - History of Application

In May of 2007, an application for a boundary line adjustment between 232 Vista and 212 Vista was approved administratively.

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

B. Detailed Description of the Site and Proposal

The property is located between Vista Street and Glenview Drive, with the existing home fronting on Vista. The parcel is currently approximately 18,600 square feet in size. There are a number of mature trees on the property and in the adjacent right-of-way. The

applicant is proposing to remove three trees to accommodate the footprint of the future home on the new lot.

The property is zoned R-1-7.5. Surrounding properties to the east and west are also zoned R-1-7.5. Properties to the north on the other side of Vista Street are zoned R-2, multi-family residential, and properties to the south on the other side of Glenview Drive are zoned RR-.5, Rural Residential. The property is located within the Hargadine Historic District. Currently there is a single home on the lot.

1. Minor Land Partition

The application is for a Land Partition to create two single-family lots from the existing parcel located at 232 Vista Street. The parent parcel has an area of approximately 18,600 square feet. The proposed Lot #1, which contains the existing house, would have an area of about 9,500 square feet, and the proposed Lot #2 would have an area of about 9,097 square feet. The new lot would be accessed from Glenview Drive. There is currently no structure being proposed for the lot, though a building footprint has been defined. The applicants are planning to improve an existing, graded access to serve as the driveway to the new lot. The proposed drive is more than 50 feet long and is therefore required by the Ordinance to meet flag drive requirements for width and fire access.

2. Physical and Environmental Constraints Permit

The lot is located in the Hillside Lands Overlay and is subject to Physical and Environmental Constraints Requirement for slopes over 25 percent. It contains slopes ranging between under 15 percent to over 35 percent. Those areas over 35percent are designated Severe Constraints Lands by the Ordinance, and a portion of the proposed drive encroaches into these Severe Constraints slopes.

3. Variance

The request is for a Variance to the Partition criteria to create a lot that does not meet the requirements for access off an unpaved street. Glenview Drive is narrower than the required 20 feet and steeper than the maximum 10 percent grade required by Section 18.76.050 of the Ordinance. This requires a Type II Variance with a public hearing.

II. Project Impact

The project requires a Minor Land Partition. A Type II Variance to access requirements is needed to create a lot that does not have access onto a paved street and does not meet the criteria for access off of an unpaved street. The project requires Physical and Environmental Constraints Permit because it involves a partition and construction of the

driveway in an area with slopes greater than 25 percent. The lot is subject to Severe Constraints requirements because portions of the property are over 35 percent slope.

A. Minor Land Partition

1. Future Use of the Parcel and Development of Adjacent Parcels

With the partition, the lot would be fully developed in conformance with the R-1 zoning standards, thus the partition does not impede the future use of the parcel

2. Requirements of the R-1-7.5 Zoning District

Both lots meet the minimum size and the dimensional requirements of the R-1-7.5 Zoning District. The existing home and the proposed building footprint will both conform to setback, lot coverage, and maximum permitted floor area requirements.

3. Adequacy of Public Facilities

Adequate public utility facilities, including water, sewer, storm drainage, and electric service, exist in the Vista Street right of way to serve the proposed parcels, and these services, including new underground electric, will be extended to serve each of the newly created parcels. Vista Street is paved, with curbside sidewalks. Glenview Drive is unpaved, and this issue is addressed below in the discussion of the requested Variance.

B. Physical and Environmental Constraints Permit

The applicant has provided a Geotechnical Engineering Report by Amrhein Associates addressing the suitability of the site for the proposal and making recommendations on site preparation, foundation construction, soil retention, and erosion control, as required for any property proposing development on slopes over 35%. The report states that "The proposed building area is feasible with respect to the subsurface conditions at the site." A condition is attached requiring evidence to be submitted with the building permit application demonstrating that the geotechnical expert finds the building permit plans (e.g. grading, retaining walls, drainage and erosion control) consistent with the recommendations of the geotechnical reports. The proposal does include the removal of three significant trees in order to accommodate the building footprint of the new house. The application states that they are trying to minimize the address impact by minimizing tree removal and lot coverage, building in the area of least slope, and making use of the existing graded driveway for access.

C. Variance

The application requires a Variance to create a lot that does not have access onto a paved street and does not meet the criteria for access off of an unpaved street. The street is not the required 20 feet in width, but varies in width from 11 to 15 feet. The road also exceeds the 10 percent maximum grade at centerline required for an unpaved access to a new lot. The grade varies between 9.4 percent and 16 percent, with the steepest portion being at the intersection of Glenview and Vista and the remainder being between under 11.6 percent.

The applicant has submitted a letter from the project engineer stating that widening the road is not feasible. The letter states that on the downhill side, there are utility pedestals and an existing driveway for 234 Vista that make constructing a retaining wall and filling to widen the road in this direction difficult. The letter also addresses widening on the uphill side, stating that the cut slope on this side is very steep and close to the right of way and additional cutting would increase slope instability, creating a situation where soil from the hillside could slide onto the street. The letter states that widening the road would have a negative impact on slope stability and that the width of the road was created many years ago and is thus pre-existing. Thus, the findings assert that the addition of one lot on the road in its existing condition would have less negative impact than improving the road to meet the standards.

Staff is recommending that the applicants improve the first 70 feet of the existing right-of-way through paving, without widening the street, as this portion of the road is in very poor condition, with potholes and gravel spilling out onto the intersection. This is also the steepest portion of the road. Improving this portion of the road would not negatively impact the slopes on either side of the street, and would help offset the impact of the additional traffic on the narrow, unpaved street. Recommended Conditions 3 and 8a address this issue.

III. Procedural - Required Burden of Proof

The criteria for a Minor Land Partition are described in 18.76 as follows:

- A. The future use for urban purposes of the remainder of the tract will not be impeded.
- B. The development of the remainder of any adjoining land or access thereto will not be impeded.
- C. The tract of land has not been partitioned for 12 months.
- D. The partitioning is not in conflict with any law, ordinance or resolution applicable to the land.
- E. The partitioning is in accordance with the design and street standards contained in the Chapter 18.88, Performance Standards Options. (Ord 2836 S8, 1999)
- F. When there exists adequate public facilities, or proof that such facilities can be provided, as determined by the Public Works Director and specified by City documents, for water, sanitary sewers, storm sewer, and electricity.

- G. 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.
1. The Public Works Director may allow an unpaved street for access for a minor land partition when all of the following conditions exist:
 - a. The unpaved street is at least 20-feet wide to the nearest fully improved collector or arterial street.
 - b. The centerline grade on any portion of the unpaved street does not exceed ten percent.
 2. Should the partition be on an unpaved street and paving is not required, the applicant shall agree to participate in the costs and to waive the rights of the owner of the subject property to remonstrate both with respect to the owners agreeing to participate in the cost of full street improvements and to not remonstrate to the formation of a local improvement district to cover such improvements and costs thereof. Full street improvements shall include paving, curb, gutter, sidewalks and the under grounding of utilities. This requirement shall be precedent to the signing of the final survey plat, and if the owner declines to so agree, then the application shall be denied.
- H. Where an alley exists adjacent to the partition, access may be required to be provided from the alley and prohibited from the street. (amended Ord. 2757, 1995).

The criteria for Physical & Environmental Constraints approval are described in 18.62.040, as follows:

1. Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.
2. That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.
3. That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum permitted development permitted by the Land Use Ordinance. (Ord 2834 S1, 1998) (Ord. 2834, Amended, 11/03/1998, Section 18.62.040 J "deleted"; Ord 2808, Added, 12/02/1997)

The criteria for a Variance are described in 18.100.020 as follows:

- A. That there are unique or unusual circumstances which apply to this site which do not typically apply elsewhere.

- B. That the proposal's benefits will be greater than any negative impacts on the development of the adjacent uses; and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City. (Ord.2425 S1, 1987).
- C. That the circumstances or conditions have not been willfully or purposely self-imposed.

IV. Conclusions and Recommendations

In order to approve the application, the Planning Commission must find that the circumstances in this application are unique and do not typically apply elsewhere, that the condition is not self-imposed, and also make the findings that the benefits outweigh the negative impacts. In this case, the benefit of allowing a new lot on the unpaved street that does not meet ordinance requirements needs to outweigh the negative impacts of requiring the widening and grading of Glenview Drive.

Should the Commission believe adequate information and facts are provided to approve the project, Staff recommends that the following conditions be conditions of the approval:

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise modified here.
- 2) That a final survey plat shall be submitted to the City within 18 months of this approval. All easements for public and private utilities, public pedestrian access, and reciprocal utility, maintenance, and access easements shall be indicated on the final survey plat as required by the Ashland Engineering Division
- 3) That the first approximately 70-ft of Glenview Street, to the first existing decorative black fence post on the north-side of the street, be paved, including curb and gutter where feasible as determined by the City of Ashland Engineering Division.
- 4) That all recommendations of the Subsurface Investigation and Geotechnical Engineering Report, dated September 9, 2008, by Amrhein & Associates shall be instituted in the development of the property, and that the erosion control measures shall be installed as identified in the Amrhein & Associates Report prior to any site work, storage of materials, issuance of an excavation permit, or issuance of a building permit.
- 5) That the recommendations of the Ashland Tree Commission, with final approval by the Staff Advisor, shall be incorporated into the Tree Protection Plan.
- 6) Tree protection measures shall be installed according to the approved plan, inspected, and approved by the Staff Advisor. No site work including tree removal or any storage of materials shall occur on any of the newly created parcels prior to completion of a Tree Protection Verification Permit inspection.
- 7) Applicant shall obtain an excavation permit for installation of utilities to the new lot and installation of driveway improvements. Required permits from the

Ashland Public Works Department shall be obtained for any portion of the driveway improvements encroaching into the Glenview Drive right-of-way.

- 8) That prior to the signature of the final survey plat:
 - a) That an engineered street improvement and storm drainage plan for Glenview Drive improvements shall be submitted for review and approval of the Ashland Engineering Division, and that these improvements shall be installed to City of Ashland standards under permit from the Public Works Department and in accordance with the approved plan prior to signature of the final survey plat.
 - b) That the property owner shall sign in favor of local improvement districts for the future street improvements, including but not limited to sidewalks, parkrow, curb, gutter and storm drainage, for Glenview Drive prior to signature of the final survey plat. The agreement shall be signed and recorded concurrently with the final survey plat.
 - c) A final utility plan for the parcels shall be submitted for review and approval by the Engineering Division and Building Divisions. The utility plan shall include the location of connections to all public facilities including the locations of water lines and meter sizes, fire hydrants, sanitary sewer lines, storm drain lines and electric services.
 - d) A storm drainage plan that shows compliance with 18.62.080.C and is designed by a geotechnical expert shall be submitted.
 - e) Electric service shall be installed underground to service both newly created parcels as required by the Ashland Electric Department prior to the signature of the final plat. An electric service plan shall be reviewed and approved by the Ashland Electric Department prior to installation.
 - f) Sanitary sewer laterals and water services including connection with meters at the street shall be installed for both parcels prior to the signature of final survey plat.
 - g) Reciprocal utility, maintenance, and access agreements shall be granted for the shared use of the common driveway, and any necessary easements indicated on the final survey plat.
- 9) That prior to issuance of a building permit for construction on the newly created parcel:
 - a) That construction of the new home on Parcel 2 will require a separate Physical and Environmental Constraints permit addressing compliance of the house and associated grading and fill with AMC 18.62.
 - b) Building Permit submittals shall include solar setback calculations demonstrating that all new construction complies with Solar Setback Standard

A in the formula $[(\text{Height} - 6) / (0.445 + \text{Slope}) = \text{Required Solar Setback}]$ and elevations or cross section drawings clearly identifying the highest shadow producing point(s) and the height(s) from natural grade.

- c) Building Permit submittals shall include Verification that the new home on Parcel 2 complies with the Maximum Permitted Floor Area requirements of AMC 18.24.040.I.
- d) Requirements of the Ashland Fire Department shall be met, including that all addressing shall be approved prior to being installed, that fire apparatus access be provided, and that a fuel break is required.
- e) A written verification from the project geotechnical expert addressing the consistency of the building permit submittals with the geotechnical report recommendations (e.g. grading plan, storm drainage plan, foundation plan, etc.) shall be submitted with the building permit.

RECEIVED

OCT 17 2008

City of Ashland
Community Development



October 17, 2008
AAI Project No. DB95-02.02

Kerry KenCairn
KenCairn Landscape Architecture, LLC
545 A Street, Suite 3
Ashland, OR 97520

Re: Driveway Widening Restrictions
232 Vista Street
Ashland, Oregon

Dear Kerry:

Amrhein Associates, Inc. (AAI) has reviewed the topographic and geologic information regarding the potential widening of Glenview Drive to meet the City of Ashland's 20-foot, road width requirement for the proposed lot partition of 232 Vista Drive. Terra Survey, Inc. produced a topographic map of the area and we have prepared a geotechnical engineering report for the lot partition dated, September 9, 2008.

Glenview Drive is located above the proposed lot partition traversing a steep slope to access the properties in the area from the rear. The existing road has been cut deeply into the hill with some fill placed on the downhill side to create the existing, unimproved road width, which ranges from 12 to 16 feet wide. On the downhill side of the existing road are utility pedestals and an existing concrete driveway serving 234 Vista Drive. Therefore widening the road on the downhill side by constructing a retaining wall or increasing the fill slope height is not feasible without cutting off the existing driveway access or increasing the already over-steepened fill slope.

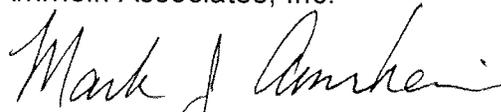
On the uphill side, the cut slope is exposed decomposed granite, and although it's dense, is very erosive especially from steep, exposed cut slopes. The cut slope was on the order of 1H:1V (horizontal:vertical) and was found to be steeper (0.9H:1V) in one cross-section prepared by Terra Survey. The top of this cut slope is very near the right-of-way (ROW) line. This over-steepened slope is considered unstable due to erosion and will never really develop a stable topsoil and vegetative cover. In order to increase the access road width upslope, additional cutting would be required. There is no horizontal space for moving the slope back within the ROW and increasing the slope angle would only increase the slope's erosive instability and also create a scenario whereas large blocks of granite soil may drop from the slope onto the road below.

As an alternative, a tall, retaining wall (10 to 12 feet) would have to be constructed to support the slope. The City of Ashland Hillside Standards does not allow for such a height of retaining wall and a series of walls would have to be terraced with no wall more than 5 feet in height. Each tier would have to be steeped back at least 3 feet (AAI typically recommends at least 4 feet) before the next 5 foot height wall could be constructed. Three terraces of walls would be necessary to support the slope and there is not the horizontal space to accommodate such terracing.

Therefore in AAI's opinion, widening the access road is not feasible considering the unique circumstances of this specific site. Widening the road would negatively impact the stability of the existing cut slope and any additional cutting would only increase the slope's instability. The existing cut slope and ROW width has likely existed since original lot development in the area many years ago and is a limitation not created by the proposed lot partition.

AAI's review and professional opinions expressed in this letter have been prepared in conformance with generally accepted geotechnical engineering principles and practices. No other warranty, either expressed or implied, is made or intended. This letter has been prepared for the exclusive use of the KenCairn Landscape Architecture, LLC, Sid and Karen DeBoer, and their agents, for specific application to subject property.

Sincerely,
Amrhein Associates, Inc.



Mark J. Amrhein, PE, GE
President / Senior Engineer



RENEWAL DATE: 12/31/09

RECEIVED

OCT 17 2008

City of Ashland
Community Development

Addenda to page 7 - 18.62.080 B 3

The information below replaces that which was previously submitted in the findings.

3. Retention in natural state. On all projects on Hillside Lands involving partitions and subdivisions, and existing lots with an area greater than one-half acre, an area equal to 25% of the total project area, plus the percentage figure of the average slope of the total project area, shall be retained in a natural state. Lands to be retained in a natural state shall be protected from damage through the use of temporary construction fencing or the functional equivalent.

For example, on a 25,000 sq. ft. lot with an average slope of 29%, 25%+29%=54% of the total lot area shall be retained in a natural state.

The retention in a natural state of areas greater than the minimum percentage required here is encouraged.

The existing lot that we are applying to partition is a total of 18,596 square feet with an average slope of 29.02%. Therefore, when looked at as one continuous lot, the area to left in a natural state would be

$$\begin{array}{r} .25 \times 18,596 = 4,649 \\ + \\ .29.02 \times 18,596 = 5396.6 \end{array}$$

Total area to be left in natural state is 10,045.6

The current lot coverage (non-natural state) is 2,956 square feet, plus the proposed lot coverage (of parcel # 2) when the property is split 3,846 = 6,802 square feet. This leaves 11,794 square feet of land in its natural state, 1,748 square feet more than what is required.

When parcel #2 is looked at through this requirement the outcome is:

Parcel #2 has an average slope of 30.76%. The square footage of Parcel #2 is 9,016.

$$\begin{array}{r} .25 \times 9,016 = 2,254 \\ + \\ .30.76 \times 9,016 = 2,774 \end{array}$$

Total area to be left in natural state = 5,208

The proposed development of Parcel #2 is 3,486.

The total allowable area to be developed is 3,808

Total parcel 9,016

-

Area to be retained = 5,208

RECEIVED

SEP 26 2008

City of Ashland
Community Development

**DEBOER PARTITION
232 VISTA STREET
APPLICATION AND FINDINGS FOR:
18.20 R-1 Single-Family Residential District
18.61 Tree Preservation & Protection
18.62 Physical & Environmental Constraints
18.70 Solar Access
18.76 Partitions
18.92 Off Street Parking
18.100 Variances**

ZONING: R-1-7.5

LOCATION: 232 VISTA STREET
ASHLAND, OREGON

**LEGAL
DESCRIPTION:** 39 1E 09 BC 7500

**APPLICANT
PLANNER:** Kerry KenCairn – 488-3194
KenCairn Landscape Architecture
545 A Street, Ashland, OR 97520

OWNER: Sid and Karen DeBoer – 482-0915
234 Vista Street, Ashland, OR 97520

SURVEYOR: Richard Alspach – 482-6474
Terrasurvey
274 4th St., Ashland, OR 97520

**GEOTECHNICAL
ENGINEER:** Mark Amrhein – 482-6680
Amrhein and Associates
234 Vista Street, Ashland, OR 97520

ARBORIST: Michael Oliver – no longer in business
Pro Arbor

ARBORIST: Tom Myers – 482-3667
Upper Limb-It
P.O. Box 881, Ashland, OR 97520

RECEIVED

SEP 12 2008

City of Ashland

PROJECT DESCRIPTION:

This proposal involves the creation of a new lot that fronts on Glenview Drive; the lot is being created by splitting the lot at 232 Vista Street along its East/West midpoint. This project is located within the Historic Zone, and the new back lot has slopes steep enough to require it to be reviewed under the Physical and Environmental constraints Ordinance. Both lots fall within the Wildfire Zone, there is an existing home on Vista Street that will become part of parcel #1. There is no new building associated with this proposal at this time, this is a proposal for lot creation only. When application is made to put a home on the new lot (parcel #2), it will be an application for a Physical and Environmental Constraints Permit. This proposal involves a request for a variance to the 'Land Partition Criteria 18.76.050 - G' which will be dealt with later in this application.

18.20 R-1 Single-Family Residential District

18.20.020 Permitted Uses

The following uses and their accessory uses are permitted outright:

A. Single family dwelling, utilizing at least two of the following design features to provide visual relief along the front of the residence:

This proposal is to create a partition allowing for the creation of a new single family R-1.75 lot. The parent lot for this project contains an existing home that is proposed to remain on parcel #1. The new lot is proposed as parcel #2, and at this time the applicant is only showing a potential building envelope for a future home, at this time there is no home designed or proposed for parcel #2.

18.20.030 Conditional uses

Not Applicable.

18.20.040 General regulations

A. Minimum lot area: Basic minimum lot area in the R-1 zone shall be five thousand (5,000) square feet, except six thousand (6,000) square feet for corner lots. R-1 areas may be designed for seventy-five hundred (7,500) or ten thousand (10,000) square foot minimum lot sizes where slopes or other conditions make larger sizes necessary. Permitted lot sizes shall be indicated by a number following the R-1 notation which represents allowable minimum square footage in thousands of square feet, as follows:

Criteria Met:

Parcel # 1 is proposed to be 9,499 square feet

Parcel #2 is proposed to be 9,097 square feet

B. Minimum lot width:

All R-1-7.5 lots 65 feet

Criteria Met:

RECEIVED

SEP 12 2008

City of Ashlan

Parcel # 1 is proposed to be 112 feet wide at vista Street tapering to 62.52 feet at the back of the lot. Calculating by square footage, 6% of the lot is less than 65' wide, 94% of the lot is over 65' wide, therefore the average is over 65'.

Parcel #2 is proposed to be 71.59 feet wide throughout.

C. Lot Depth: All lots shall have a minimum depth of eighty (80) feet and a maximum depth of one hundred fifty (150) feet unless lot configuration prevents further development of the back of the lot. Maximum lot depth requirements shall not apply to lots created by a minor land partition. No lot shall have a width greater than its depth, and no lot shall exceed one hundred fifty (150) feet in width. (Ord. 2052, 1979; Ord. 2425 S3, 1988)

Criteria Met:

Parcel # 1 is 143 feet deep at its longest point, and the average of both eastern and western property lines is 129.18 feet

Parcel #2 is 128 feet deep at the middle and majority of the depth of the lot. At minimum it is 113 feet deep.

D. Standard Yard Requirements: Front yards shall be a minimum of, 15 feet excluding garages. Unenclosed porches shall be permitted with a minimum setback of eight feet or the width of any existing public utility easement, whichever is greater, from the front property line. All garages accessed from the front shall have a minimum setback of 20' from the front property line; side yards, six feet; the side yard of a corner lot abutting a public street shall have a ten foot setback; rear yard, ten feet plus ten feet for each story in excess of one story. In addition, the setbacks must comply with Chapter 18.70 which provides for Solar Access. (Ord. 2097 S5, 1980; Ord. 2121 Se, 1981, Ord. 2752, 1995)

Criteria Met:

Existing home is in compliance on Parcel 1; the future home on proposed parcel 2 will have to meet requirements when it is designed.

E. Maximum Building Height: No structure shall be over thirty-five (35) feet or two and one-half (2 1/2) stories in height, whichever is less. Structures within the Historic District shall not exceed a height of 30 feet.

Criteria Met:

Existing home is in compliance on Parcel 1; the future home on proposed parcel 2 will have to meet requirements when it is designed.

F. Maximum Coverage: Maximum lot coverage shall be fifty (50%) percent in an R-1-5 District, forty-five (45%) percent in an R-1-7.5 District, and forty (40%) percent in an R-1-10 District.

Criteria Met:

RECEIVED

SEP 12 2008

City of Ashlan

Allowable lot coverage on proposed parcel #1 is 45% of 9,499 = 4274 square feet. Actual existing coverage of proposed parcel is 2,956 or 31%

Allowable lot coverage for proposed Parcel 2 is 45% of 9,097 = 4094 square feet.

The driveway as shown is 1,894 square feet and the building envelope is 1,592 square feet. A total of 3,486 square feet or 38%

G. Maximum Permitted Floor Area for dwellings within the Historic District. The maximum permitted floor area for primary dwellings within the Historic District shall be determined by the following:

Proposed parcel #1 is 9,499 square feet. Maximum permitted floor area is

$$9,499 \times 0.75 = 7185 \times 0.38 = 2,707.2 \text{ MPFA}$$

The actual existing home with the garage is 2,680.3 square feet

Proposed Parcel #2 is 9,097 square feet. Maximum permitted floor area is

$$9,097 \times 0.75 = 6,822.75 \times 0.38 = 2,592.6 \text{ MPFA.}$$

The new lot will include a restriction limiting the new home to a MPFA of 2,592.6

18.61 Tree Preservation & Protection

This proposal does not require the removal of trees at this time, there will be no construction associated with this application it is for a partition only. When there is a Physical and Environmental Constraints Permit application for the new lot (parcel #2) there will be tree removal required as part of that application. The trees that will need removal to allow for a house to be built in the prescribed building envelope are identified as trees 13, 18, 19 and 21 (see sheet PE-2). The building envelope was designed to preserve as many trees as possible and make use of the existing driveway access.

This application proposes to take storm and sanitary sewer to vista Street through an easement along the East property line of parcel #1. This will require boring under the roots of the large Cedar tree in this location. Attached to this application are the recommendations of the project arborist on how to achieve this boring.

B. Tree Removal Verification Permit

When there is a development proposal for Parcel #2, the applicant will have to follow up with a verification permit.

18.61.050 Plans Required

There is a tree survey and protection plan submitted with this application. All the trees have been tagged with numbers that relate to the graphic survey plan.

RECEIVED

SEP 12 2008

City of Ashlan

18.61.200 Tree Protection

A tree survey and protection plan has been submitted with this application. (See sheet PE-2)

18.62 Physical & Environmental Constraints

18.62.040 Approval and Permit Required

A Physical Constraints Review Permit is required for the following activities:

A. Development, as defined in 18.62.030.D, in areas identified as Flood plain Corridor Land, Riparian Preserve, Hillside Land, or Severe Constraint land.

This proposal is for a partition in the Hillside Lands category.

1. Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.

The applicant is making use of the existing driveway grade. The building envelope is located in relationship to this existing driveway grade. The placement of the building envelope is in the flattest part of the site and is located to produce the minimum amount of tree removal.

2. That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.

This application looks at issues of erosion control, vegetation health and minimizing grading. The project does not contain any terraces for landscape; this application assumes that there will be no level ground created other than what is required to build the home. There will be some fill required to build the parking are, and this is in an area that has already been altered and is adjacent to the proposed building envelope.

3. That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum permitted development permitted by the Land Use Ordinance. (Ord 2834 S1, 1998)

This application makes use of the existing grade where possible, while minimizing tree removal and lot coverage. The applicant is trying to have as little impact on the lot as possible.

RECEIVED

SEP 12 2008

City of Ashlan

18.62.050 Land Classifications

The following factors shall be used to determine the classifications of various lands and their constraints to building and development on them:

This project falls under the hillside lands category. It is also classified as severe constraints property, much of the slope with proposed parcel # 2 is over 35%. The areas we are proposing for the both the building envelope and the driveway are under 35%.

18.62.080 Development Standards for Hillside Lands

It is the purpose of the Development Standards for Hillside Lands to provide supplementary development regulations to underlying zones to ensure that development occurs in such a manner as to protect the natural and topographic character and identity of these areas, environmental resources, the aesthetic qualities and restorative value of lands, and the public health, safety, and general welfare by insuring that development does not create soil erosion, sedimentation of lower slopes, slide damage, flooding problems, and severe cutting or scarring. It is the intent of these development standards to encourage a sensitive form of development and to allow for a reasonable use that complements the natural and visual character of the city.

A. General Requirements. The following general requirements shall apply in Hillside Lands:

1. All development shall occur on lands defined as having buildable area. Slopes greater than 35% shall be considered unbuildable except as allowed below. Variances may be granted to this requirement only as provided in section 18.62.080.H.

The proposed building envelope and driveways approach makes use of lands that have already been manipulated. The driveway grade is pre-existing, and will require minimum enhancement when a building is proposed. There are terraced areas within the building envelope area that are over 35%, but when looked at in context with the surrounding grade it can easily be seen that they are created steep section to allow the remainder of the area to be flatter. When the terraces are removed, the overall slope of this area is less than 35% (see sheet PE-1)

2. All newly created lots either by subdivision or partition shall contain a building envelope with a slope of 35% or less.

The proposed building envelope is in the area of the lot that is under 35%.

3. New streets, flag drives, and driveways shall be constructed on lands of less than or equal to 35% slope with the following exceptions:

RECEIVED

SEP 12 2008

City of Ashlan

b. The portion of the street, flag drive, or driveway on land greater than 35% slope does not exceed a length of 100 feet.

The portion of the drive/parking area that exceeds 35% is 24 feet in width by 9 feet in length.

4. Geotechnical Studies. For all applications on Hillside Lands involving subdivisions or partitions, the following additional information is required:

A geotechnical report has been provided.

B. Hillside Grading and Erosion Control. All development on lands classified as hillside shall provide plans conforming with the following items:

1. All grading, retaining wall design, drainage, and erosion control plans for development on Hillside Lands shall be designed by a geotechnical expert. All cuts, grading or fills shall conform to the International Building Code and be consistent with the provisions of this Title. Erosion control measures on the development site shall be required to minimize the solids in runoff from disturbed area.

The plans provided have been designed and approved by a geotechnical engineer.

2. For development other than single family homes on individual lots, all grading, drainage improvements, or other land disturbances shall only occur from May 1 to October 31.

This application is for a partition for a single family lot. There are no plans for development at this time. Schematic plans have been submitted to prove that the lot is buildable, and to establish a building envelope for the lot.

3. Retention in natural state. On all projects on Hillside Lands involving partitions and subdivisions, and existing lots with an area greater than one-half acre, an area equal to 25% of the total project area, plus the percentage figure of the average slope of the total project area, shall be retained in a natural state. Lands to be retained in a natural state shall be protected from damage through the use of temporary construction fencing or the functional equivalent.

Not Applicable, the existing lot is less than ½ acre (21,780 sf.); the existing lot is 18,597 sf.

4. Grading - cuts. On all cut slopes on areas classified as Hillside lands, the following standards shall apply:

There are no cut slopes proposed at this time. The building envelope and driveway are shown as an example and limitation for further development. When an actual home is designed for this lot it will be necessary for the applicant to reapply for a Physical and Environmental Constraints Permit that addresses the issues specific to that home. The proposed building envelope could contain a home without any additional terracing.

5. Grading - fills. On all fill slopes on lands classified as Hillside Lands, the following standards shall apply:

RECEIVED

SEP 12 2008

City of Ashlan

There are no fill slopes proposed at this time. The building envelope and driveway are shown as an example and limitation for further development. When an actual home is designed for this lot it will be necessary for the applicant to reapply for a Physical and Environmental Constraints Permit that addresses the issues specific to that home. The proposed building envelope could contain a home without any additional terracing.

6. Revegetation requirements. Where required by this chapter, all required revegetation of cut and fill slopes shall be installed prior to the issuance of a certificate of occupancy, signature of a required survey plat, or other time as determined by the hearing authority. Vegetation shall be installed in such a manner as to be substantially established within one year of installation.

There is no site disturbance associated with this application. The building envelope and driveway are shown as an example and limitation for further development. When an actual home is designed for this lot it will be necessary for the applicant to reapply for a Physical and Environmental Constraints Permit that addresses the issues specific to that home. The proposed building envelope could contain a home without any additional terracing, therefore limiting the site disturbance.

7. Maintenance, Security, and Penalties for Erosion Control Measures.

8. Site Grading. The grading of a site on Hillside Lands shall be reviewed considering the following factors:

There is no site disturbance associated with this application. The building envelope and driveway are shown as an example and limitation for further development. There is no graded yard space associated with this proposal. When an actual home is designed for this lot it will be necessary for the applicant to reapply for a Physical and Environmental Constraints Permit that addresses the issues specific to that home. This proposal attempts to leave the total lot in its existing state except for the building envelope which is proposed as the actual extent of the building.

9. Inspections and Final Report. Prior to the acceptance of a subdivision by the City, signature of the final survey plat on partitions, or issuance of a certificate of occupancy for individual structures, the project geotechnical expert shall provide a final report indicating that the approved grading, drainage, and erosion control measures were installed as per the approved plans, and that all scheduled inspections, as per 18.62.080.A.4.j were conducted by the project geotechnical expert periodically throughout the project.

Not applicable at this time, there is no construction or particular home being proposed at this time.

D. Tree Conservation, Protection and Removal. All development on Hillside Lands shall conform to the following requirements:

1. Inventory of Existing Trees. A tree survey at the same scale as the project site plan shall be prepared, which locates all trees greater than six inches d.b.h., identified by d.b.h., species, approximate extent of tree canopy. In addition, for areas proposed to be disturbed, existing tree

base elevations shall be provided. Dead or diseased trees shall be identified. Groups of trees in close proximity (i.e. those within five feet of each other) may be designated as a clump of trees, with the predominant species, estimated number and average diameter indicated. All tree surveys shall have an accuracy of plus or minus two feet. The name, signature, and address of the site surveyor responsible for the accuracy of the survey shall be provided on the tree survey. See the project tree inventory, removal and protection plan, (see sheet PE-2)

2. Evaluation of Suitability for Conservation. All trees indicated on the inventory of existing trees shall also be identified as to their suitability for conservation. When required by the hearing authority, the evaluation shall be conducted by a landscape professional. Factors included in this determination shall include:

See the project tree inventory, removal and protection plan, (see sheet PE-2)

3. Tree Conservation in Project Design. Significant trees (2' d.b.h. or greater conifers and 1' d.b.h. or greater broadleaf) shall be protected and incorporated into the project design whenever possible.

a. Streets, driveways, buildings, utilities, parking areas, and other site disturbances shall be located such that the maximum number of existing trees on the site are preserved, while recognizing and following the standards for fuel reduction if the development is located in Wildfire Lands.

The driveway shown on this site already exists; the building envelope is situated to preserve trees and stays away from the larger trees on the site.

b. Building envelopes shall be located and sized to preserve the maximum number of trees on site while recognizing and following the standards for fuel reduction if the development is located in Wildfire Lands.

The driveway shown on this site already exists; the building envelope is situated to preserve trees and stays away from the larger trees on the site.

c. Layout of the project site utility and grading plan shall avoid disturbance of tree protection areas.

The plan includes a utility easement that travels along the East property line of Parcel #1. This application includes a report and recommendations from the project arborist to detail how the future utilities must be run under the roots of the existing 36" Cedar. The utility easement is within the protection zone of this tree.

4. Tree Protection. On all properties where trees are required to be preserved during the course of development, the developer shall follow the following tree protection standards:

All of the tree protection requirements are included on the tree protection plans that have been submitted with this application.

5. Tree Removal. Development shall be designed to preserve the maximum number of trees on a site. The development shall follow the standards for fuel reduction if the development is located

RECEIVED

SEP 12 2008

in Wildfire Lands. When justified by findings of fact, the hearing authority may approve the removal of trees for one or more of the following conditions: (Ord 2834 S3, 1998)

a. The tree is located within the building envelope.

All the trees proposed for removal are in the proposed building envelope. No trees would be removed as part of this application, the trees would be removed when a new P and E is done for a specific home.

6. Tree Replacement. Trees approved for removal, with the exception of trees removed because they were determined to be diseased, dead, or a hazard, shall be replaced in compliance with the following standards:

There are no trees being proposed for removal at this time. The future applicant will be required to replace trees that must be removed in order to create a building envelope.

E. Building Location and Design Standards. All buildings and buildable areas proposed for Hillside Lands shall be designed and constructed in compliance with the following standards:

1. Building Envelopes. All newly created lots, either by subdivision or partition, shall contain building envelopes conforming to the following standards:

a. The building envelope shall contain a buildable area with a slope of 35% or less.

The building envelope is shown in the area of the property where the slope is 35% or less based on the removal of short (under two feet) terrace walls that allow for garden beds. The slope analysis shows this area with the walls removed.

b. Building envelopes and lot design shall address the retention of a percentage of the lot in a natural state as required in 18.62.080.B.3.

Not Applicable, the existing lot is less than ½ acre (21,780 sf.); the existing lot is 18,597 sf.

c. Building envelopes shall be designed and located to maximize tree conservation as required in 18.62.080.D.3. while recognizing and following the standards for fuel reduction if the development is located in Wildfire Lands

The building envelope has been located to preserve as many trees as possible. Fuel reduction shall be accomplished through the removal of small stature trees and the disconnection of canopies.

d. It is recommended that building envelope locations should be located to avoid ridgeline exposures, and designed such that the roofline of a building within the envelope does not project above the ridgeline.

The proposed building envelope is below the ridgeline.

2. Building Design. To reduce hillside disturbance through the use of slope responsive design techniques, buildings on Hillside Lands, excepting those lands within the designated Historic

RECEIVED

SEP 12 2008

City of Ashland

District, shall incorporate the following into the building design and indicate features on required building permits:

a. Hillside Building Height. The height of all structures shall be measured vertically from the natural grade to the uppermost point of the roof edge or peak, wall, parapet, mansard, or other feature perpendicular to that grade. Maximum Hillside Building Height shall be 35 feet. (graphics available on original ordinance)

Not applicable at this time, there is no construction or particular home being proposed at this time.

b. Cut buildings into hillsides to reduce effective visual bulk.

Not applicable at this time, there is no construction or particular home being proposed at this time.

c. A building setback shall be required on all downhill building walls greater than 20 feet in height, as measured above natural grade. Setbacks shall be a minimum of six feet. No vertical walls on the downhill elevations of new buildings shall exceed a maximum height of 20 feet above natural grade. (see graphic file attached)

Not applicable at this time, there is no construction or particular home being proposed at this time.

d. Continuous horizontal building planes shall not exceed a maximum length of 36 feet. Planes longer than 36 feet shall include a minimum offset of six feet. (graphic available on original ordinance)

Not applicable at this time, there is no construction or particular home being proposed at this time.

e. It is recommended that roof forms and roof lines for new structures be broken into a series of smaller building components to reflect the irregular forms of the surrounding hillside. Long, linear unbroken roof lines are discouraged. Large gable ends on downhill elevations should be avoided, however smaller gables may be permitted. (graphic available on original ordinance)

Not applicable at this time, there is no construction or particular home being proposed at this time.

f. It is recommended that roofs of lower floor levels be used to provide deck or outdoor space for upper floor levels. The use of overhanging decks with vertical supports in excess of 12 feet on downhill elevations should be avoided.

Not applicable at this time, there is no construction or particular home being proposed at this time.

g. It is recommended that color selection for new structures be coordinated with the predominant colors of the surrounding landscape to minimize contrast between the structure and the natural environment.

Not applicable at this time, there is no construction or particular home being proposed at this time.

F. All structures on Hillside Lands shall have foundations which have been designed by an engineer or architect with demonstrable geotechnical design experience. A designer, as defined, shall not complete working drawings without having foundations designed by an engineer.

Not applicable at this time, there is no construction or particular home being proposed at this time.

G. All newly created lots or lots modified by a lot line adjustment must include a building envelope on all lots that contains a buildable area less than 35% slope of sufficient size to accommodate the uses permitted in the underlying zone, unless the division or lot line adjustment is for open space or conservation purposes.

The proposed building envelope can facilitate a home and garage.

H. Administrative Variance From Development Standards for Hillside Lands - 18.62.080. A variance under this section is not subject to the variance requirements of section 18.100 and may be granted with respect to the development standards for Hillside Lands if all of the following circumstances are found to exist:

Not Applicable.

18.62.090 Development Standards for Wildfire Lands

A. Requirements for Subdivisions, Performance Standards Developments, or Partitions.

1. A Fire Prevention and Control Plan shall be required with the submission of any application for an outline plan approval of a Performance Standards Development, preliminary plat of a subdivision, or application to partition land which contained areas designated Wildfire Hazard areas.

This is a proposal for a partition in Wildfire Lands.

2. The Staff Advisor shall forward the Fire Prevention and Control Plan to the Fire Chief within 3 days of the receipt of a completed application. The Fire Chief shall review the Fire Prevention and Control Plan, and submit a written report to the Staff Advisor no less than 7 days before the scheduled hearing. The Fire Chief's report shall be a part of the record of the Planning Action.

3. The Fire Prevention and Control Plan, prepared at the same scale as the development plans, shall include the following items:

The entire area of Parcel #2 and the steep portions of Parcel #1 are potential wildfire areas based on steep slopes that wick fire up to the ridgelines. The proposed Parcel #2 also contains area of dry grass and shrubby native vegetation and small understory trees making it more prone to wildfire.

The Fire Prevention Control Map shows the areas to be cleared of dead, dying and diseased vegetation, as well as identifying the smaller trees to be removed to reduce ladder fuels and those trees that will be pruned to disconnect canopies. The tree protection plan identifies all trees to be preserved on the site.

All of parcel #2 will become a Primary fuel break as the property lines are within thirty feet to each side of the proposed building envelope and within 27 feet to the North side and 42 feet to the South

side. The driveway will be enhanced to easily facilitate emergency vehicles; the future home will have to be sprinkled. See sheet F-1 for the Fire Prevention control Plan

B. Requirements for construction of all structures.

Not applicable at this time, there is no construction or particular home being proposed at this time.

18.62.100 Development Standards for Severe Constraint Lands

This proposed lot does contain severe constraints lands but the building envelope and proposed future area of development is not within these areas. The geotechnical report that has been provided addresses the issues associated with severe constraints lands

C. Development on lands greater than 35% slope shall meet all requirements of section 18.62.080 in addition to the requirements of this section.

This proposed lot does contain severe constraints lands but the building envelope and proposed future area of development is not within these areas. Regardless, the geotechnical report includes the required information for severe constraints lands.

18.70 Solar Access

There is no building being proposed at this time. Along with the building envelope, the applicant has provided a solar envelope that defines the height and shape of the potential future home.

The proposed partition complies with the Solar Access chapter for the creation of a new lot. The calculations below substantiate compliance and are based on an average slope (s) of a negative 21.8 percent (determined by project surveyor).

Chapter 18.70.050.A allows for the use of formula II when creating lots that have a North facing (negative) slope equal to or greater than 15%. The proposed new lot has a negative 21.8 percent slope; therefore the following calculations are used:

21' (assumed bldg height) – 16' (solar shadow at north property line)

0.445 (slope factor) + (-) 0.218 (average slope)

The above calculation equals $0.5/227 = 22$ feet minimum setback from the property line. The site plan shows a 27.5 foot setback from the north property line to the proposed building envelope, which exceeds the minimum requirement of 22 feet.

Further, the applicant's site plan shows a proposed North/South lot dimension of approximately 127 feet. Fifty percent of 127 feet is 63.5 feet which is greater than the 22 foot minimum setback from the north property line.

18.76 Partitions

18.76.020 Preliminary Step

The applicant shall submit to the Planning Department a preliminary map of the proposed partition.

The preliminary map has been submitted as part of this application.

18.76.030 Preliminary Map Requirements

A preliminary map has been provided by Terra Survey.

18.76.050 Preliminary Approval by the Planning Commission

An application for a preliminary partition shall be approved when the following conditions exist:

A. The future use for urban purposes of the remainder of the tract will not be impeded.

This partition would constitute the final build out of this property. Its creation will not impede future development but allow for infill to this area.

B. The development of the remainder of any adjoining land or access thereto will not be impeded.

This partition would constitute the final build out of this property. Its creation will not impede future development but allow for infill to this area.

C. The tract of land has not been partitioned for 12 months.

This property has not been involved in any planning activity for over 1 year.

D. The partitioning is not in conflict with any law, ordinance or resolution applicable to the land.

The proposed partition is legal.

E. The partitioning is in accordance with the design and street standards contained in the Chapter 18.88, Performance Standards Options. (Ord 2836 S8, 1999)

This partition is requesting a variance to street standards which is explained in detail within the variance portion of this application.

F. When there exists adequate public facilities, or proof that such facilities can be provided, as determined by the Public Works Director and specified by City documents, for water, sanitary sewers, storm sewer, and electricity.

This proposed parcel is adjacent to all existing services. All utilities are available from Glenview Drive.

G. 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.

This partition is requesting a variance to this standard. Please see sheet V-1 and The variance request at the end of this document.

1. The Public Works Director may allow an unpaved street for access for a minor land partition when all of the following conditions exist:

a. The unpaved street is at least 20-feet wide to the nearest fully improved collector or arterial street.

This partition is requesting a variance to this standard. The unpaved street varies in width. Adjacent to the lot frontage it is a minimum of 15' (feet) wide; to the East it narrows to a pinch point of 13.5' (feet). Where the road has existing paving it narrows further to minimum of 11' (feet) feet with an average of 12.5 feet.

b. The centerline grade on any portion of the unpaved street does not exceed ten percent.

This partition is requesting a variance to this standard. The road varies in its slope along the center line. In the paved portion the road varies from 10% to 11.6% except for a ten foot long section at the transition from Hillcrest Street that is 16%. In the unpaved portion of the road the slope varies from 8.9% to 10%.

2. Should the partition be on an unpaved street and paving is not required, the applicant shall agree to participate in the costs and to waive the rights of the owner of the subject property to remonstrate both with respect to the owners agreeing to participate in the cost of full street improvements and to not remonstrate to the formation of a local improvement district to cover such improvements and costs thereof. Full street improvements shall include paving, curb, gutter, sidewalks and the undergrounding of utilities. This requirement shall be precedent to the signing of the final survey plat, and if the owner declines to so agree, then the application shall be denied.

The owner is willing to participate in the costs and to waive the rights of the owner of the subject property to remonstrate both with respect to the owners agreeing to participate in the cost of full street improvements and to not remonstrate to the formation of a local improvement district to cover such improvements and costs thereof. Full street improvements shall include paving, curb, gutter, sidewalks and the undergrounding of utilities.

18.76.060 Preliminary Approval of Flag Partitions

Partitions involving the creation of flag lots shall be approved by the Planning Commission if the following conditions are satisfied:

This proposal includes a flag drive. The most appropriate location for the building envelope is 90feet along an existing driveway cut. Using this driveway will create the least disturbance of the site when it is developed.

A. Conditions of the previous section have been met.

B. Except as provided in subsection 18.76.060.K, the flag drive for one flag lot shall have a minimum width of 15 feet, and a 12 foot paved driving surface.

This proposal is for the service of one lot. The paved surface shall be 12' wide and drive shall be 15 feet clear. The applicant would like to wait to create the flag drive until a development plan as proposed.

Flag drives shall be constructed so as to prevent surface drainage from flowing over sidewalks or other public ways. Flag drives shall be in the same ownership as the flag lots served. Where two or more lots are served by the same flag drive, the flag drive shall be owned by one of the lots and an easement for access shall be granted to the other lot or lots. There shall be no parking 10 feet on either side of the flag drive entrance.

This is a flag drive by length definition only; the drive is totally within the proposed partition.

Flag drive grades shall not exceed a maximum grade of 15%. Variances may be granted for flag drives for grades in excess of 15% but no greater than 18% for no more than 200'. Such variances shall be required to meet all of the criteria for approval as found in 18.100.

The proposed drive is less than 15% slope for the duration of the drive.

Flag drives serving structures greater than 24 feet in height, as defined in 18.08.290, shall provide a Fire Work Area of 20 feet by 40 feet within 50 feet of the structure. The Fire Work Area requirement shall be waived if the structure served by the drive has an approved automatic sprinkler system installed.

When a structure is proposed for this parcel it will be required to have an approved sprinkler system.

C. Each flag lot has at least three parking spaces situated in such a manner as to eliminate the necessity for backing out.

There are two spaces shown in the garage area and one in front and to the side of the garage.

D. Curb cuts have been minimized, where possible, through the use of common driveways. There is only one curb cut.

E. Both sides of the flag drive have been screened with a site-obscuring fence, wall or evergreen hedge to a height of from four to six feet, except in the front yard setback area where, starting five feet from the property line, the height shall be from 30 to 42 inches in the remaining setback area. Such fence or landscaping shall be placed at the extreme outside of the flag drive in order to ensure adequate fire access.

Not Applicable this is a flag drive through length only.

F. The applicant has executed and filed with the Planning Department an agreement between applicant and the city for paving and screening of the flag drive. Such an agreement shall specify the period within which the applicant, or agent for applicant, or contractor shall complete the paving to standards as specified by the Director of Public Works and screening as required by this section, and providing that if applicant should fail to complete such work within such period, the City may complete the same and recover the full cost and expense thereof from the applicant. An agreement shall also provide for the maintenance of the paving and screening to standards as indicated in this section and the assurance that such maintenance shall be continued.

The applicant will do so.

G. A site plan has been approved by the Planning Commission. The site plan shall be approved provided the regulations of the zoning and subdivision titles are satisfied. Such a site plan shall contain the map requirements listed in Section 18.76.050 and the following information:

Not Applicable this is a flag drive through length only.

H. No more than two lots are served by the flag drive.

Not Applicable this is a flag drive through length only.

I. For the purpose of meeting the minimum lot area requirement, the lot area, exclusive of the flag drive area, must meet the minimum square footage requirements of the zoning district.

Not Applicable this is a flag drive through length only.

J. Flag lots shall be required to provide a useable yard area that has a minimal dimension of 20 feet wide by 20 feet deep. As used in this chapter, the term "useable yard area" means a private yard area which is unobstructed by a structure or automobile from the ground upward.

This lot is all yard, and though this is a flag drive it is not a flag lot.

18.92 Off-Street Parking

18.92.020 Automobile Parking Spaces Required

Uses and standards are as follows:

A. Residential Uses. For residential uses the following automobile parking spaces are required.

1. Single family dwellings. Two spaces for the primary dwelling unit and the following for accessory residential units:

This proposal is for a single family lot on a flag drive. It is required to have three parking spaces so that it is not required to back out of the drive to get to the main road. This application has two garaged parking spaces and one space adjacent to the garage. The driveway is configured to allow for a three point turn to head out of the driveway in a positive direction.

RECEIVED

SEP 12 2008

City of Ashland
City of Ashland

18.92.025 Credit for On-street Automobile Parking

Not Applicable, there is no request for on street parking credit.

18.92.030 Disabled Person Parking Places

Not Applicable

18.92.040 Bicycle Parking

Not Applicable

18.100 Variances

18.100.010 Variances - Purpose

Where practical difficulties, unnecessary hardships, and results inconsistent with the general purpose of this Title may result from the strict application of certain provisions thereof, variance may be granted as provided in this Chapter. This Chapter may not be used to allow a use that is not in conformity with the uses specified by this Title for the district in which the land is located. In granting a variance, the City may impose conditions similar to those provided for conditional uses to protect the best interests of the surrounding property and property owners, the neighborhood, or the City as a whole.

The applicant is requesting a variance to the following sections of the Partition Ordinance because of the steep terrain on each side of the existing graded roadway. Widening of the roadway would require extraordinary measures, wall in excess of five feet on the downhill side, and the removal of a large number of native trees on the uphill side of the road. The photographs show the existing conditions along Glenview, this road is not in conformance with regular City standards, and it traverses steep terrain and accesses homes with a more rural character, further connecting to the network of dirt roads that wind around the hills surrounding Lithia Park. The engineering required to design and develop this road is not proportionate to the creation of one lot. The burden of this improvement is too great for the development of one lot, and should be carried by an LID, when and if the City decides it is time to develop this road. The applicant is happy to sign in favor of and participate in an LID when the time comes.

“18.76.050 Preliminary Approval by the Planning Commission

G. 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.”

1. The Public Works Director may allow an unpaved street for access for a minor land partition when all of the following conditions exist:

a. The unpaved street is at least 20-feet wide to the nearest fully improved collector or arterial street.

This partition is requesting a variance to this standard. The unpaved street varies in width. Adjacent to the lot frontage it is a minimum of 15' (feet) wide; to the East it narrows to a pinch point of 13.5' (feet). Where the road has existing paving it narrows further to minimum of 11' (feet) feet with an average of 12.5 feet.

b. The centerline grade on any portion of the unpaved street does not exceed ten percent.

This partition is requesting a variance to this standard. The road varies in its slope along the center line. In the paved portion the road varies from 10% to 11.6% except for a ten foot long section at the transition from Hillcrest Street that is 16%. In the unpaved portion of the road the slope varies from 8.9% to 10%.

18.100.020 Application

The owner or his agent may make application with the Staff Advisor. Such application shall be accompanied by a legal description of the property and plans and elevations necessary to show the proposed development. Also to be included with such application shall be a statement and evidence showing that all of the following circumstances exist:

A. That there are unique or unusual circumstances which apply to this site which do not typically apply elsewhere.

This road

B. That the proposal's benefits will be greater than any negative impacts on the development of the adjacent uses; and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City. (Ord.2425 S1, 1987).

The partition to create this lot finalizes the infill possible within this area. The proposed lot requires minimal grading as the driveway in already exists. The applicant is proposing a very small building envelope, without the need for terracing or further development of the lot. The widening and regarding of the road could present numerous negative impacts to the existing situation. Leaving the road as is, with the addition of one lot, will have minimal impact.

C. That the circumstances or conditions have not been willfully or purposely self-imposed. (Ord. 2775, 1996)

The condition along Glenview are pre-existing. The applicant is dealing with a situation in which they would be happy to participate in changing when and if the neighbors and the city promote that change.

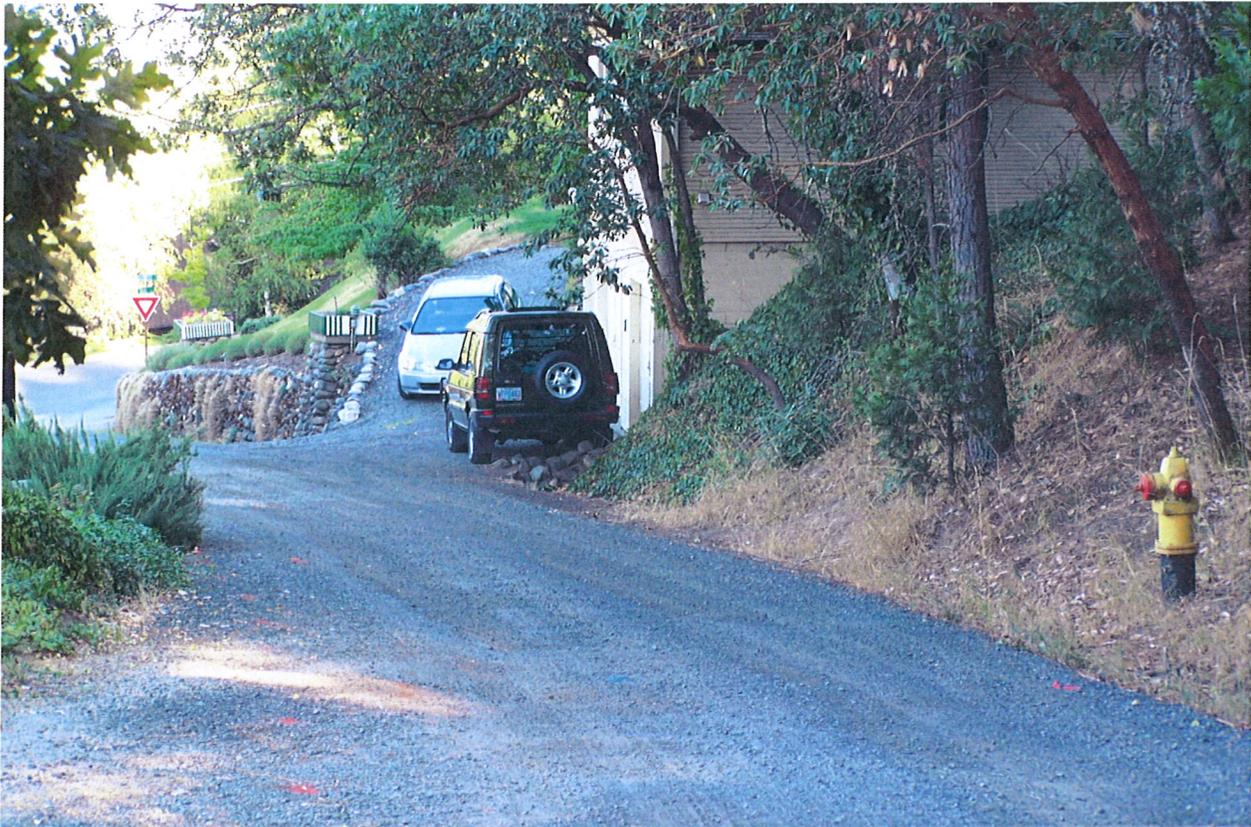
The subject property is on the unpaved portion of Glenview Drive. From the intersection of Hillcrest and Vista, Glenview has degraded pavement for 128 lineal feet, for this section the slopes along the center line range from 10% to 11.6% with the exception of the first ten feet of the drive which is 16%. For the most part, this varies from the allowable 10% by less than two percent. There is an additional 181 lineal feet of length of roadway prior to reaching the

RECEIVED

SEP 12 2008

City of Ashlan

Right of Way at its adjacency to the subject property, through this stretch, the slopes of Glenview range from 8.9% to 10%, this slope is in compliance with the ordinance request. The minimum width of the paved section of Glenview Drive is 11'; the minimum width of the unpaved section of Glenview is 13.5'. It is the extreme difficulty in increasing the width of the graded portion of the road that is at issue here. The portions of the road that are over 10% are also linked to other more extreme issues having to do with the relationship of the existing roads systems to the grades.



UPHILL SIDE OF ROAD, NOTE EXITING GARAGE AND RETAINAING WALL

RECEIVED

SEP 12 2008

City of Ashlan



CORNER OF THE INTERSECTION OF HILLCREST, GLENVIEW AND VISTA. THIS TRANSITION BETWEEN THESE THREE ROADS IS WHERE GLENVIEW IS 16%. THE WALL ON THE RIGHT IS AT THE RIGHT OF WAY. THE RIGHT OF WAY TO THE DOWNHILL SIDE IS OVER 25%.

RECEIVED
SEP 1 2 2008
City of Ashland



AT THE END OF THE WALL (BEYOND THE GARAGE) THE RIGHT OF WAY GOES UP THE HILL THROUGH THE TREES. THE FENCE ON THE RIGHT DEFINES AN EDGE TO A SLOPE THAT DROPS OFF AT AN EXCESS 25%.



WHERE THE ROAD IS "DIRT" THE GRADE IS A LITTLE MORE GENTLE, BUT THE WIDTH IS STILL OUT OF COMPLIANCE WITH THE REQUIRED 20'.

RECEIVED
SEP 12 2008
City of Ashland



THIS IS THE EXISTING DRIVEWAY INTO THE PROPOSED LOT. THE GATE IS LOCATED TO CREATE CONTINUOUS DEER PROTECTION TO THE LOT BELOW AND TO THE EAST.

RECEIVED
SEP 12 2008
City of Ashlan



RECEIVED
SEP 12 2008
City of Ashland

SUBSURFACE INVESTIGATION AND GEOTECHNICAL ENGINEERING REPORT

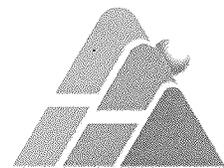
**LOT PARTITION
232 VISTA STREET
ASHLAND, OREGON**

September 9, 2008
Project No. DB95-02.02

Prepared for:

Sid & Karen DeBoer
234 Vista Street
Ashland, OR 97520

706 Jefferson Avenue
Ashland, OR 97520-3702
Ph: (541) 482-6680



**AMRHEIN
ASSOCIATES, Inc.**

Environmental & Geotechnical Engineering

RECEIVED

SEP 12 2008

City of Ashland

SUBSURFACE INVESTIGATION AND
GEOTECHNICAL ENGINEERING REPORT

LOT PARTITION
232 VISTA STREET
ASHLAND, OREGON

The engineering material and data contained in this Geotechnical Engineering Report were prepared under the supervision and direction of the undersigned, whose seal as a registered professional engineer is affixed below. The conclusions and recommendations presented in this report have been prepared in conformance with generally accepted geotechnical engineering principles and practices. No other warranty, either expressed or implied, is made or intended.

Amrhein Associates, Inc.



Mark J. Amrhein, PE, GE
President / Senior Engineer



RENEWAL DATE: 12/31/09

RECEIVED
SEP 12 2008
Amrhein Associates, Inc.
City of Ashland

Table of Contents

1	SUMMARY	1
2	PROJECT DESCRIPTION	2
3	SITE CONDITIONS	2
	3.1 Surface Conditions	2
	3.2 Subsurface Conditions	2
4	CONCLUSIONS AND RECOMMENDATIONS	3
	4.1 Site Preparation	3
	4.2 Structural Fill	4
	4.3 Footing Recommendations	5
	4.4 Concrete Floor Slabs	6
	4.5 Backfilled Retaining Walls	6
	4.6 Stacked Block Walls	7
	4.7 Permanent Cut and Fill Slopes	8
	4.8 Building Drainage Considerations	8
	4.9 Erosion Control Measures	9
5	INSPECTION SCHEDULE	10

Figures

Figure 1 – Vicinity Map

Figure 2 – Site and Exploration Plan

Appendices

Appendix A – Subsurface Exploration Procedures and Logs

1.0 SUMMARY

The proposed lot partition is located at 232 Vista Street in Ashland, Oregon. We understand the project consists of the partition of the lot and the preliminary design of a single-family residence. The proposed building area is located in an area of moderate slopes with some very small, intermediate, landscaping benches. The proposed building area is feasible with respect to the subsurface conditions at the site. A brief summary of the project's geotechnical considerations is presented below.

The subsurface conditions generally consisted of a typical profile of weathered, decomposed, granite soils. Our test hole revealed a topsoil layer to a depth of 2.0 feet. Below the topsoil, we observed medium dense, native, weathered, decomposed granite to a depth of 3.2 feet underlain by dense, decomposed granite. The test hole was terminated at a depth of 5.1 feet due to practical refusal by hand drilling in very dense decomposed granite.

We recommend the house be supported on shallow spread footings designed with a maximum allowable bearing pressure of 1,500 pounds per square foot (psf) for footings founded on the medium dense, native, decomposed granite soil. If a higher bearing pressure is necessary, such as for retaining walls, footings founded on the dense, decomposed granite may be designed with a bearing pressure of 2,500 psf. If any over-excavation under the footings is necessary to reach the appropriate subgrade, the over-excavation should be backfilled with crushed rock compacted as structural fill.

Retaining walls supporting the site slopes should be designed for a lateral equivalent fluid pressure of 40 pounds per cubic foot (pcf) for flexible walls and 55 pcf for a wall that is fixed top and bottom at the time of backfilling. These pressures assume that the wall backfill is clean, granular, free-draining material. An allowable passive earth resistance of 250 pcf may be assumed for each foot of penetration below the ground surface, neglecting the first foot, and an allowable wall base friction value of 0.40.

As the silty site soils are moisture sensitive, site work in the presence of water or during wet weather would disturb the bearing strata. The contractor should avoid disturbance of these soils and limit traffic across the foundation areas during wet weather.

This summary is presented for introductory purposes only and should be used in conjunction with the full text of this report. The project description, site conditions and detailed design recommendations are presented in the text of this report. The scope of work was completed within the constraints of the site and in accordance with our proposal. This report has been prepared for the exclusive use of the Sid and Karen DeBoer, and their agents, for specific application for this project in accordance with generally accepted geotechnical engineering practices.

2.0 PROJECT DESCRIPTION

The proposed lot partition is located at 232 Vista Street (Map 39-1E-09BC, TL 7500) in Ashland, Oregon. The general location of the site is shown on the Vicinity Map, Figure 1. We understand the project consists of the partition of the lot and the preliminary design of a single-family residence.

In the event of any changes in the nature, loading, or location of the proposed building area, the conclusions and recommendations contained in this report should be reviewed and modified, if necessary, to reflect those changes.

3.0 SITE CONDITIONS

The site conditions were evaluated on September 8, 2008. The subsurface conditions were determined by the hand drilling of one test hole in order to observe soil material types and consistency. The surface and subsurface conditions are described below. The location of the test hole is indicated on the Site and Exploration Plan, Figure 2. A description of the test hole drilling and detailed interpretive log is provided in Appendix A.

3.1 Surface Conditions

The house site was located in an area of moderate slopes surrounded by moderately steep and steep slopes. It appeared some minor grading and terracing had been done in the building area for landscaping purposes and a roughed-in driveway cut had previously been made above the building area. The slope was covered with a mix of native vegetation and trees, and imported landscaping vegetation.

Any surface water draining from the site drains down to the existing houses below and eventually to Vista Street.

3.2 Subsurface Conditions

The subsurface conditions generally consisted of a typical profile of weathered, decomposed, granite soils. Our test hole revealed a loose, topsoil layer to a depth of 2.0 feet. Below the topsoil, we observed medium dense, weathered, decomposed granite to a depth of 3.2 feet classified as tan, silty, fine to medium sand. The weathered zone was underlain by dense, decomposed granite consisting of gray, silty, fine to coarse sand. The test hole was terminated at a depth of 5.1 feet due to practical refusal by hand drilling in very dense decomposed granite at about 5.0 feet.

Based upon our experience and reviewing the geologic maps of the area, the decomposed granite of the Ashland pluton is an intrusive unit composed primarily of diorite and granodiorite, commonly referred to as granite or bedrock. The parent rock decomposes very slowly creating three general zones: weathered granitic soil, decomposed granite, and granodiorite bedrock. The upper, weathered soil horizon is generally reddish-brown or tan, silty, fine to medium or fine to coarse sand and can extend to a depth of up to approximately 10 feet below ground surface (bgs). The underlying, decomposed granite typically appears to be fresh bedrock, but can be ripped by heavy equipment and breaks down to a medium to coarse sandy soil with trace to some silt. The color varies from slightly reddish-brown to light gray at depth. Weathered granite typically extends to depths of up to 100 feet below ground surface. Large, hard, granite boulders are sometimes encountered in the weathered granite zone that cannot be broken by conventional earth moving equipment. The granodiorite bedrock is very hard and typically characterized by its inability to be ripped by conventional, earth-moving equipment and requires chiseling or blasting to be excavated.

No expression of groundwater or subsurface seepage was seen in the test pits at the site during our evaluation in September 2008. However, some perched zones with limited volumes of water may be encountered randomly in the upper soil strata, especially a top the denser, decomposed granite, during the winter and spring months. Later into the summer, these perched zones may become less frequent or dry up all together. It should be noted that the level of groundwater may fluctuate due to variations in rainfall, season, site utilization and other factors.

The subsurface conditions should be confirmed during construction by the geotechnical engineer in accordance with the construction inspection schedule described in Section 5.0.

4.0 CONCLUSIONS AND RECOMMENDATIONS

4.1 Site Preparation

The building footings, concrete slab-on-grade floor, retaining wall footings, stacked block wall footings or areas to receive structural fill should be stripped of all vegetation and loose, topsoil and fill to the tan, medium dense, decomposed granite. The bearing stratum is expected to be at a depth of approximately 2.0 feet below ground surface. If some areas of deeper loose or organic soil are encountered during the stripping process, they should be over-excavated. Any area requiring over-excavation should be backfilled with crushed rock "structural fill" as described subsequently.

The site soils are silty and are considered moisture sensitive. They can be easily disturbed during wet weather. Grading with the site soils during the winter months will be more difficult, if not impossible during wet weather. The site soils can best be

graded during the summer months when the moisture content of the soils can be controlled.

During wet weather, the contractor should minimize traffic on prepared soil subgrade areas. If the building site subgrade is exposed during wet site conditions, imported crushed rock may need to be placed across the building subgrade to serve as a working surface and avoid disturbance to the soils while forming the footings and rebar placement during construction.

We recommend that the subgrade excavations be observed by the geotechnical engineer prior to the placement of any backfill for the building footings or beneath the concrete slab.

4.2 Structural Fill

All fill placed under the or building or retaining wall footings, concrete floor slabs, and the backfill behind stacked block walls or structural retaining walls should be placed in accordance with the recommendations for structural fill. All surfaces to receive fill should be prepared as previously recommended.

The decomposed granite soils can be used for general site grading landscape purposes however, we recommend that all structural fill placed under the footings or floor slabs, and the backfill behind retaining walls consist of imported crushed rock. In all cases, site soils or soil imported to the site to be used for structural fill should have a maximum particle size on the order of 8 inches and be free of organics and other deleterious material.

Structural fill should be placed in loose lifts not exceeding 12 inches in thickness. Individual lifts should be compacted to a firm and non-yielding condition. Typically, structural fill is compacted to a density of at least 90 percent of the modified Proctor maximum dry density (ASTM:D 1557 or AASHTO T 180). However, if large crushed rock is used (e.g. 4-inch minus) the density of the fill will be difficult, if not impossible, to measure by means of a nuclear moisture/density gauge. Therefore, we recommend that the fill be spread, watered to an appropriate moisture content, and compacted with at least 3 passes of a heavy, vibratory compaction roller. The compacted fill should be a firm and non-yielding surface able to withstand proof-rolling with a loaded dump truck without significant deflection.

We recommend that a representative of the geotechnical engineer be present during placement of structural fill to observe the work and, if possible, perform a representative number of in-place density tests. In this way, the adequacy of the earthwork may be evaluated as grading progresses.

The suitability of soils used for structural fill depends primarily on the soil particle size gradation and moisture content of the soil when it is placed. As the amount of fines

(that portion passing the U.S. No. 200 sieve) increases, the soil becomes increasingly sensitive to small changes in moisture content and adequate compaction becomes more difficult, if not impossible, to achieve. Soil containing more than about 5 percent fines by weight, when measured against the minus No. 4 sieve fraction, cannot be compacted to a firm and non-yielding condition when the moisture content is about 2 percent above optimum.

In all cases, site soils or soil imported to the site to be used for structural fill should have a maximum particle size on the order of 8 inches and be free of organics and other deleterious material.

If inclement weather occurs during grading, the upper wetted portion of the subgrade may need to be scarified and dried prior to further earthwork. If it is not practical to dry the wet, silty soils, it may be more expedient to remove the wet materials and replace them with dry soil.

4.3 Footing Recommendations

The proposed house may be supported by conventional shallow spread footings and continuous wall footings, founded on undisturbed, at least medium dense, decomposed granite. The footings should not be set in or above loose or organic soil or any uncontrolled fill. If over-excavation of the loose soils is required, the over-excavations should be backfilled with compacted crushed rock.

Based upon these conditions, we recommend that the footings be designed with a maximum allowable bearing pressure of 1,500 pounds per square foot (psf). If a higher bearing pressure is necessary, such as for retaining walls, footings founded on the dense, decomposed granite may be designed with a bearing pressure of 2,500 psf. The allowable loads may be increased by up to one-third to accommodate seismic or transient loads. The base of exterior footings should be located at least 16 inches below the lowest adjacent ground surface or top of floor slab, for frost protection. Interior footings may penetrate 6 inches below the lowest surrounding grade or slab surface. All footings should have a minimum width of 12 inches.

As the site soils are silty and therefore are moisture sensitive, site work in the presence of water or during wet weather would disturb the bearing strata. The contractor should avoid disturbance of these soils and limit traffic across the building pad and foundation areas during wet weather.

Assuming the foundation elements are founded on the prescribed bearing strata, we anticipate that the total settlements should be less than $\frac{3}{4}$ inch with differential settlements on the order of two-thirds of that total. Most of the settlement should occur during the construction of the structure. If any disturbed or loose materials are left within the footing areas prior to concrete placement, settlements may be increased. For that reason, the condition of the footing subgrades should be observed prior to concrete

placement, to confirm the condition of the bearing soils are consistent with those assumed during design.

4.4 Concrete Floor Slabs

All concrete floor slab subgrades should be prepared in accordance with Section 4.1, Site Preparation. The concrete floor slabs should be founded on undisturbed native soil or crushed rock structural fill (Section 4.2). We recommend that the floor slabs also be underlain by a minimum of a 6-inch thickness of clean, crushed rock or washed rock to serve as a capillary break and working surface. An outlet for the drainage layer should be provided through or under the concrete footings to allow for any water that may build up under the slabs to drain.

A vapor barrier membrane should also be placed beneath the concrete floor slabs. This vapor barrier should be at least 10 mils thick and comply with ASTM:E 1745, Class C vapor barrier.

4.5 Backfilled Retaining Walls

Backfilled retaining walls are categorized by the condition of restraint at the top of the wall at the time of backfilling. Retaining walls where the top of the walls are free to move laterally or rotate to at least 0.1 percent of the wall height during backfilling may be designed for an equivalent fluid unit weight of 40 pounds per cubic foot (pcf). If the walls are structurally restrained for lateral movements at the top of the wall at the time of backfilling, we recommend that they be designed for an equivalent fluid unit weight of 55 pcf. These values assume that the walls are supporting the slope above the proposed house and no buildup of hydrostatic water pressure behind the walls.

A value for the allowable passive earth resistance of 250 pcf may be assumed for each foot of penetration below the ground surface, neglecting the first foot. An allowable wall base friction value of 0.40 is recommended. This assumes that the concrete makes intimate contact with the soil. Any space in front of the retaining wall footing created in front of the retaining wall footing due to excavation or forming must be backfilled with compacted crushed rock or sand/cement slurry.

All backfill placed behind the walls or around foundation units should be placed in accordance with our recommendations for structural fill. The above lateral earth pressures, are based upon granular backfill and no buildup of hydrostatic pressure behind the wall. To minimize lateral earth pressure and prevent the buildup of hydrostatic pressures, the wall backfill should consist of free-draining, granular material with drainage provisions as discussed in the Drainage Considerations section presented below. Ideally all backfill behind the retaining walls should be free-draining, granular soil, however at a minimum; the thickness of the granular drainage should be at least 12-inches against the wall.

The backfill should be compacted to between 88 to 90 percent of the laboratory maximum dry density (ASTM:D 1557 or AASHTO T 180). Additional compaction adjacent to the wall will increase the lateral pressure while lesser degree of compaction could permit post construction settlements. If silty soils are used as backfill behind the wall, far greater lateral pressures can be expected to act on the wall. It is difficult to evaluate what lateral earth pressures will actually be imposed on the retaining wall due to the lower permeability silty backfill. The density of the soils, as well as the moisture content plays a significant role. If much of the soil material is loose, the soil will readily absorb and become a saturated mass, even further increasing wall pressures. Also, the fines can plug the footing drain itself that may allow full hydrostatic pressures to develop. The soil pressure and water pressure are additive and can approximately triple the total lateral pressure against the wall.

4.6 Stacked Block Walls

Stacked block walls may be used as landscaping walls to face stable cut slopes. Stacked block walls should be constructed no greater than 4 feet in height for blocks weighing at least 100 pounds per square foot of wall facing, including gravel infill. For lighter blocks that weigh on the order of 60 pounds per square foot, the maximum wall height should be 3 feet. If more than one wall is to be used for greater heights, each wall must be set back at least 4 feet horizontally from the top of the lower wall. Total combined wall height may not exceed 15 feet.

The bottom course of each block wall should be founded on at least medium dense native soil or structural fill and set into an 8-inch deep "key". In addition, the wall should be set upon a 6-inch minimum thickness of compacted, $\frac{3}{4}$ "-minus crushed rock. The wall should be constructed with a batter no steeper than 6V:1H or each course of block is set back $\frac{3}{4}$ -inch (pin setting or tail of block will determine this). A minimum 4-inch diameter perforated pipe should be installed behind the first block course and be fully embedded in washed rock or pea gravel. The drain line should discharge into the storm drainage system or other suitable discharge point. As additional block courses are being placed, free-draining rock (washed or crushed) should be placed behind the wall to provide for drainage and prevent soil migration through the wall. The top 12- to 18-inches of the wall may be backfilled with native or topsoil for vegetation and prevent direct communication of surface water on the terrace into the rock backfill.

Stacked block walls may be constructed to face fill slopes where reinforcing grid is installed as part of wall construction and structural fill placement. The reinforcing grid must be attached to the wall facing as an integral part of the wall. The grid must extend into the structural fill being placed behind the wall. Reinforcing grid length and vertical spacing should be designed by an engineer for the particular wall system to be used and the specific conditions at the wall's location.

4.7 Permanent Cut and Fill Slopes

We recommend that permanent cut and fill slopes be designed for a maximum inclination of 2H:1V, however some localized areas of 1-1/2H:1V slopes may be used provided their location and size are reviewed and approved by the geotechnical engineer. Any slope steeper than 3H:1V must be covered with topsoil and erosion control matting installed in accordance with the manufacturer's recommendations. The maximum fill slope length should not exceed 20 feet in vertical height. The maximum cut slope should not exceed 15 feet in vertical height.

Permanent fill slopes should be constructed in accordance with our recommendations for structural fill. The surface of the fill slope should be compacted to the same 90 percent density (ASTM:D 1557) as the body of the fill. This may be accomplished by overbuilding the embankment and then cutting it back to its compacted core or compacting the surface of the fill as it is constructed.

Fill placed on slopes should be keyed and benched in as it is being placed. This can be accomplished by starting at the bottom of the slope cutting material horizontally from the slope to create a level bench. The material can be most effectively compacted on the level bench. As additional material is placed on the bench, the equipment should cut out the next bench into the slope, stair-stepping up the slope. The bottom key should be a horizontal cut at least 6 feet in width. Each horizontal bench should be cut at least 6 feet into the native granitic soil.

The top of all slopes greater than 12 feet in vertical height should be protected from runoff by diversion berms or swales. The surface of the slopes should be covered with topsoil and seeded.

4.8 Building Drainage Considerations

During periods of high precipitation, seepage zones may develop randomly in the cut faces. Any seepage should be routed away from the construction area as much as possible.

We recommend that the house be provided with a permanent footing drain system to collect any available water. The footing drain should consist of at least 4-inch diameter perforated pipe surrounded by at least 4 inches of washed rock or pea gravel on all sides. The drain pipe should lead away from the house via gravity to the storm water system or other suitable discharge. Site grades should be planned to slope away from the house. Roof and surface runoff should not discharge into the footing drain system; instead a separate tight line drain system should be installed or splash blocks should be used.

If at all possible during the winter months, we recommend the roof gutters be installed on the house as soon as the roof has been installed. This will prevent water from the

roof saturating the soil immediately around the house and will control the greater quantity of water coming from the new roof.

4.9 Erosion Control Measures

Erosion control measures should be implemented to limit and control the erosion as a result of the proposed development. The erosion and sedimentation process is a natural process whereby particles of soil are loosened from the soil and vegetation matrix and carried down by water. Construction and land disturbance can increase the rate of erosion above natural background levels by several hundred percent. Good erosion control practices during construction can significantly reduce the erosion process during and after construction.

However, even with the best erosion control practices, disturbed areas will produce more sediment than naturally vegetated, undisturbed areas. Typically, the rate of erosion is highest during construction and improves significantly after the permanent erosion control measures are installed and vegetation becomes established. Over time with the establishment and maturing of vegetation and proper maintenance of the erosion control features, the rate of erosion can stabilize to near natural conditions.

4.9.1 Temporary Erosion Control Measures

The following measures should be implemented during construction in order to best limit the rate of erosion from the site. Any surface water draining from the site will drain across the properties below and onto Vista Street.

- T-1) Minimize the disturbed area. The natural topsoil and root mat offer the best protection from erosion.
- T-2) Install fabric sediment fences downslope of the disturbed areas to slow the velocity of water runoff and contain sediment. The sediment fences should traverse the slope along a line of equal elevation. Additional support can be provided to the sediment fences with straw bales at each fence post. The fences should allow for the slow release of water through the fabric.
- T-3) Vehicle access onto unprotected soil areas should be limited to inhibit the tracking of soil onto the City street.
- T-5) Shield the exposed soil stockpiles and slopes from rainfall impact and hold soil particles in place. This should be done by protecting exposed or disturbed soils prior to rain by means of a complete layer of straw, erosion control matting, or plastic sheeting.

4.9.2 Permanent Erosion Control Measures

The following permanent erosion control measures should be implemented and maintained at the site.

- P-1) Surface water concentrations should be controlled by directing the flow to appropriate paths and structures. If surface water routes are not designed, water will create its own path sometimes across or into undesirable areas.
- P-2) Maintain the soil's capacity to absorb water. Topsoil should be placed over the native soil after construction has been completed. Ground cover vegetation or bark/wood mulch should be used over new topsoil areas.
- P-3) Implement a thorough maintenance and follow-up program. Maintenance of the erosion control measures is critical over the long term. The major reason for failure of erosion control measures is poor maintenance.

5.0 INSPECTION SCHEDULE

The integrity of the site development, site grading, foundation support, retaining wall support and stacked block wall construction depends on proper site preparation and construction procedures. It is recommended that a representative of the geotechnical engineer observe the construction at key times to determine the adequacy of construction as it progresses. It also allows the engineer to observe variations in the site and subsurface conditions, and provide additional geotechnical recommendations to minimize delays as the project develops.

The geotechnical engineer will be required by the City to verify that these items were observed and completed in general conformance with the plans and specifications. It should be made the contractor's responsibility to notify the engineer with at least 24 hours notice that each of the following items is ready to be observed. The key items are as follows:

- **Temporary Erosion Control Measures** – Prior to the start of site preparation and other earthwork, erosion control measures must be installed and observed by the engineer.
- **Subgrade Preparation** - When the loose soil and uncontrolled fill has been removed and the excavation to approximate subgrade has been reached.
- **Structural Fill Placement** - During placement of structural fill, a representative number of in-place density tests should be performed to verify the density and adequacy of the structural fill.

- **Footing Subgrades** - Footing subgrades should be observed prior to form work construction and preferably when the backhoe is still on site to allow for the removal of any unsuitable soils recommended by the engineer.
- **Retaining Wall Backfilling** - Prior to beginning of retaining wall backfill so that the drainage system can be verified. The acceptability of the drainage material should also be verified. A representative number of density tests should also be conducted during the backfill placement.
- **Stacked Block Walls** – The subgrade for the bottom course of blocks should be observed. In addition, the placement of the drainage material behind the walls should also be observed.
- **Floor Slab Subgrade** – The subgrade(s) should be observed during final compaction of any concrete floor slab subgrade. Placement of the vapor barrier should also be verified.

FIGURES

RECEIVED

SEP 12 2008

City of Ashland



Aerial photo obtained from Google Earth



**AMRHEIN
ASSOCIATES, Inc.**

DATE 09/09/08
 DWN MJA
 DES _____
 Project No.
 DB95-02.02

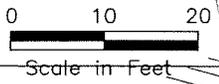
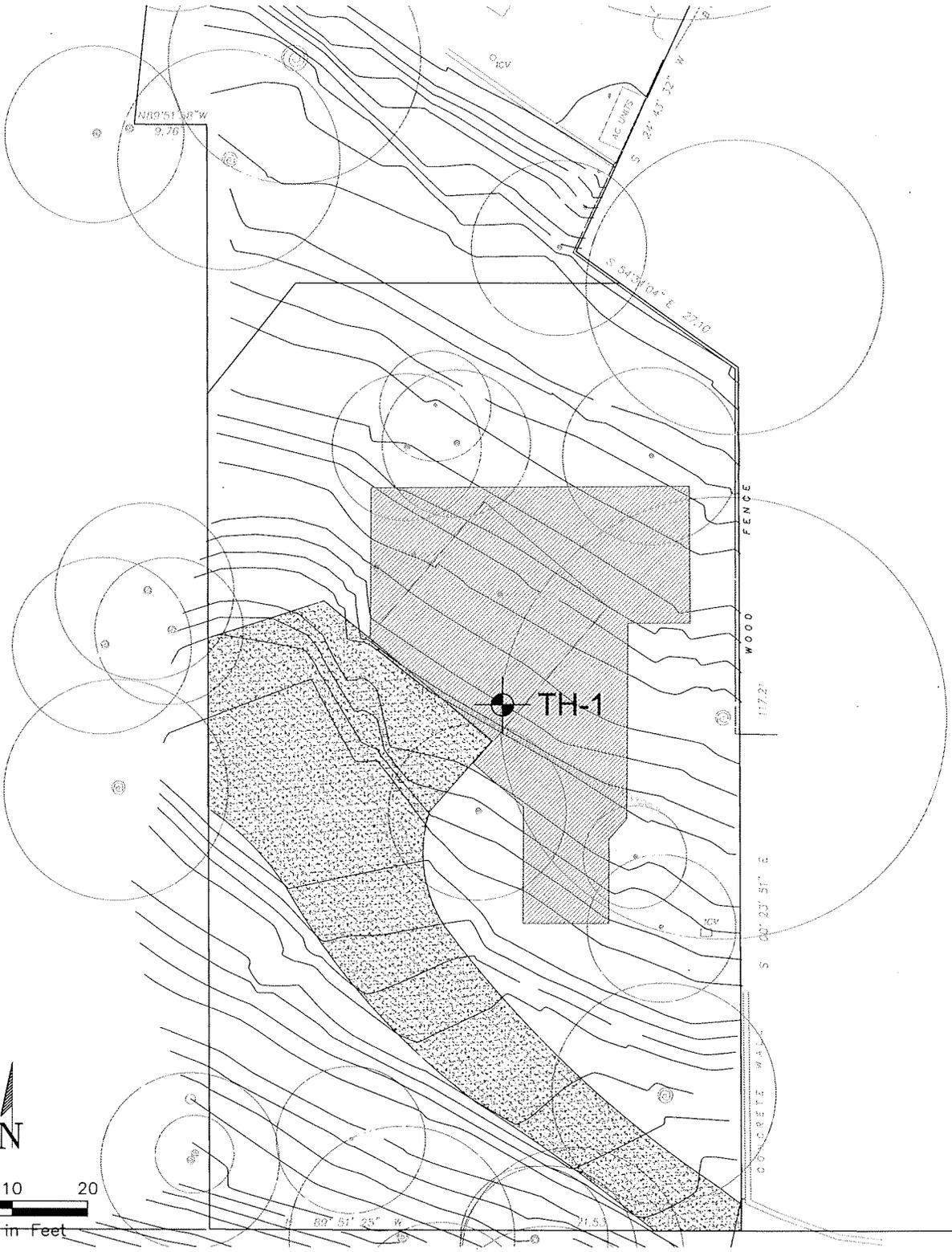
Sid and Karen DeBoer
 232 Vista Street
 Ashland, Oregon

VICINITY MAP

RECEIVED
 1
 SEP 12 2008

FIGURE

City of Ashlan



Legend


 TH-1 Test hole number and approximate location

Site Plan provided by KenCgim Landscape Architecture

RECEIVED

SEP 12 2008

City of Ashland

FIGURE
2



AMRHEIN ASSOCIATES, Inc.

DATE 09/09/08
 DWN MJA
 DES _____
 Project No. DB95-02.02

Sid and Karen DeBoer
 232 Vista Street
 Ashland, Oregon
 SITE & EXPLORATION PLAN

APPENDIX A
SUBSURFACE EXPLORATION PROCEDURES
AND LOGS

RECEIVED

SEP 12 2008

City of Ashland

APPENDIX A SUBSURFACE EXPLORATION PROCEDURES AND LOGS

SUBSURFACE EXPLORATION

The field exploration program conducted for this study consisted of one test hole. The approximate exploration location is shown on Figure 2, Site and Exploration Plan. The location of the exploration was obtained in the field by measuring from the existing trees shown on the topographic plan.

TEST HOLE

The test hole was drilled and the soils logged by Mark Amrhein, PE, Geotechnical Engineer on September 8, 2008. The drilling was accomplished by hand using a 2-inch diameter, bucket-type auger. Disturbed soil samples were obtained from the bucket auger continuously throughout the drilling process. The test hole log presented in this appendix is based upon the field log and inspection of the soils recovered. The relative soil densities indicated on the log is interpretive descriptions based on the drilling action and conditions observed. Visual classification of the soils was done in general accordance with the Unified Soil Classification System (USCS). A legend of the terms used for the soil descriptions is provided at the end of the exploration log.

Test Hole TH-1

DEPTH (feet)	SOILS DESCRIPTION
0.0 – 0.5	ROOT MAT
0.5 – 2.0	Loose, damp, medium brown, silty, fine SAND (SM) with trace organics – <i>Topsoil</i>
2.0 – 3.2	Medium dense, damp, tan, silty, fine to medium SAND (SM) – <i>Weathered, decomposed granite</i>
3.2 – 5.1	Dense, damp, gray, silty, fine to coarse SAND (SM) – <i>Decomposed granite</i> – Turning very dense at 5.0 feet – Practical refusal to hand drilling at 5.1 feet
	No seepage No caving

UNIFIED SOIL CLASSIFICATION SYSTEM (USCS) LEGEND

PRIMARY DIVISIONS	USCS SYMBOL	GENERAL SOIL DESCRIPTIONS
GRAVEL fine #4 - 3/4" coarse 3/4" - 3"	GW	Well graded GRAVEL or sandy GRAVEL mixtures with less than 5% silt or clay
	GP	Poorly graded GRAVEL or sandy GRAVEL mixtures with less than 5% silt or clay
	GW-GM	Well graded GRAVEL or sandy GRAVEL mixtures with 5% to 15% silt
	GW-GC	Well graded GRAVEL or sandy GRAVEL mixtures with 5% to 15% clay
	GP-GM	Poorly graded GRAVEL or sandy GRAVEL mixtures with 5% to 15% silt
	GP-GC	Poorly graded GRAVEL or sandy GRAVEL mixtures with 5% to 15% clay
	GM	Silty GRAVEL or silty, sandy GRAVEL mixtures with greater than 15% silt
	GC	Clayey GRAVEL or clayey, sandy GRAVEL with greater than 15% clay
SAND fine #200 - #40 medium #40 - #10 coarse #10 - #4	SW	Well graded SAND or gravelly SAND mixtures with less than 5% silt or clay
	SP	Poorly graded SAND or gravelly SAND mixtures with less than 5% silt or clay
	SW-SM	Well graded SAND or gravelly SAND mixtures with 5% to 15% silt
	SW-SC	Well graded SAND or gravelly SAND mixtures with 5% to 15% clay
	SP-SM	Poorly graded SAND or gravelly SAND mixtures with 5% to 15% silt
	SP-SC	Poorly graded SAND or gravelly SAND mixtures with 5% to 15% clay
	SM	Silty SAND or silty, gravelly SAND mixtures with greater than 15% silt
	SC	Clayey SAND or clayey, gravelly SAND mixtures with greater than 15% clay
SILT	ML	Silt with no to low plasticity
	MH	Silt with medium to high plasticity
CLAY	CL	Clay with low plasticity
	CH	Clay with medium to high plasticity
ORGANIC	OL	Organic silt with low plasticity
	OH	Organic clay with high plasticity
	PT	Peat or predominantly organic material

Oversize Material: Cobbles are 3" to 12" diameter, Boulders are +12" diameter

Description Modifiers: Major modifiers: clayey, silty, sandy, gravelly – greater than 15% listed lower to higher percentages
 Minor modifiers: with some clay, silt, sand, or gravel – 5% to 15%
 with trace clay, silt, sand, or gravel – less than 5%

SAND & GRAVEL DENSITY		SILT & CLAY CONSISTENCY		
Term	SPT N-value blows/foot	Term	SPT N-value blows/foot	Pocket Penetrometer (tons/sq. ft.)
Very loose	0 - 4	Very soft	<2	0 - 0.25
Loose	4 - 10	Soft	2 - 4	0.25 - 0.5
Medium dense	10 - 30	Medium stiff	4 - 8	0.5 - 1
Dense	30 - 50	Stiff	8 - 15	1 - 2
Very dense	>50	Very Stiff	15 - 30	2 - 4
		Hard	>30	>4

MOISTURE CONTENT		PLASITICITY	
Dry:	No discernable water present, dusty, dry to the touch	Non-Plastic	A thread cannot be rolled at any moisture content
Damp:	Enough moisture to darken appearance, no moisture adheres to hand	Low	A thread can be barely rolled
Moist:	"Optimum" water content, sample squeezes tight and maintains shape	Medium	The easily rolled thread cannot be re-rolled after reaching the plastic limit
Wet:	Visible free water, could not be recompacted as structural fill	High	Much time is needed to reach the plastic limit and the thread can be re-rolled several times

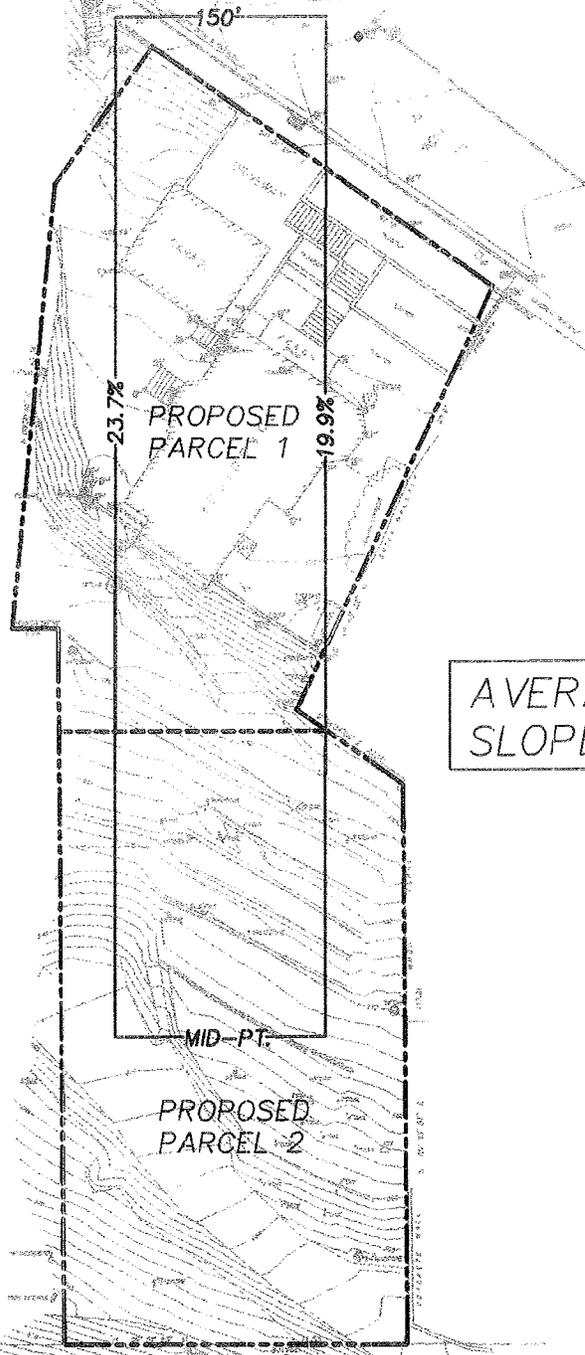
SLOPE FOR SOLAR CALCULATIONS

232 VISTA STREET
ASHLAND, OREGON

FOR
SID & KAREN DEBOER
234 VISTA STREET
ASHLAND, OREGON



DATE: 9-08-2008
SCALE: 1" = 10'
CONTOUR INTERVAL: 1'



AVERAGE SOLAR
SLOPE: 21.8%

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Richard F. Alspach
OREGON
JULY 19, 1984
RICHARD F. ALSPACH
No. 2653

Expires 12-31-2009

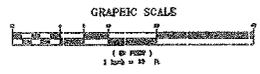
TERRASURVEY, INC.

PROFESSIONAL LAND SURVEYORS

274 FOURTH STREET
ASHLAND, OREGON 97520

(541) 482-6474
terrain@bisp.net

City of Ashland





Upper Limb-it Tree Service

PO Box 881
Ashland, OR 97520
Phone: 541-482-3667

Attn: Kerry KenCairn
545 A Street
Ashland, OR 97520

9/9/2008

Tree Preservation recommendations for 232 Vista

If all of the specifications for tree protection are followed for the proposed lot split for 232 Vista, there should be no problem for any of the existing trees. The only area of concern that I see is that the trench for sewer and storm water lines must pass through the tree protection zone of the 24 inch Incense Cedar. (Tree # 34). This tree is in good health now and precautions must be taken to insure its health during the building process.

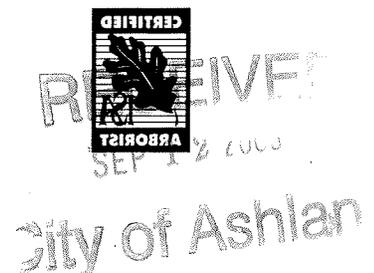
The proposed utility trench for the 232 Vista lot division must go through the tree protection zone of the 24 inch Incense Cedar. In order to do this without damaging the trees root system, it will be necessary to bore under the root zone with appropriate equipment. The boring should start at the vista street end and proceed until the bore can connect to the trench on the other side of the trees protection zone. The bore should be at least 24 inches deep. The boring equipment must be large enough to accommodate two 6 inch pipes. It would be wise to have the consulting arborist on site during this process to insure that all tree protection measures are followed.

It may be necessary to trench on the edge of other tree protection zones. If the trench must enter the edge of a tree protection zone I suggest that any excavation needed within a tree protection zone be done with an Air Spade. An Air Spade can dig a trench without doing mechanical injury to the roots. Here again it will be necessary to have an arborist present.

The utility trench should not cause any problems for the health of the trees if due prudence is taken. By following the tree protection specifications and consulting with a certified arborist, this project should be able to proceed without any damage to the existing trees. If you have any further questions, please call me at 482-3667.

Tom Myers, Certified Arborist

DBA Upper Limb-it



AVERAGE SLOPE ANALYSIS
PHYSICAL & ENVIRONMENTAL CONSTRAINTS
PER ASHLAND MUNICIPAL CODE
CHAPTER 18.62, SECTION 1862.030 B

232 VISTA STREET
ASHLAND, OREGON

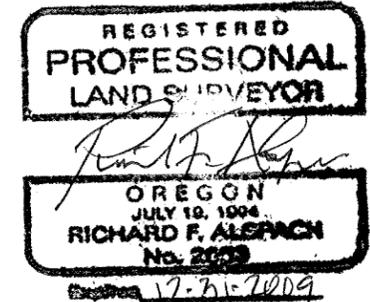
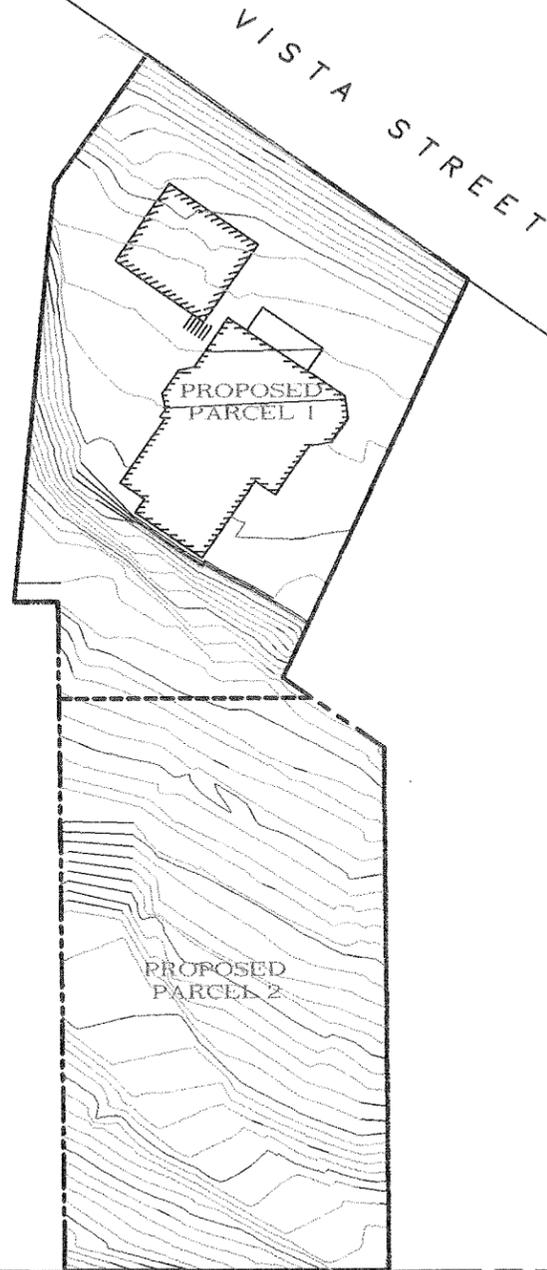
FOR
SID & KAREN DEBOER
234 VISTA STREET
ASHLAND, OREGON

TOTAL EXISTING PARCEL

(L) TOTAL LINEAL FEET OF CONTOURS = 5,409LF
(I) CONTOUR INTERVAL = 1FT
(A) AREA = 18,597SF/43,560SF = 0.4269 ACRES
S= 0.00229 (1) (5,409)/0.4269 = 29.02%

PROPOSED PARCEL 2 (UNDEVELOPED)

(L) TOTAL LINEAL FEET OF CONTOURS = 2,805LF
(I) CONTOUR INTERVAL = 1FT
(A) AREA = 9,097SF/43,560SF = 0.2088 ACRES
S= 0.00229 (1) (2,805)/0.2088 = 30.76%



GLENVIEW DRIVE

RECEIVED

SEP 26 2008

City of Ashland
Community Development

TERRASURVEY, INC.
PROFESSIONAL LAND SURVEYORS
274 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-6474
terrain@bisp.net
JOB NO. 668-08

TOPOGRAPHIC SURVEY

PORITION OF
GLENVIEW DRIVE
ASHLAND, OREGON

FOR
SID & KAREN DEBOER
234 VISTA STREET
ASHLAND, OREGON



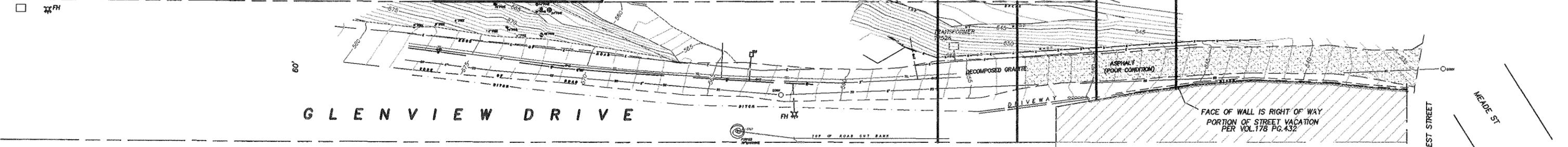
DATE: 9-04-2008
SCALE: 1" = 40'
CONTOUR INTERVAL: 1'
X-SECTIONS 9-23-08

REGISTERED
**PROFESSIONAL
LAND SURVEYOR**
Richard F. Alspach
OREGON
JULY 19, 1994
RICHARD F. ALSPACH
No. 2653
Expires 12-31-2009

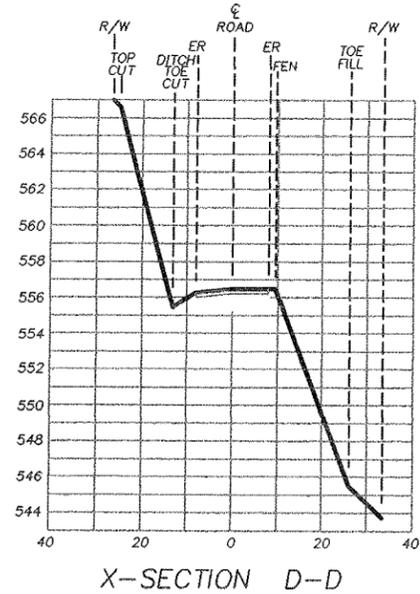
PROPOSED
PARCEL 2

THIS PORTION OF TOPOGRAPHY
(NORTH OF FENCE) FROM
TOPOGRAPHIC SURVEY BY THIS
OFFICE DATED 10/14/2005

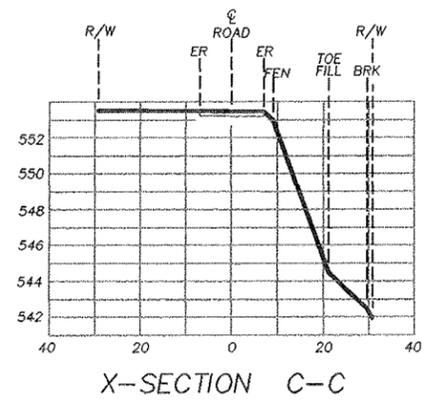
TRANSFORMER
T2552



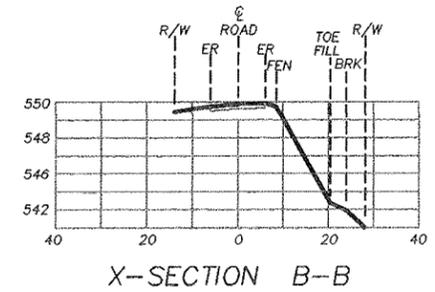
PLAN
HORIZ: 1" = 40'



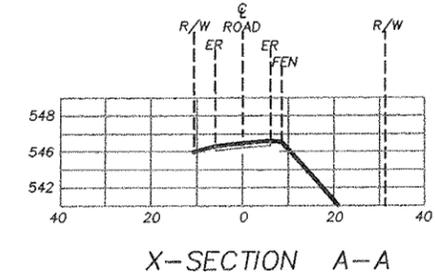
X-SECTION D-D



X-SECTION C-C



X-SECTION B-B



X-SECTION A-A

BASIS OF BEARINGS
FOUND MONUMENTS ON THE SOUTHERLY LINE OF DLC NO. 40 AS N 89°51'25" W
PER FILED SURVEY NO. 14665

X-SECTIONS
HORIZ: 1" = 40'
VERT: 1" = 10'

- ER EDGE OF ROADWAY
- R/W RIGHT OF WAY
- BRK GRADE BREAK
- FEN FENCE

RECEIVED

SEP 25 2008

City of Ashland
Community Development

TERRASURVEY, INC.
PROFESSIONAL LAND SURVEYORS
274 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-6474
terrain@bisp.net
JOB NO. 668-08

AVERAGE SLOPE ANALYSIS
 PHYSICAL & ENVIRONMENTAL CONSTRAINTS
 PER ASHLAND MUNICIPAL CODE
 CHAPTER 18.62, SECTION 1862.030 B

232 VISTA STREET
 ASHLAND, OREGON

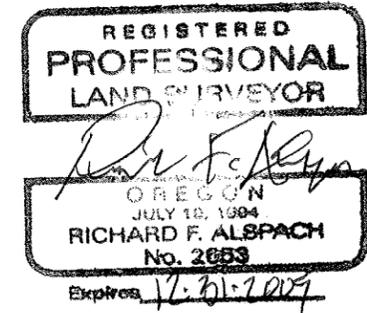
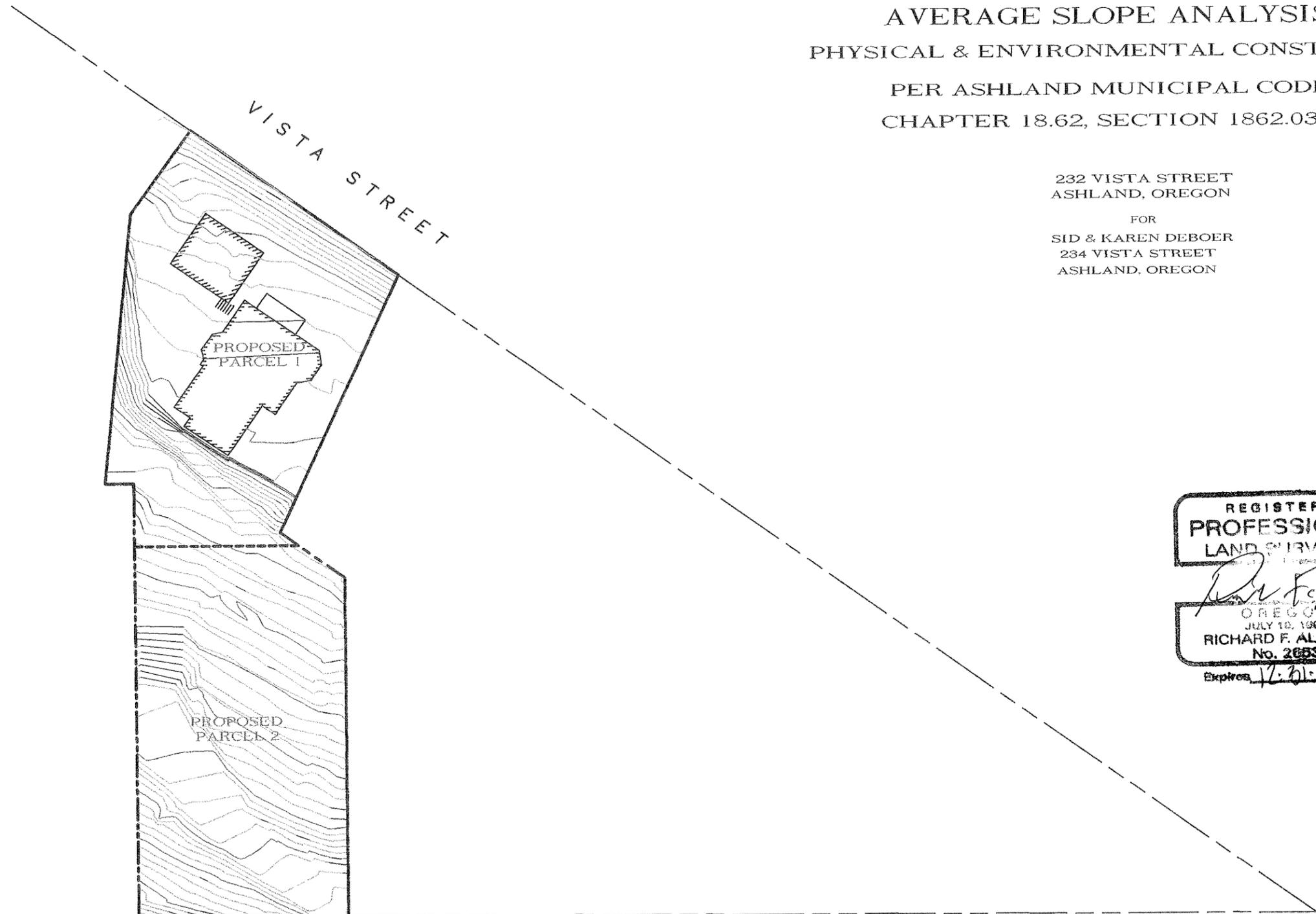
FOR
 SID & KAREN DEBOER
 234 VISTA STREET
 ASHLAND, OREGON

TOTAL EXISTING PARCEL

(L) TOTAL LINEAL FEET OF CONTOURS = 5,409LF
 (I) CONTOUR INTERVAL = 1FT
 (A) AREA = 18,597SF/43,560SF = 0.4269 ACRES
 S= 0.00229 (1) (5,409)/0.4269 = 29.02%

PROPOSED PARCEL 2 (UNDEVELOPED)

(L) TOTAL LINEAL FEET OF CONTOURS = 2,805LF
 (I) CONTOUR INTERVAL = 1FT
 (A) AREA = 9,097SF/43,560SF = 0.2088 ACRES
 S= 0.00229 (1) (2,805)/0.2088 = 30.76%



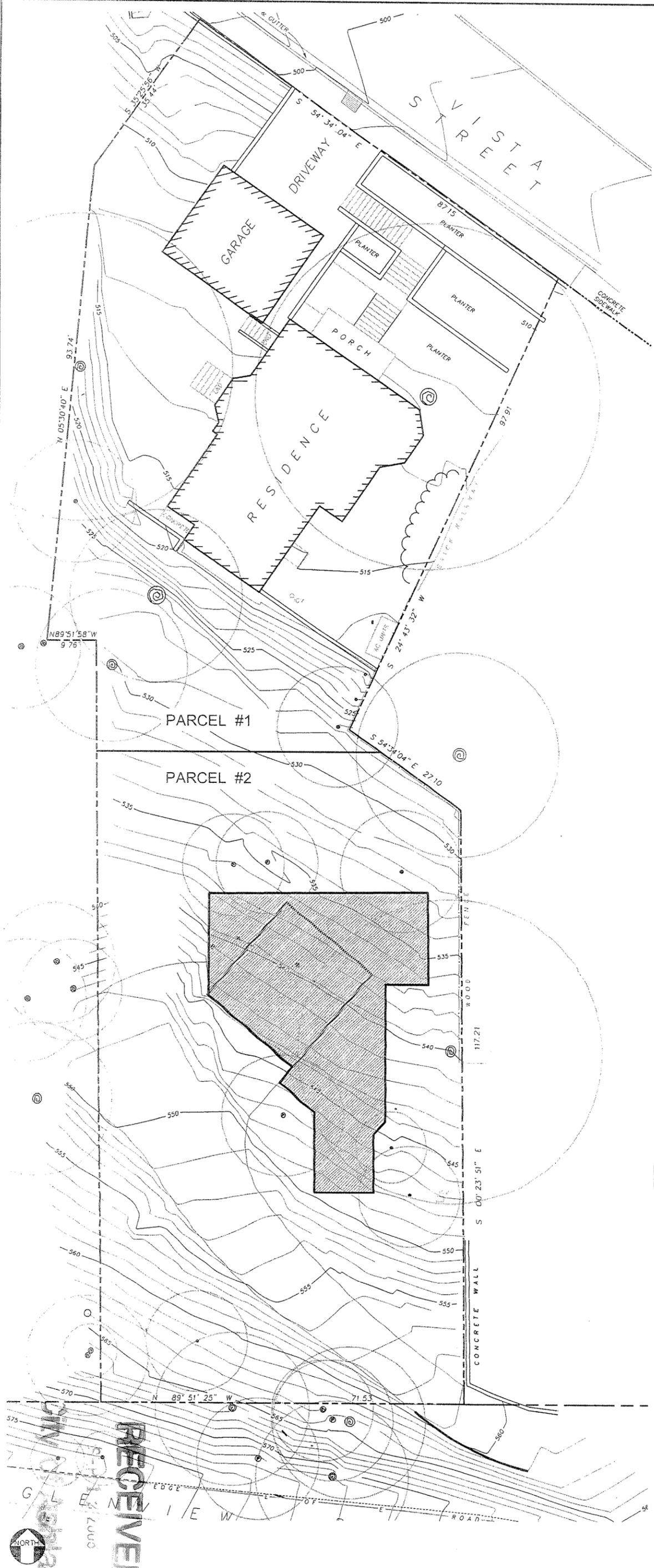
GLENVIEW DRIVE

RECEIVED

SEP 26 2008

City of Ashland
 Community Development

TERRASURVEY, INC.
 PROFESSIONAL LAND SURVEYORS
 274 FOURTH STREET
 ASHLAND, OREGON 97520
 (541) 482-6474
 terrain@bisp.net
 JOB NO. 668-08



SHEET INDEX

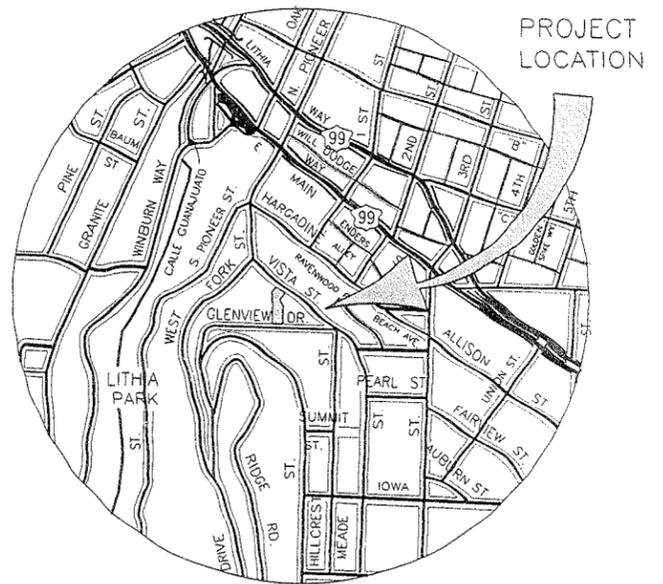
COVER	COVER SHEET
S-1	SITE PLAN
PE-1	SLOPE ANALYSIS PLAN
PE-2	TREE PROTECTION PLAN
PE-3	GRADING, DRAINAGE AND UTILITY PLAN
PE-4	EROSION CONTROL PLAN
V-1	VARIANCE INFORMATION
F-1	FIRE PREVENTION CONTROL
	TOPOGRAPHIC SURVEY
	PROPOSED PARTITION
	SURVEYORS SLOPE ANALYSIS

PROJECT INFO

ZONING: R-1-7.5
 LEGAL DESCRIPTION: 39 1E 09 BC 7500

PROJECT TEAM

- OWNER:** Sid and Karen DeBoer
 234 Vista Street
 Ashland, Oregon 97520
 Phone: 541.482.0915
- PLANNER:** Kerry KenCairn
 KenCairn Landscape Architecture
 545 'A' Street
 Ashland, Oregon 97520
 Phone: 541.488.3194
- SURVEYOR:** Richard Alspach
 Terra Survey
 274 4th street
 Ashland, Oregon 97520
 Phone: 541.482.6474
- GEOTECHNICAL ENGINEER:** Mark Amrhein
 Amrhein and Associates
 234 Vista Street
 Ashland, Oregon 97520
 Phone: 541.482.6680
- ARBORIST:** Michael Oliver
 Pro Arbor
 (no longer in business)
- ARBORIST:** Tom Myers
 Upper Limb-It
 P.o. Box 881
 Ashland, Oregon 97520
 Phone: 482-3667



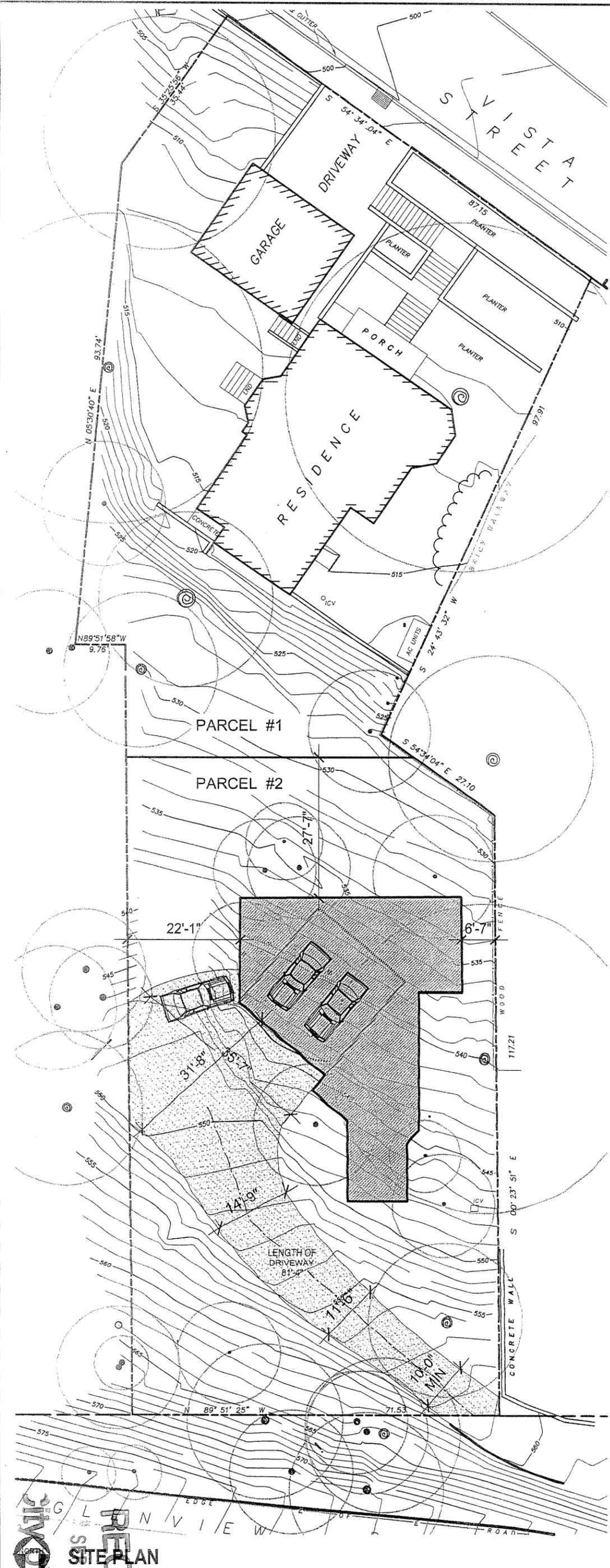
RECEIVED
 SEP 12 2008
 CIVIL ENGINEER
 GLENVIEW ROAD

COVER
 DEBOER PARTITION
 232 VISTA STREET
 ASHLAND, OREGON

Scale: 1" = 20'
 Drawn By: AM/IKK
 Revision Date:



KenCairn
 Landscape Architecture
 Tel: 541.488.3194 545 A Street
 Fax: 541.552.9512 Ashland, OR 97520
 Cell: 541.601.5559 kerry@kencairnlandscape.com



PROJECT DATA

ZONING: R-1-7.5
 LEGAL DESCRIPTION: 39 1E 09 BC 7500

CURRENT LOT
 LOT SIZE: 18,596 s.f.
 TOWNSHIP AND RANGE: 39 1E 09 BC 7500
 ZONING: R-1-7.5

PROPOSED PARCEL #1
 LOT SIZE: 9,580
 LOT COVERAGE: 2,956 (31%)
 MPFA: ALLOWED 2,702
 FLOOR AREA: 2,680

PROPOSED PARCEL #2
 LOT SIZE: 9,016
 LOT COVERAGE DRIVE: 1,894
 LOT COVER BLDG: 1,592
 TOTAL COVER PROPOSED: 3,486 (38%)
 MPFA: ALLOWED 2,592.6
 BUILDING ENVELOPE: 1,568

RECEIVED
 September 14, 2008
 SIMON ASHMAN

DEBOER PARTITION
 232 VISTA STREET
 ASHLAND, OREGON

Scale: 1" = 20'

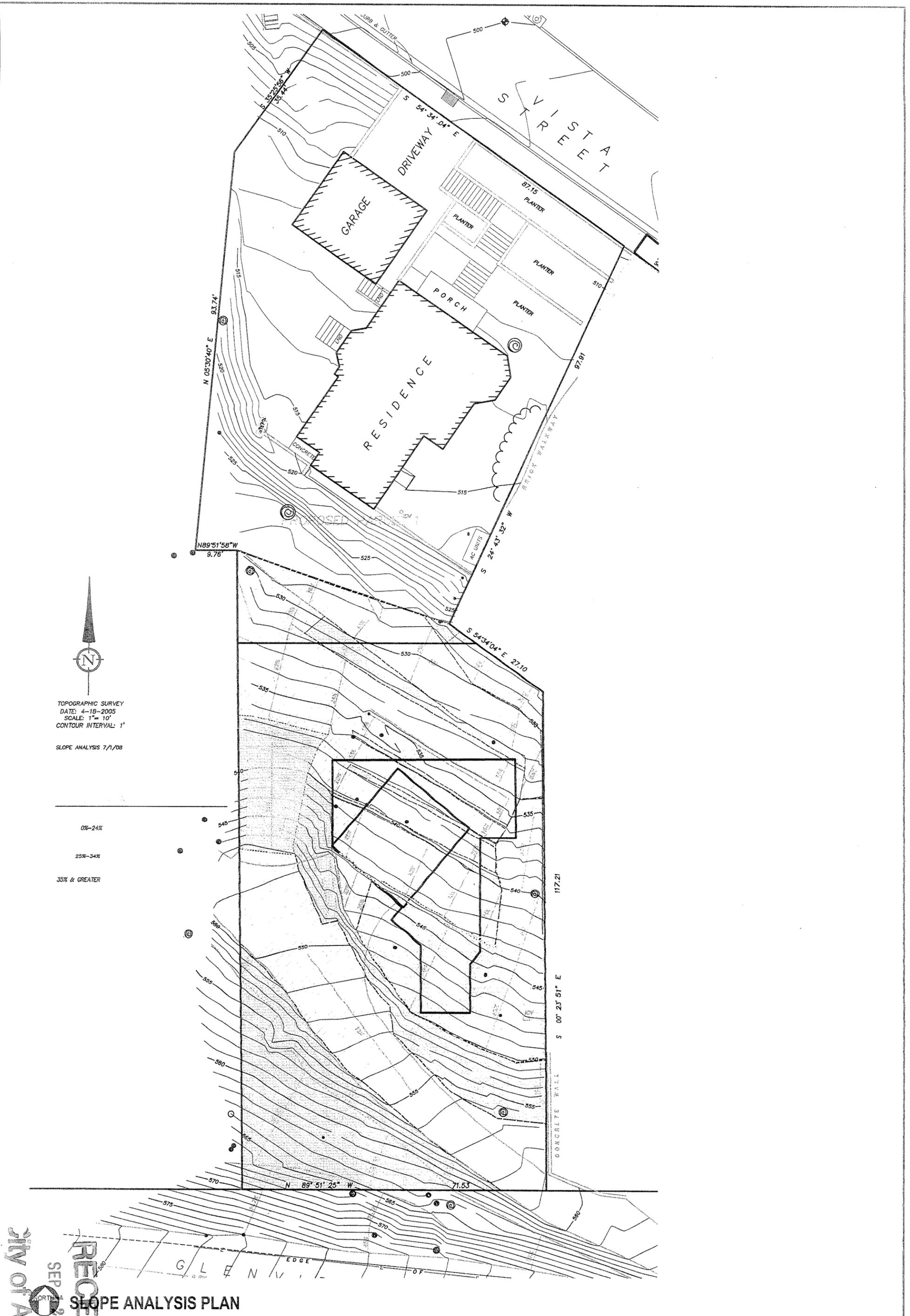
Drawn By: AM/IK

Revision Date:



Tel: 541.488.3194 545 A Street
 Fax: 541.552.9512 Ashland, OR 97520
 Cell: 541.601.5559 kerry@kencairnlandscape.com

www.KenCairnLandscape.com



TOPOGRAPHIC SURVEY
 DATE: 4-18-2005
 SCALE: 1" = 10'
 CONTOUR INTERVAL: 1'

SLOPE ANALYSIS 7/1/08

0%-24%
 25%-34%
 35% & GREATER

City of Ashland
 SEP 12 2008
 RECEIVED
 PE-1
 September 12, 2008

SLOPE ANALYSIS PLAN

DEBOER PARTITION
232 VISTA STREET
ASHLAND, OREGON

Scale: 1" = 20'

Drawn By: AMI/KK

Revision Date:

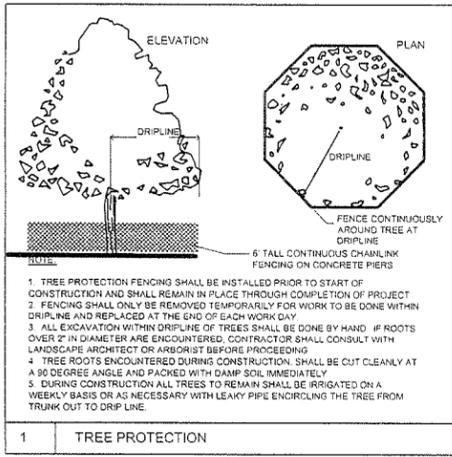


KenCairn
 Landscape Architecture

Tel: 541.488.3194 545 A Street
 Fax: 541.552.9512 Ashland, OR 97520
 Cell: 541.601.5559 kerry@kencairnlandscape.com

TREE PROTECTION LEGEND

- Tree to be Removed
- Tree Canopy
- Tree Protection Fencing



Tree Tagging Project-DeBoer Property between Vista Street and Glenview Drive, within fence line around property. 1" denote within 15' of fence)
 Performed 06/18/08 by Michael Oliver

Tree Tag#	Species	DBH (inches)	Height (feet)	Crown radius (feet)	Protect zone radius (ft.)	Relative const. tolerance	Condition	Remarks
1+	PIPO	20	75	15	10	Good	Good	
2+	PIPO	16	65	12	8	Good	Good	
3+	QUKE	12	35	12	6	Good	Good	Co-dominant
4+	QUKE	11	35	12	6	Good	Good	Co-dominant
5+	PSME	17	65	na	na	na	dead snag	HAZARD
6	PIPO	21	70	15	10	Good	Good	
7	PIPO	14	35	10	7	Good	Good	
8	PIPO	16	80	12	8	Good	Good	
9	PIPO	24	85	15	12	Good	Good	
10	ARME	7.7	25	10	5	Poor	Excellent	
11	QUKE	7.1	25	10	3.5	Good	Good	
12	PIPO	8	35	7	4	Good	Good	
13	PIPO	12	40	12	6	Good	Excellent	
14+	PIPO	22	70	15	10.5	Good	Good	
15+	PIPO	24	90	12	12	Good	Good	
16+	PIPO	16	60	10	8	Good	Good	
17+	PIPO	24	70	12	12	Good	Good	
18	PIPO	11	65	10	10.5	Good	Good	
19	PSME	9.6	55	15	5	Moderate	Excellent	
20	PIPO	9.6	60	12	5	Good	Good	
21	ARME	9.5	30	17	9	Poor	Excellent	
22	QUGA	28	60	30	14	Good	Poor	
23	CADE	10	35	12	5	Poor	Good	
24	PIPO	10	40	10	5	Good	Good	
25	CADE	9.2	30	10	9	Poor	Good	
26	CADE	23	75	15	22	Poor	Excellent	
27+	CADE	14	50	12	14	Poor	Good	
28+	CADE	13	45	12	13	Poor	Good	
29	QUGA	8.1	25	12	4	Good	Excellent	
30+	PIPO	30	80	20	12	Good	Poor	
31	QUKE	42	35	17	21	Good	Poor	Hazardous On fence
32	CADE	9.5	30	12	4.5	Poor	Excellent	
33	QUGA	24	40	30	12	Poor	Poor	
34	CHLA	24	60	25	22	Poor	Good	

Tree Species encountered in order of appearance from Glenview down to Vista, high to low

PIPO	Pinus ponderosa	Ponderosa Pine
QUKE	Quercus kelloggii	California Black Oak
PSME	Pseudotsuga menziesii	Douglas Fir
ARME	Arbutus menziesii	Pacific Madrone
QUGA	Quercus garriana	Oregon White Oak
CADE	Calocedrus decurrens	Incense Cedar
CHLA	Chamaecyparis lawsonii	Port Orford Cedar

Specifications for Tree Preservation During Construction

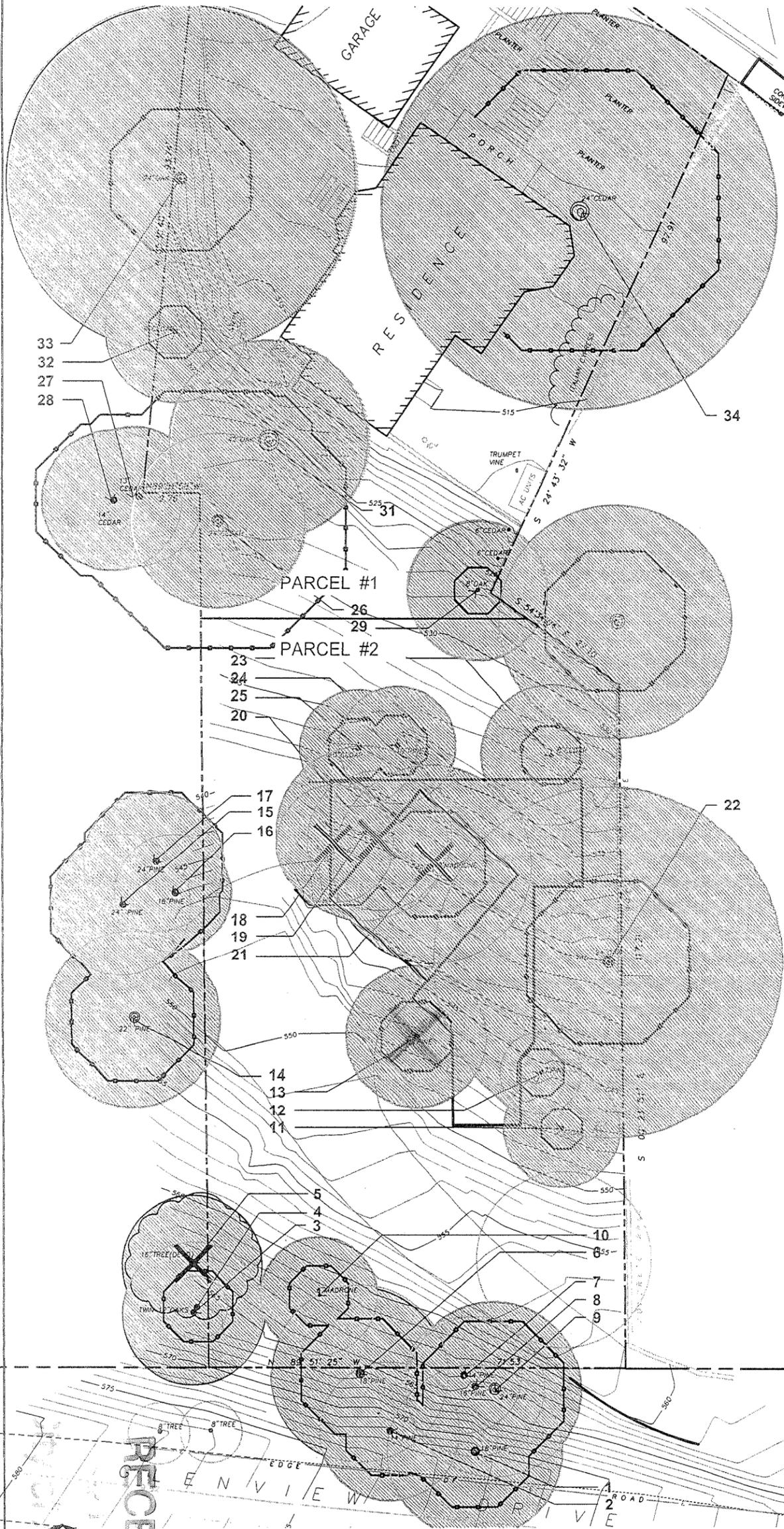
- Before beginning work, the contractor is required to meet with the consultant at the site to review all work procedures, access routes, storage areas, and tree protection measures.
- Fences must be erected to protect trees to be preserved. Fences define a specific protection zone for each tree or group of trees. Fences are to remain until all site work has been completed. Fences may not be relocated or removed without the written permission of the consultant.
- Construction trailers and traffic and storage areas must remain outside fenced areas at all times.
- All underground utilities and drain or irrigation lines shall be routed outside the tree protection zone. If lines must traverse the protection area, they shall be tunneled or bored under the tree.
- No materials, equipment, spoil, or waste or washout water may be deposited, stored, or parked within the tree protection zone (fenced area).
- Additional tree pruning required for clearance during construction must be performed by a qualified arborist and not by construction personnel.
- Any herbicides placed under paving materials must be safe for use around trees and labeled for that use. Any pesticides used on site must be tree-safe and not easily transported by water.
- If injury should occur to any tree during construction, the tree consultant should evaluate it as soon as possible so that appropriate treatments can be applied.
- The consulting arborist must monitor any grading, construction, demolition, or other work that is expected to encounter tree roots.
- All trees shall be irrigated on a schedule to be determined by the consultant. Irrigation shall wet the soil within the tree protection zone to a depth of 30 inches.
- Erosion control devices such as silt fencing, debris basins, and water diversion structures shall be installed to prevent siltation and/or erosion within the tree protection zone.
- Before grading, pad preparation, or excavation for foundations, footings, walls, or trenching, any trees within the specific construction zone shall be root pruned 1 foot outside the tree protection zone by cutting all roots cleanly to a depth of 24 inches. Roots shall be cut by manually digging a trench and cutting exposed roots with a saw, vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root-pruning equipment.
- Any roots damaged during grading or construction shall be exposed to sound tissue and cut cleanly with a saw.
- If temporary haul or access roads must pass over the root area of trees to be retained, a road bed of 6 inches of mulch or gravel shall be created to protect the soil. The road bed material shall be replenished as necessary to maintain a 6-inch depth.
- Spoil from trenches, basements, or other excavations shall not be placed within the tree protection zone, either temporarily or permanently.
- No burn piles or debris pits shall be placed within the tree protection zone. No ashes, debris, or garbage may be dumped or buried within the tree protection zone.
- Maintain fire-safe areas around fenced areas. Also, no heat sources, flames, ignition sources, or smoking is allowed near mulch or trees.

Specifications for Demolition and Site Clearing

- The demolition contractor is required to meet with the consultant at the site prior to beginning work to review all work procedures, access and haul routes, and tree protection measures.
- The limits of all tree protection zones shall be staked in the field.
- Trees to be removed that have branches extending into the canopy of trees to remain must be removed by a qualified arborist and not by demolition or construction contractors. The qualified arborist shall remove the tree in a manner that causes no damage to the trees and under story to remain.
- Any brush clearing required within the tree protection zone shall be accomplished with hand-operated equipment.
- Trees to be removed shall be felled so as to fall away from tree protection zones and to avoid puffing and breaking of roots of trees to remain. If roots are entwined, the consultant may require first severing the minor woody root mass before extracting the trees. This may be accomplished by cutting through the roots by hand with a vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root-pruning equipment.
- Trees to be removed from within the tree protection zone shall be removed by a qualified arborist. The trees shall be cut near ground level and the stump ground over.
- All downed brush and trees shall be removed from the tree protection zone either by hand or with equipment using outside the tree protection zone. Distraction shall occur by lifting the material out, not by skidding it across the ground.
- Brush shall be chipped and placed in the tree protection zone to a depth of 6 inches.
- Structures and underground features to be removed within the tree protection zone shall use the smallest equipment possible and operate from outside the tree protection zone. The consultant shall be on site during all operations within the tree protection zone to monitor demolition activities.
- All trees shall be pruned in accordance with the provided Pruning Specifications.
- A six-foot chain link fence with posts sunk into the ground shall be erected to enclose the tree protection zone.
- Any damage to trees due to demolition activities shall be reported to the consulting arborist within six hours so that remedial action can be taken. Timeliness is critical to tree health.
- If temporary haul or access roads must pass over the root area of trees to be retained, a roadbed of 6 inches of mulch or gravel shall be created to protect the soil. The roadbed material shall be replenished as necessary to maintain a 6-inch depth.

Specifications for Tree Pruning

- All trees within the protect area shall be pruned to:
 - Clear the crown of diseased, crossing, weak, and dead wood to a minimum size of 1 1/2 inches diameter
 - Provide 14 feet of vertical clearance over streets and 8 feet over sidewalks
 - Remove stubs, cutting outside the woundwood tissue that has formed around the branch
 - Reduce end weight on heavy, horizontal branches by selectively removing small diameter branches, no greater than 2 to 3 inches near the ends of the scaffold
 - Remove any mistletoe
- Where temporary clearance is needed for access, branches shall be tied back to hold them out of the clearance zone.
- Pruning shall not be performed during periods of flight of adult boring insects because fresh wounds attract pests. Pruning shall be performed only when the danger of infestation is past.
- All pruning shall be performed by a qualified arborist.
- All pruning shall be in accordance with the *Tree-Pruning Guidelines* (International Society of Arboriculture) and/or the ANSI A300 Pruning Standard (American National Standard for Tree Care Operations) and adhere to the most recent edition of ANSI Z133.1.
- Interior branches shall not be stripped out.
- Pruning cuts larger than 4 inches in diameter, except for dead wood, shall be avoided.
- Pruning cuts that expose heartwood shall be avoided whenever possible.
- No more than 20 percent of live foliage shall be removed within the trees.
- While in the tree, the arborist shall perform an aerial inspection to identify defects that require treatment. Any additional work needed shall be reported to the consultant.
- Brush shall be chipped and chips shall be spread underneath trees within the tree protection zone to a maximum depth of six inches leaving the trunk clear of mulch.



TREE INVENTORY AND PROTECTION PLAN

DEBOER PARTITION
 232 VISTA STREET
 ASHLAND, OREGON

Scale: 1" = 20'

Drawn By: AM / KK

Revision Date:

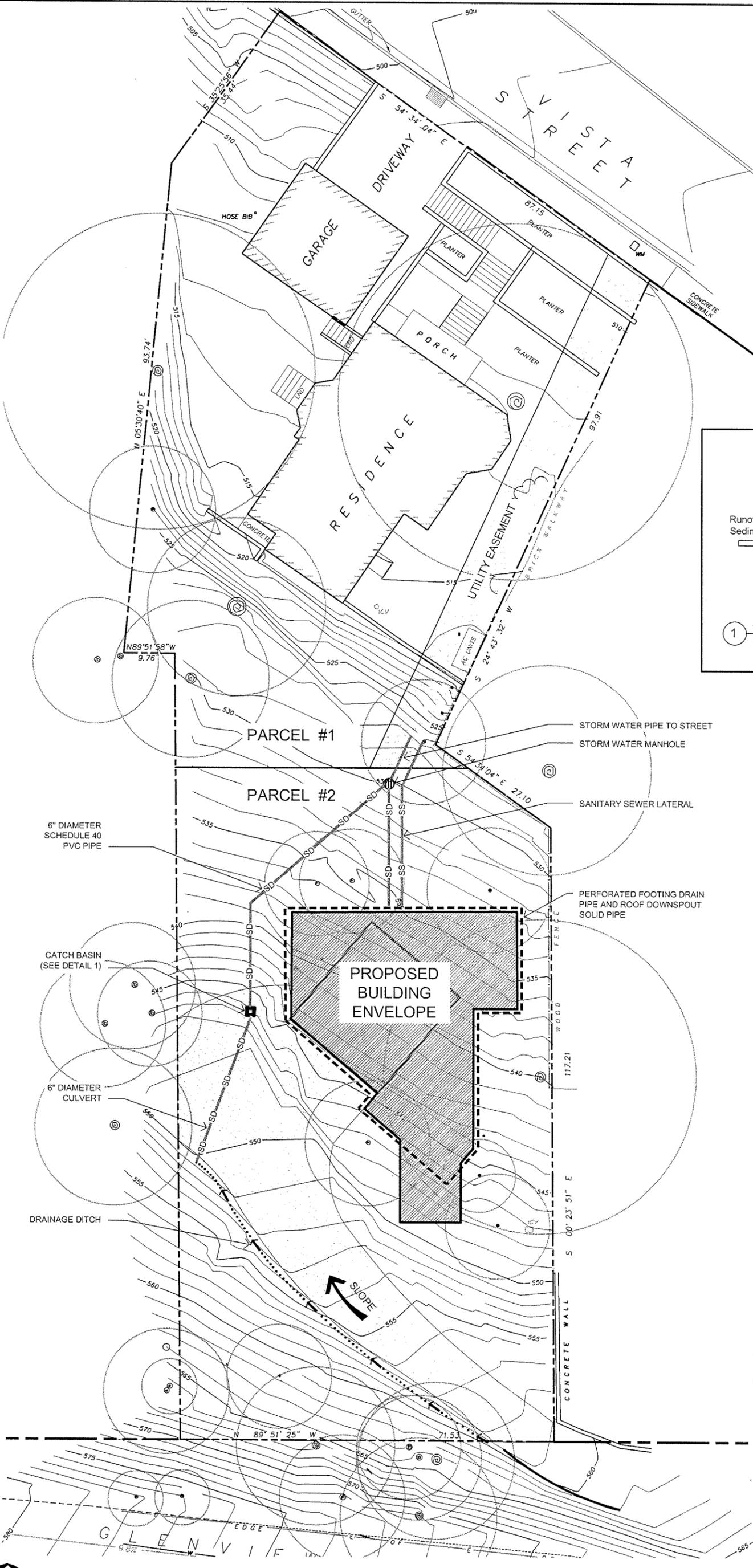


Ken Cairn
 Landscape Architecture

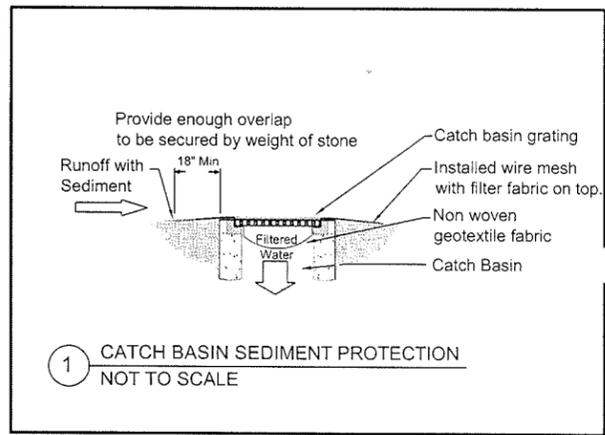
Tel: 541.488.3194 545 A Street
 Fax: 541.552.9512 Ashland, OR 97520
 Cell: 541.601.5559 kerry@kencairlandscape.com

PE-2

September 12, 2008



LEGEND	
SANITARY SEWER	—SS—SS—
STORM DRAIN	—SD—SD—
FOOTING DRAIN	-----
DRAINAGE DITCH	--->---



Amrhein Associates, Inc. prepared the stacked block wall designs, grading, drainage and erosion control measures shown on these plans. The design elements were prepared under the supervision and direction of the undersigned, whose seal as a registered professional engineer is affixed below.



RENEWAL DATE: 12/31/09
RECEIVED
SEP 15 2008

GRADING, DRAINAGE AND UTILITY PLAN

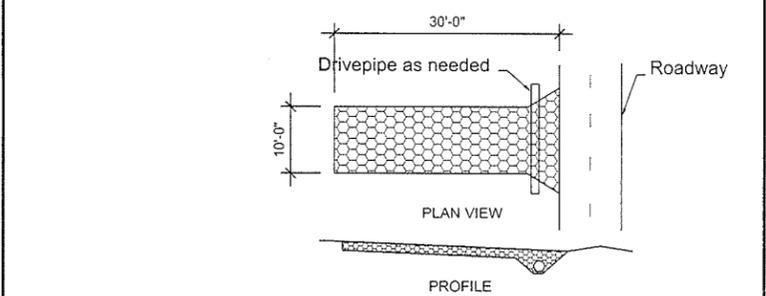
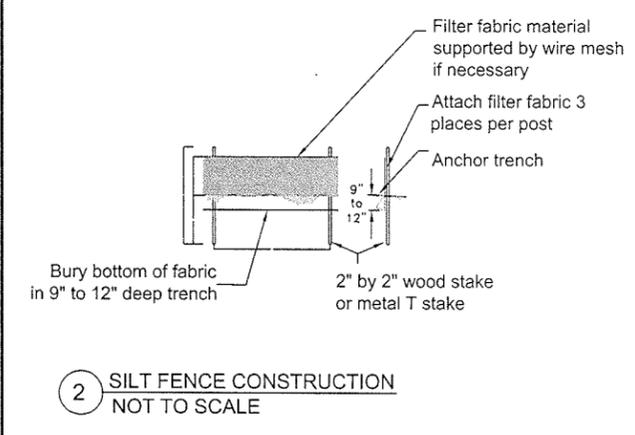
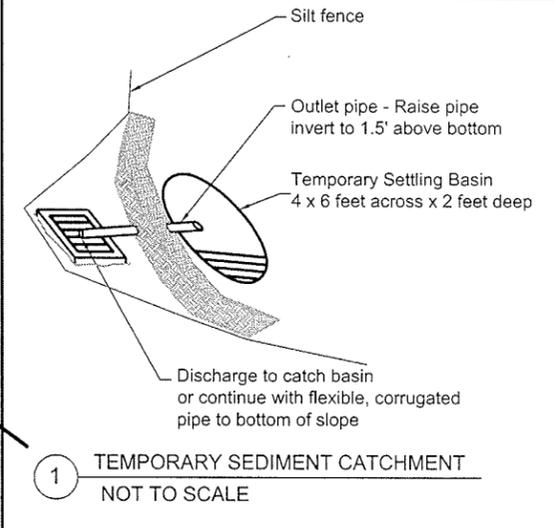
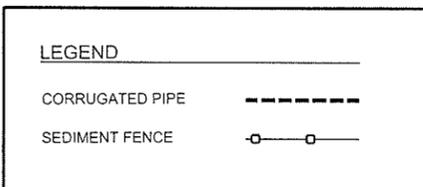
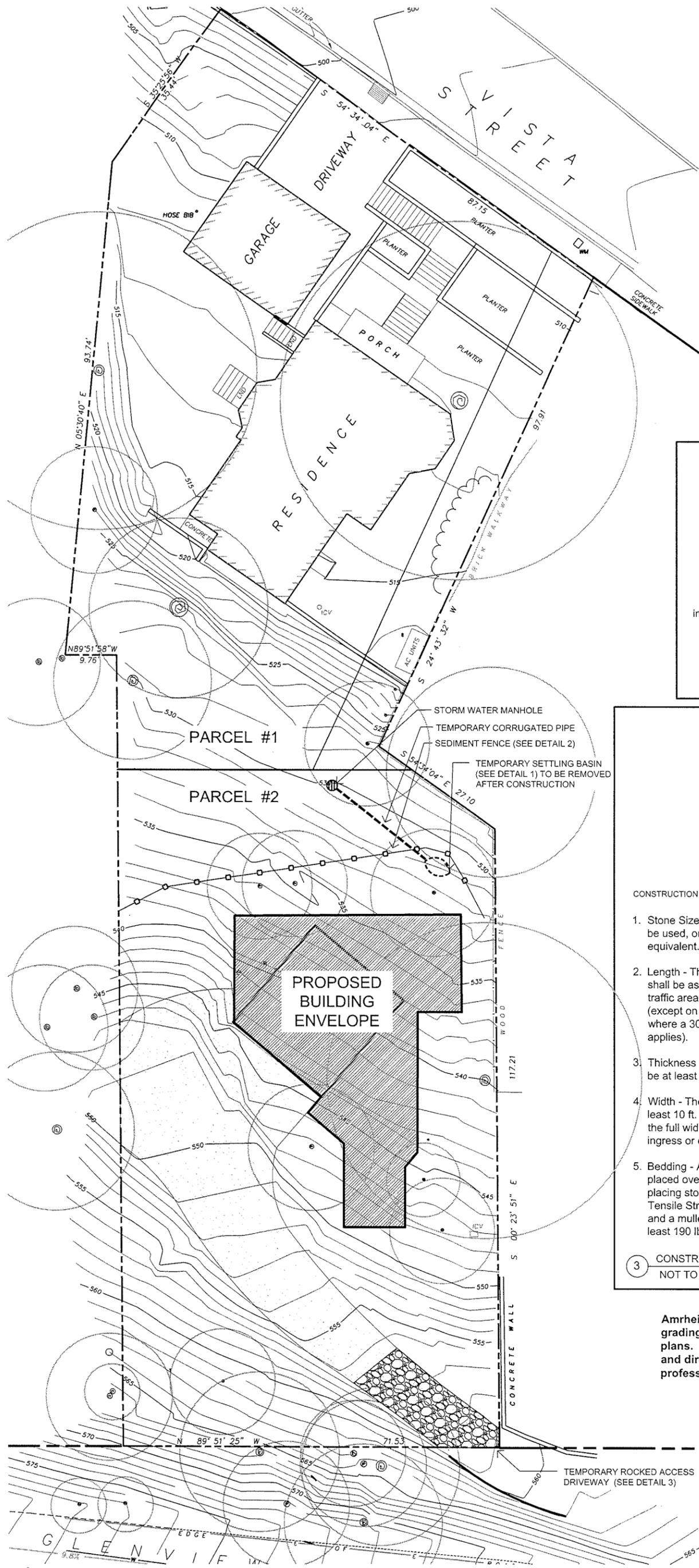
PE-3
September 12, 2008
DEBOER PARTITION
232 VISTA STREET
ASHLAND, OREGON

Scale: 1" = 20'
Drawn By: AM / KK
Revision Date: September 15, 2008



KenCairn
Landscape Architecture

City of Ashland
Tel: 541.488.3194 545 A Street
Fax: 541.552.9512 Ashland, OR 97520
Cell: 541.601.5559 kerry@kencairnlandscape.com



CONSTRUCTION ENTRANCE SPECIFICATIONS

1. Stone Size - Two-inch stone shall be used, or recycled concrete equivalent.
2. Length - The construction entrance shall be as required to stabilize high traffic areas but not less than 50 ft. (except on single residence for where a 30-ft. minimum length applies).
3. Thickness - The stone layer shall be at least 6 in. thick.
4. Width - The entrance shall be at least 10 ft. wide, but not less than the full width at points where ingress or egress occurs.
5. Bedding - A geotextile shall be placed over the entire area prior to placing stone. It shall have a Grab Tensile Strength of at least 200 lb. and a mullen Burst Strength of at least 190 lb.
6. Culvert - A pipe or culvert shall be constructed under the entrance if needed to prevent surface water flowing across the entrance from being directed out onto paved surfaces.
7. Maintenance - Top dressing of additional stone shall be applied as conditions demand. Mud spilled, dropped, washed or tracked onto public roads, or any surface where runoff is not checked by sediment controls shall be removed immediately. Removal shall be accomplished by scraping or sweeping.
8. Construction Entrances shall not be relied upon to remove mud from vehicles and prevent off-site tracking. Vehicles that enter and leave the construction site shall be restricted from muddy areas.

Amrhein Associates, Inc. prepared the stacked block wall designs, grading, drainage and erosion control measures shown on these plans. The design elements were prepared under the supervision and direction of the undersigned, whose seal as a registered professional engineer is affixed below.



RECEIVED
SEP 15 2008

EROSION CONTROL PLAN

PE-4

September 12, 2008
DEBOER PARTITION
232 VISTA STREET
ASHLAND, OREGON

Scale: 1" = 20'

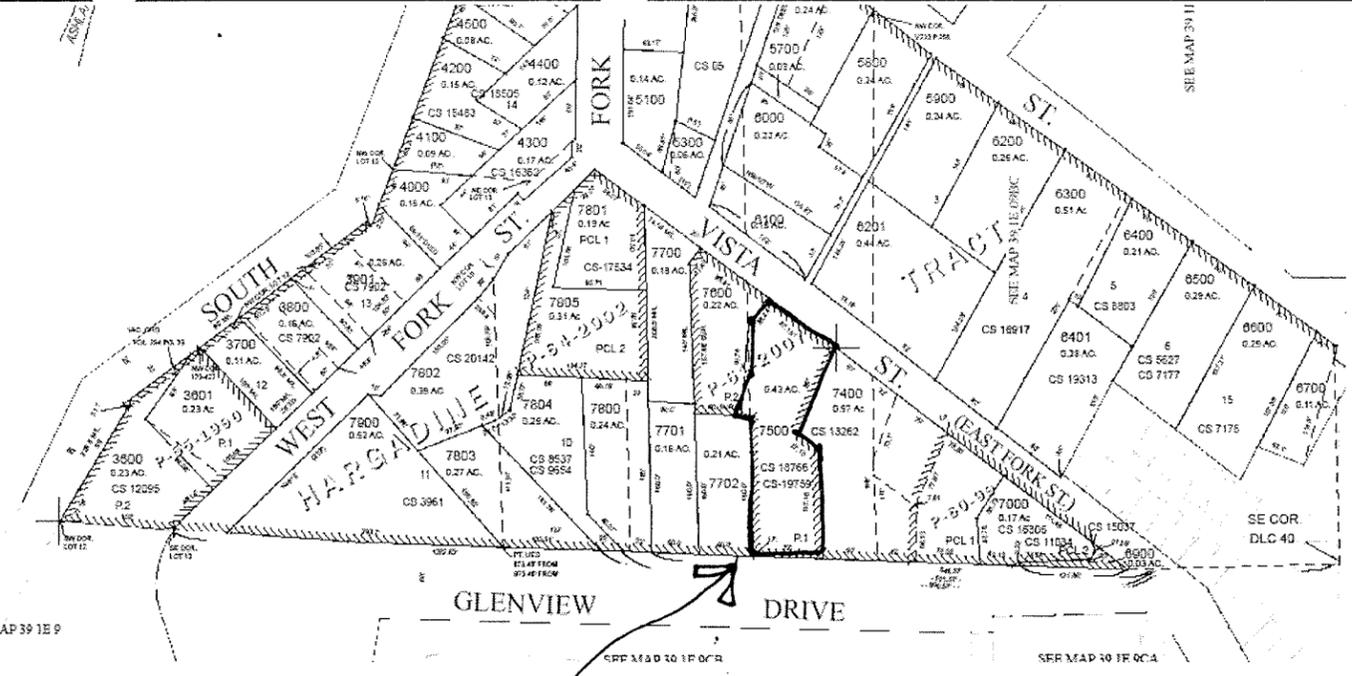
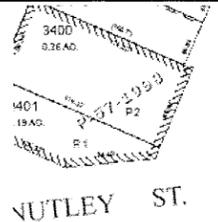
Revision Date:
September 15, 2008
Drawn By: AM/IKK



KenCairn
Landscape Architecture

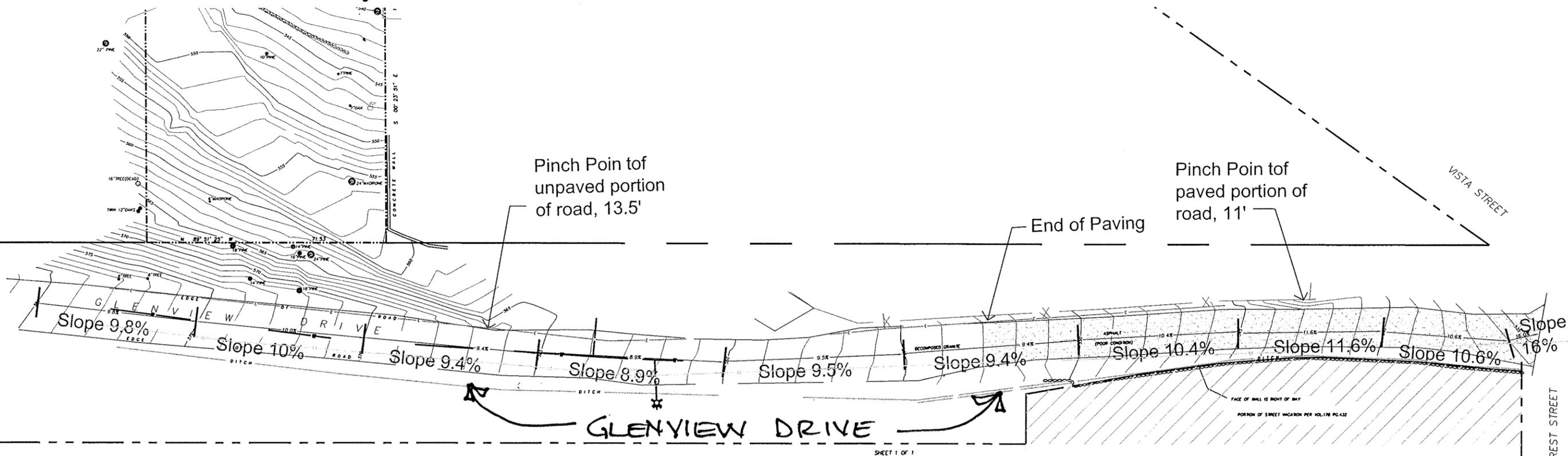
City of Ashland

Tel: 541.488.3194 545 A Street
Fax: 541.552.9512 Ashland, OR 97520
Cell: 541.601.5559 kerry@kencairnlandscape.com



The subject property is on the unpaved portion of Glenview Drive. From the intersection of Hillcrest and Vista, Glenview is paved for 128 lineal feet, for this paved section the slopes along the center line range from 10% to 11.6% with the exception of the first ten feet of the drive which is 16%. There is an additional 181 feet of length of road prior to reaching the Right of Way at its adjacency to the subject property, through this stretch, the slopes of Glenview range from 8.9% to 10%. The minimum width of the paved section of Glenview Drive is 11'; the minimum width of the unpaved section of Glenview is 13.5'.

SUBJECT PROPERTY

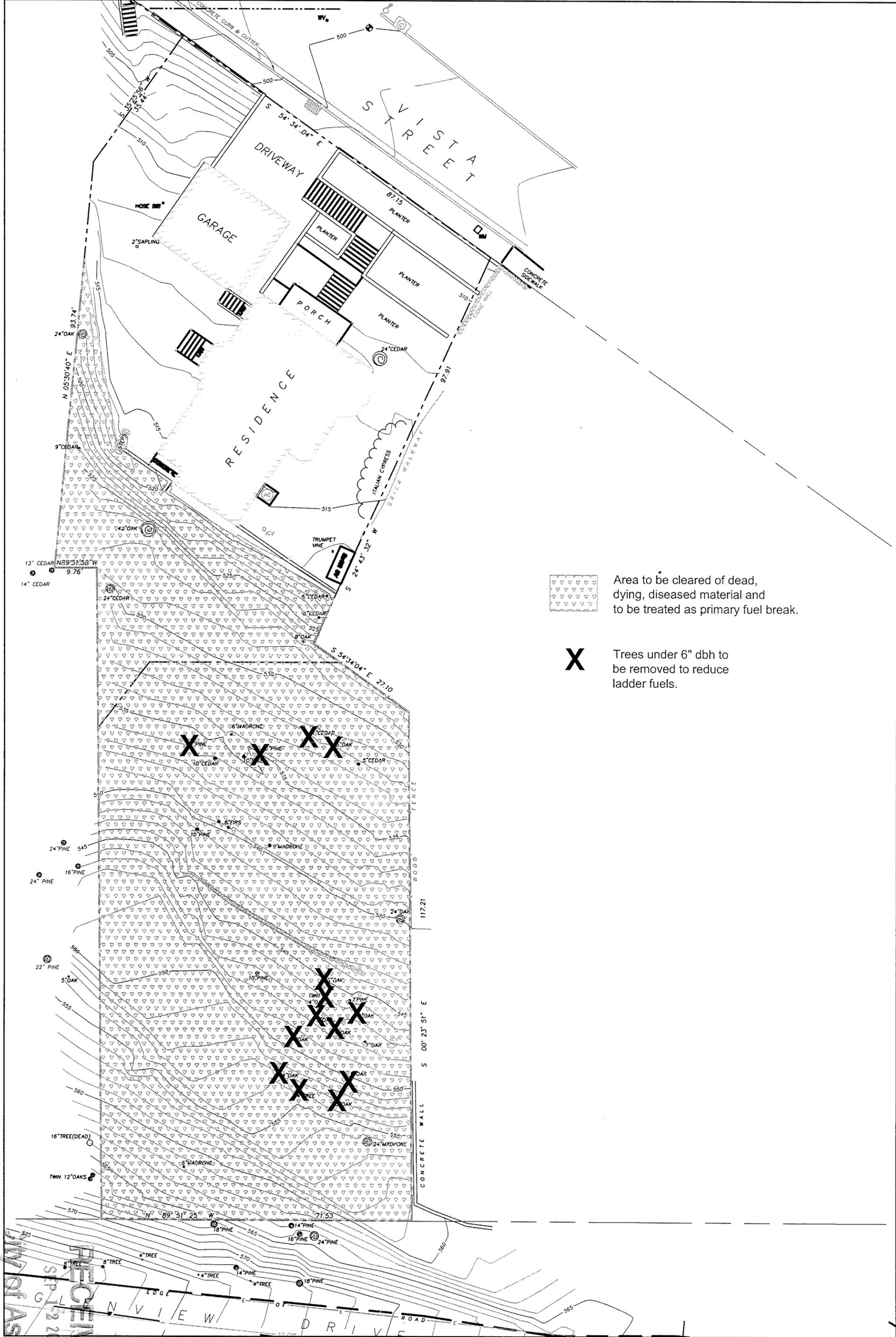


Tel: 541.488.3194 545 A Street
 Fax: 541.552.9512 Ashland, OR 97520
 Cell: 541.601.5559 kerry@kencaimlandscape.com
KenCaim
 Landscape Architecture
 REGISTERED ARCHITECT
 STATE OF OREGON
 REG. # 493
 KenCaim
 11/12/99
 LANDSCAPE ARCHITECT

Revision Date:
 Drawn By: KK
 NOT TO SCALE

DEBOER PARTITION
232 VISTA STREET
ASHLAND, OREGON

RECEIVED
 September 12, 2008
 SEP 12 2008
V-1
 City of Ashland



Area to be cleared of dead, dying, diseased material and to be treated as primary fuel break.



Trees under 6" dbh to be removed to reduce ladder fuels.

RECEIVED
 SEP 15 2008
 F-1
 City of Ashland

DEBOER PARTITION
 232 VISTA STREET
 ASHLAND, OREGON

Scale: 1" = 20'

Drawn By: AM/IKK

Revision Date:



KenCairn
 Landscape Architecture

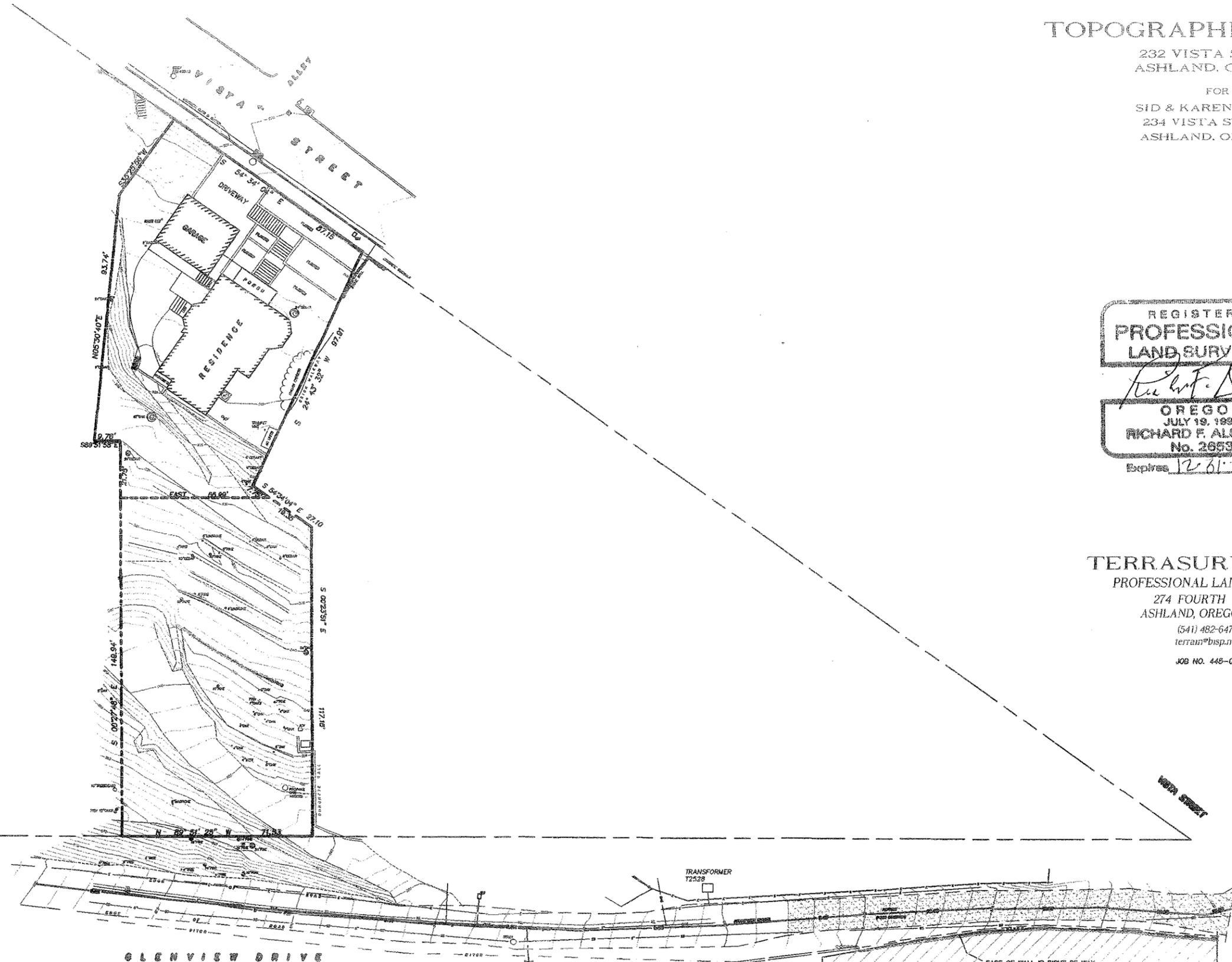
Tel: 541.488.3194 545 A Street
 Fax: 541.552.9512 Ashland, OR 97520
 Cell: 541.601.5559 kerry@kencairnlandscape.com



DATE: 9-04-2008
 SCALE: 1" = 20'
 CONTOUR INTERVAL: 1'

LEGEND

- — — — — PROPERTY LINE
- GAS — GAS LINE
- TEL — UNDERGROUND TELEPHONE
- E — UNDERGROUND ELECTRIC
- SS — SANITARY SEWER
- SD — STORM DRAIN
- — — — — EDGE OF PAVEMENT
- — — — — TOP OF GRADE BREAK
- — — — — TOE OF GRADE BREAK
- — — — — CONTOUR LINE
- — — — — FENCE
- — — — — ROCK WALL
- WM □ WATER METER
- WV ○ WATER VALVE
- SSCO SANITARY SEWER CLEANOUT
- GS GROUND SHOT ELEVATION
- EP EDGE OF PAVEMENT
- SW SIDEWALK
- TFC TOP FACE OF CURB
- TFW TOP FACE OF WALL
- CI CURB INLET
- PVT PAVEMENT
- GV GAS VALVE
- GM GAS METER
- EM □ ELECTRIC METER
- LND LANDING
- SPOT ELEVATION
- ⊕ PROJECT BENCHMARK:
TOP OF PK NAIL & SHINER
ELEV.=500.00 (ASSUMED DATUM)



TOPOGRAPHIC SURVEY

232 VISTA STREET
 ASHLAND, OREGON

FOR
 SID & KAREN DEBOER
 234 VISTA STREET
 ASHLAND, OREGON

REGISTERED
**PROFESSIONAL
 LAND SURVEYOR**
Richard F. Alspach
 OREGON
 JULY 19, 1994
RICHARD F. ALSPACH
 No. 2653
 Expires 12-31-2009

TERRASURVEY, INC.

PROFESSIONAL LAND SURVEYORS
 274 FOURTH STREET
 ASHLAND, OREGON 97520
 (541) 482-6474
 terrasurvey@isp.net
 JOB NO. 445-04

TRANSFORMER
 T2522

□

TRANSFORMER
 T2522

FACE OF WALL IS RIGHT OF WAY
 PORTION OF STREET VACATION
 PER VOL.178 PG.432

LOT 34
 BOUNDARY ADJUSTMENT

RECEIVED

SEP 12 2008

City of Ashland

BASIS OF BEARINGS
 FOUND MONUMENTS ON THE SOUTHERLY LINE OF DLC NO. 40 AS N 89°51'25" W
 PER FILED SURVEY NO. 14885

TOPOGRAPHIC SURVEY

PORTION OF
GLENVIEW DRIVE
ASHLAND, OREGON

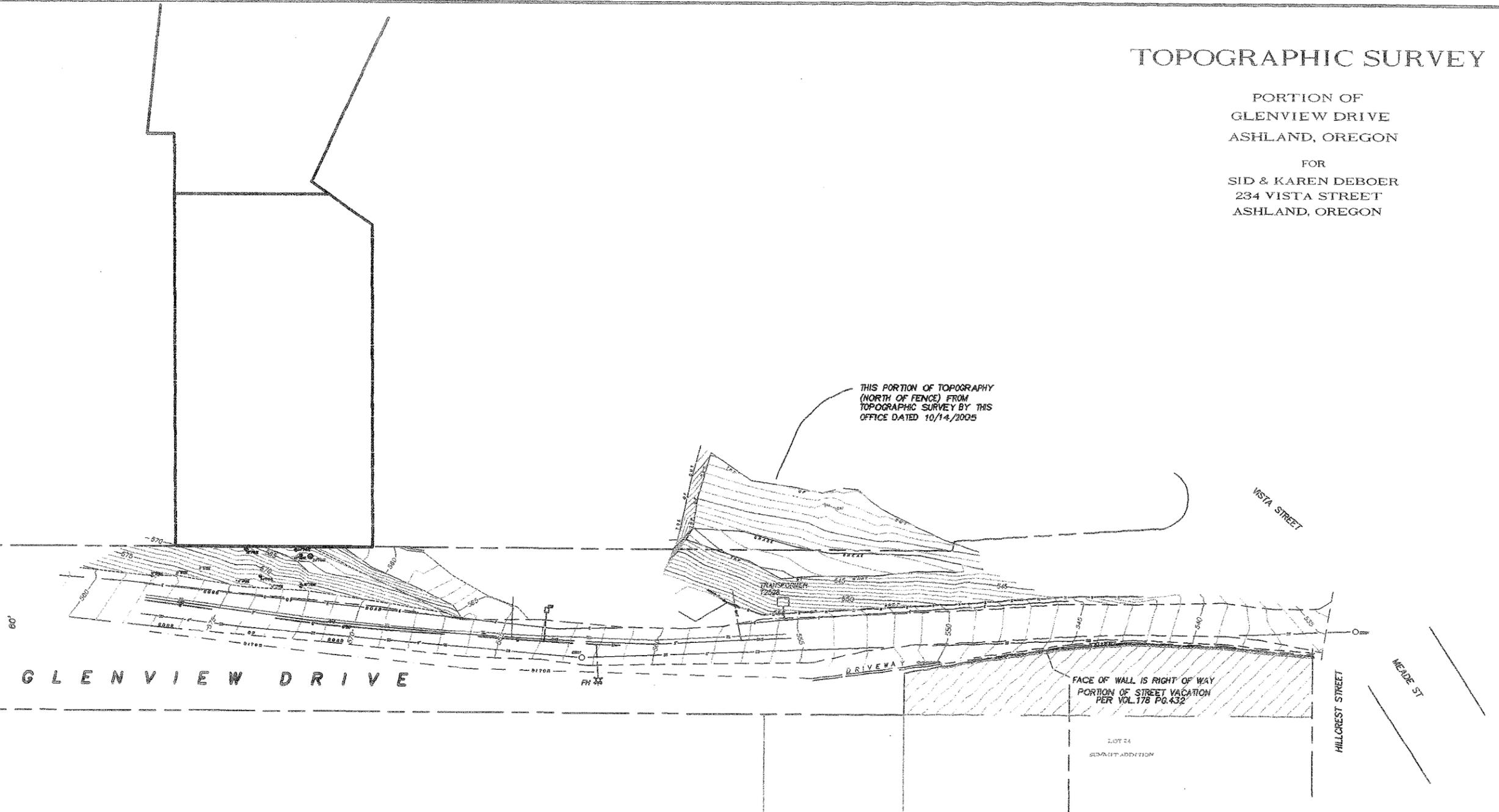
FOR
SID & KAREN DEBOER
234 VISTA STREET
ASHLAND, OREGON



DATE: 9-04-2008
SCALE: 1" = 20'
CONTOUR INTERVAL: 1'

THIS PORTION OF TOPOGRAPHY
(NORTH OF FENCE) FROM
TOPOGRAPHIC SURVEY BY THIS
OFFICE DATED 10/14/2005

TRANSFORMER
T2552



GLENVIEW DRIVE

VISTA STREET

HILLCREST STREET

MEADE ST

FACE OF WALL IS RIGHT OF WAY
PORTION OF STREET VACATION
PER VOL. 178 PG. 432

LOT 24
SUBMIT ADDITION

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Richard F. Alspach

OREGON
JULY 19, 1894
RICHARD F. ALSPACH
No. 2953

Expires 12/31/2009

TERRASURVEY, INC.
PROFESSIONAL LAND SURVEYORS
274 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-4774
terrain@tbsp.net

RECEIVED

SEP 12 2008

BASIS OF BEARINGS
FOUND MONUMENTS ON THE SOUTHERLY LINE OF DLC NO. 40 AS W 89°51'25" W
PER FILED SURVEY NO. 14865

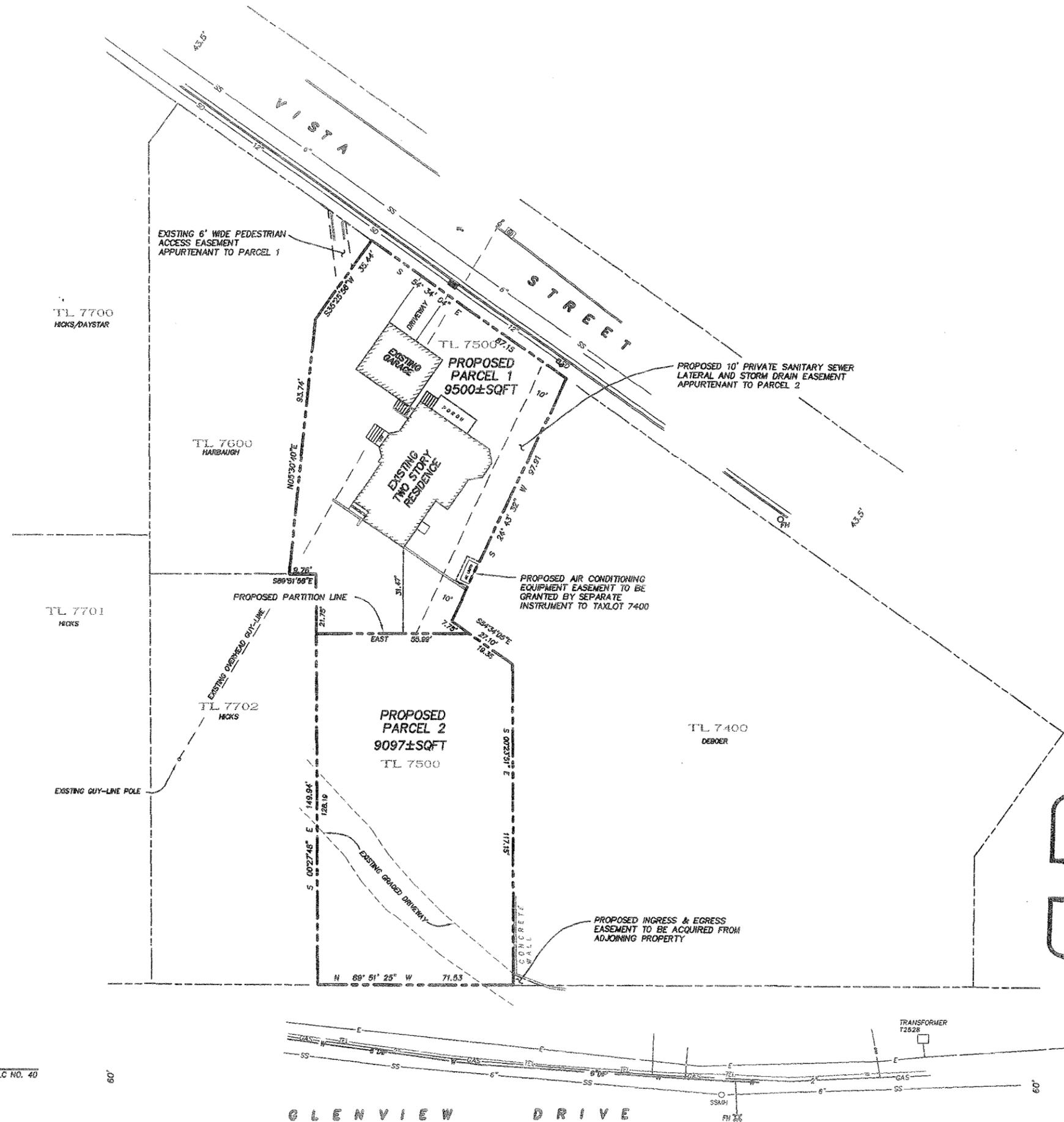


DATE: 9-08-2008
SCALE: 1" = 20'

PROPOSED PARTITION

TAX LOT 7500
232 VISTA STREET
ASHLAND, OREGON

FOR
SID & KAREN DEBOER
234 VISTA STREET
ASHLAND, OREGON



PROPERTY OWNERS
TAX LOT 7500 SID & KAREN DEBOER OH 04-63683 234 VISTA LANE ASHLAND OR 97520 PHONE NO.482-0185

AGENT/APPLICANT
KERRY KENCAIRN
KENCAIRN LANDSCAPE ARCHITECTURE
545 A STREET
ASHLAND, OR 97520
(541) 488-3184

LAND SURVEYOR
RICHARD F. ALSPACH, PLS 2653
TERRASURVEY, INC.
274 FOURTH STREET
ASHLAND OR 97520
(541) 482-6474

ZONING: R-1-7.5

UTILITIES NOTES

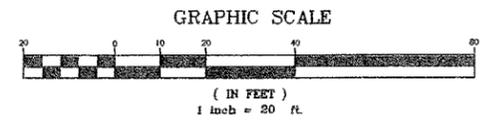
THE EXISTING RESIDENCE LOCATED ON THE PROPOSED PARCEL 1 IS SERVICED BY PUBLIC UTILITIES ALONG VISTA AVENUE. PROPOSED PARCEL 2 PLANS TO UTILIZE THE EXISTING ELECTRIC, WATER, GAS, TELEPHONE AND SANITARY SEWER UTILITIES WHICH ARE AVAILABLE ON GLENVIEW AVENUE. A 10' WIDE STORM DRAIN AND SANITARY SEWER EASEMENT ACROSS PARCEL 1 IS PROPOSED TO HANDLE THE STORM DRAINAGE AND GRAVITY FLOW SANITARY SEWER LINE FROM PARCEL 2.

THE LOCATIONS OF THE UNDERGROUND UTILITIES SHOWN WERE OBTAINED FROM "LOCATE" MARKINGS AND THE CITY OF ASHLAND AND AVISTA UTILITY MAPS.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Richard F. Alspach

OREGON
JULY 19, 1994
RICHARD F. ALSPACH
No. 2653
Expires 12-31-2009



TRANSFORMER
T2552
PH XX

TRANSFORMER
T252E
PH XX

TRANSFORMER
T252E
PH XX

BAIS OF BEARINGS
FOUND MONUMENTS ON THE SOUTHERLY LINE OF DLC NO. 40
AS N 83°51'25" W PER FILED SURVEY NO. 14685

TERRASURVEY,
PROFESSIONAL LAND SURVEYORS
274 FOURTH STREET
ASHLAND, OREGON
97520 (541) 482-6474
terrain@tbsp.net

RECEIVED
SEP 12 2008

JOB NO. 658-08
City of Ashland

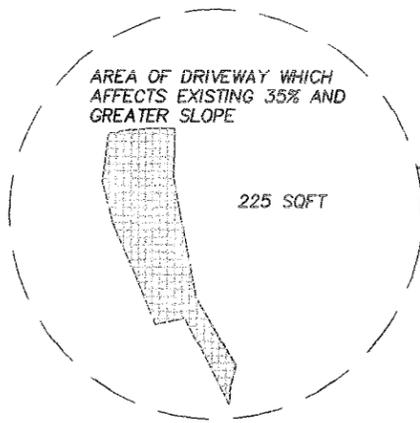


SLOPE ANALYSIS 8/29/08
SCALE: 1" = 10'
CONTOUR INTERVAL: 1'

TOPOGRAPHIC SURVEY
DATE: 4-18-2005
REVISED 8-28-2008

SLOPE LEGEND

- 0%-24%
- 25%-34%
- 35% & GREATER



PROPOSED PARCEL 1

SLOPE ANALYSIS

PROPOSED PARCEL 2

232 VISTA STREET
ASHLAND, OREGON
FOR
SID & KAREN DEBOER
234 VISTA STREET
ASHLAND, OREGON

SLOPE ANALYSIS NOTES

1. IN CONSTRUCTING THE SLOPE ARROWS AND ASSOCIATED PERCENTAGE OF SLOPE WITHIN THE BUILDING ENVELOPE AREA ALL ATTEMPTS WERE MADE TO REPRESENT THE HISTORICAL CONDITION OF THE SLOPE OF THE ORIGINAL GROUND PRIOR TO THE EXISTING TERRACING. THAT IS TO SAY THAT EXISTING TERRACING WAS IGNORED AND THE SLOPE WAS CONFIGURED FROM ORIGINAL GROUND AS BEST AS CAN BE DETERMINED. ALL OTHER SLOPE AREAS SHOWN OUTSIDE OF THE BUILDING ENVELOPE REPRESENT THE ACTUAL EXISTING SLOPE.

BUILDING ENVELOPE

REGISTERED
PROFESSIONAL
LAND SURVEYOR

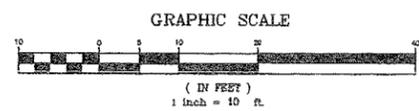
Richard F. Alspach
OREGON
JULY 19, 1994
RICHARD F. ALSPACH
No. 2653

Expires 12-31-2009

TERRASURVEY, INC.
PROFESSIONAL LAND SURVEYORS

274 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-6474
terrain@tisp.net

JOB NO. 003-08



BASIS OF BEARINGS
FOUND MONUMENTS ON THE SOUTHERLY LINE OF DLC NO. 40 AS N 69°51'25" W
PER FILED SURVEY NO. 14585

39-1E-09BC, TL 7500

RECEIVED

SHEET 1 OF 1
SEP 12 2008

City of Ashland