

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  
MAY 9, 2017  
AGENDA**

- I. **CALL TO ORDER:** 7:00 PM, Civic Center Council Chambers, 1175 E. Main Street
  
- II. **ANNOUNCEMENTS**
  
- III. **AD-HOC COMMITTEE UPDATES**
  
- IV. **CONSENT AGENDA**
  - A. **Approval of Minutes**
    - 1. April 11, 2017 Regular Meeting.
  
- V. **PUBLIC FORUM**
  
- VI. **TYPE II PUBLIC HEARINGS**
  - A. **PLANNING ACTION: PA-2017-00200**
    - SUBJECT PROPERTY: 165 Water Street (corner of Van Ness & Water Streets)**
    - OWNER/APPLICANT: Magnolia Investment Group, LLC/Gil Livni**
    - DESCRIPTION: A request for Site Design Review approval to construct a 42,841 square foot, three-story, mixed-use building consisting of commercial tenant space on the ground floor, 26 hotel units on the second floor, and ten residential condominiums on the third floor for the vacant property located at 165 Water Street, at the corner of Van Ness and Water Streets, in the Skidmore Academy Historic District. The application includes requests for a Conditional Use Permit to allow hotel/motel use; an Exception to Street Standards; a Physical & Environmental Constraints Review Permit for the development of floodplain and severe constraints lands; and a Tree Removal Permit to remove seven trees. COMPREHENSIVE PLAN DESIGNATION: Employment; ZONING: E-1; ASSESSOR'S MAP: 39 1E 04CC; TAX LOT #: 2000. *(Continued from April 11, 2017 meeting)***
  
- VII. **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  
APRIL 11, 2017

**CALL TO ORDER**

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

**Commissioners Present:**

Troy J. Brown, Jr.  
Michael Dawkins  
Debbie Miller  
Melanie Mindlin  
Haywood Norton  
Roger Pearce  
Lynn Thompson

**Staff Present:**

Bill Molnar, Community Development Director  
Derek Severson, Senior Planner  
April Lucas, Administrative Supervisor

**Absent Members:**

None

**Council Liaison:**

Dennis Slattery, absent

**ANNOUNCEMENTS/AD HOC COMMITTEE UPDATES**

Community Development Director Bill Molnar made the following announcements: 1) the Planning Commission's Annual Retreat will be held on Saturday, June 10, 2) there will be a Missing Middle Housing presentation on April 13 in Medford, and 3) the City Council reversed the Planning Commission's decision and approved the Rogue Credit Union application.

**CONSENT AGENDA**

- A. Approval of Minutes.  
1. February 28, 2017 Special Meeting.  
2. March 14, 2017 Regular Meeting.

Commissioners Miller/Brown m/s approve the Consent Agenda. Voice Vote: all AYES. Motion passed 7-0.

**PUBLIC FORUM**

Huelz Gutcheon/2253 Hwy 99/Commented on climate change and global warming and encouraged the use of solar panels.

**UNFINISHED BUSINESS**

- A. Adoption of Findings for PA-2017-00016, 474 Russell.

Commissioners Dawkins/Pearce m/s to approve the Findings for PA-2017-00016, 474 Russell. Voice Vote: all AYES. Motion passed 7-0.

**TYPE II PUBLIC HEARINGS**

- A. PLANNING ACTION: PA-2017-00200  
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DESCRIPTION: A request for Site Design Review approval to construct a 42,841 square foot, three-story, mixed-use building consisting of commercial tenant space on the ground floor, 26 hotel units on the second

floor, and ten residential condominiums on the third floor for the vacant property located at 165 Water Street, at the corner of Van Ness and Water Streets, in the Skidmore Academy Historic District. The application includes requests for a Conditional Use Permit to allow hotel/motel use; an Exception to Street Standards; a Physical & Environmental Constraints Review Permit for the development of floodplain and severe constraints lands; and a Tree Removal Permit to remove seven trees. **COMPREHENSIVE PLAN DESIGNATION: Employment; ZONING: E-1; ASSESSOR'S MAP: 39 1E 04CC; TAX LOT #: 2000.**

Commissioner Mindlin read aloud the public hearing procedures for land use hearings.

### Ex Parte Contact

Commissioners Thompson, Norton, and Pearce declared site visits. Commissioner Norton stated he was approached by a homeowner while conducting his visit and was asked whether three stories were allowed and if the alleyway was going to line up with the dirt road.

### Staff Report

Senior Planner Derek Severson explained this is an initial evidentiary hearing for the project at 165 Water Street to provide the commission the opportunity to familiarize themselves with the project and identify any areas of concern before the request comes back for deliberation/decision at the May 9 meeting. Mr. Severson stated the proposal is for a 42,821 sq.ft, three-story, mixed use building consisting of commercial tenant space on the ground floor, 26 hotel units on the second floor, and 10 residential units on the third floor. The request also includes a conditional use permit for the hotel/motel use, an exception to the Street Standards, a Physical and Environmental Constraints permit for the development of floodplain and severe constraints lands, and a Tree Removal permit to remove 7 trees on the site. Mr. Severson displayed the vicinity map, floodplain map, slope map, parking plan, site plan, elevations, tree removal plan, landscape plan, and perspective drawings. He also presented the Historic Commission and Tree Commission recommendations.

Mr. Severson explained staff has two primary concerns regarding the proposal: 1) the integration of required public plaza space into the project, and 2) the off-street parking requirements. Regarding the public plaza space, Mr. Severson stated staff is concerned that significant portions of the plaza space are at the rear of the building, adjacent to the parking, and tucked away from the public realm. And for the off street parking component, Mr. Severson explained the application includes parking calculations showing 63 off-street parking spaces are needed, however the proposal shows 43 parking spaces will be located in the basement and surface parking lot. The remaining 20 spaces would be addressed through a combination of parking management strategies equating to a 32% reduction in required parking, including: 1) 10 on-street parking spaces, 2) 1 parking space credit for 6 motorcycles spaces in the basement, 3) 6 parking space credits for 32 bicycle spaces, and 4) a 4 parking space reduction through a mixed use credit. Mr. Severson explained the reductions in the required off-street parking are discretionary on the part of the Planning Commission and depend on whether the commission believes the credits will result in a meaningful reduction in actual parking demand without having a negative impact on the surrounding streetscape and broader neighborhood. He added in staff's preliminary assessment, it seems questionable that additional motorcycle and bicycle parking will result in a reduction in motor vehicle parking demand and requested the commission provide direction on this element.

### Applicant's Presentation

**Amy Gunter/Rogue Planning & Development, Dave Evans/David Grimes Architects, Gil Livni/Magnolia Investment Group/**Ms. Gunter explained this project has been in the works for a number of years and the property is zoned E-1 (Employment) with a residential overlay. Ms. Gunter stated the Ashland modified floodplain goes 30 ft. onto the property, however there is no evidence water breached the curblin during the last major flooding event, and there have been additional improvements made upstream since that time to ensure no impacts to this area. She explained their proposal is for a 3-story mixed-use building and stated the site improvements will benefit the surrounding area. Ms. Gunter reviewed the project details and noted the design has gone through a number of changes in working with the city's Historic Commission. She displayed images of the proposed plaza space and commented on the green design elements, including solar panels on the roof and a "green roof" with access for residences and guests of the hotel. Ms. Gunter commented on the two issues raised by staff. In regards to parking, she stated their parking analysis shows a

peak demand of 44 spaces and their proposal exceeds this. She added the requested 32% credit is permitted in the code under section 18.4.3.040 and stated there is a low parking demand in this area. Ms. Gunter addressed the plaza areas and stated the project is required to provide 4,284 sq.ft. of public plaza space. The proposal includes functional plaza areas on three sides of the structure and the areas will have awnings, sitting areas, a water feature, tables, chairs, benches, and an outdoor eating area. She displayed perspective illustrations of the lawn area and stated the cover will encourage year round use.

### **Questions of the Applicant**

Commissioners Dawkins stated their plaza area looks very similar to other examples in the city, but asked how they came up with using 32 bicycle spaces instead of providing vehicle parking spaces. Ms. Gunter stated Ashland is a Bicycle City and many of the residents will have bicycles. She added this is a strategy permissible in the code, it is not a variance or exception, and the parking demand analysis justifies the request.

Project Architect Dave Evans clarified the green roof will have some open areas for people to use, however this area will not be accessible to the general public.

Commissioner Brown asked how they imagine the plaza areas being used, and stated it appears there is no access by the general public to the area in the corner. Ms. Gunter commented that once people visit the site they will know that it is there. She added the Plaza West building's public space is fenced off, however theirs is not blocked off in anyway.

Commissioner Pearce questioned what design issues drew them to put the largest plaza space in the rear of the building. Mr. Grimes stated this was a tough site to design, and explained this is a better area, with nicer views and will be a much more comfortable space for people to use with access to the sun, shelter from the wind, and shade through the use of overhangs.

Mr. Livni clarified the underground parking area will be used by the residents and commercial space tenants and will have a security gate.

Commissioner Thompson commented that the packet materials indicate there was a fee issue and asked if this has been resolved. Ms. Gunter stated this has not been worked out yet and Mr. Severson noted there is a condition or approval that will clarify the building valuation based on code methodology.

### **Public Testimony**

**Jim North/85 Central/Voiced** his concerns regarding parking. Mr. North stated both Water Street and Central Avenue fill up and there are also campers parked along the street. He added the majority of the time the public parking lot on Water Street is also full. He stated this proposal provides 34 parking spaces for the hotel and commercial space and can't fathom how this would work. Mr. North stated another concern is the placement of the stairs and transformer at the back of the alley which aligns with his driveway. Lastly, Mr. North requested the plaza spaces be well lit to deter against it becoming a transient hangout space at night, which was a problem on the nearby properties.

**Eric Bonetti/2552 Old Mill/**Stated he is the owner of the adjacent parcel and noted the public right of way that runs across this area. Mr. Bonetti stated the back plaza space will be visible because of this connectivity and voiced his support for the project. He stated this will uplift the area and will bring more control and more eyes to this area of town which has been underutilized. Mr. Bonetti commented on aesthetics and stated the applicants have done a really good job and is proud this is a homegrown project.

### **Applicant's Rebuttal**

Ms. Gunter stated they will provide additional information from the traffic engineer to clarify any questions about peak demand and usage. She noted this area is located in an enterprise zone and the financing and tax relief eligibility is an indication that this type of development is exactly what the Rogue Valley and State of Oregon desires. She stated there are numerous standards that apply to this project but they have requested very few exceptions and zero variances. Ms.

Gunter stated the proposal addresses several of the comprehensive goals of the city and noted the economic development aspects of the project.

### **Questions of Staff**

Commissioner Norton asked if the applicant could make adjustments to the proposal before the next meeting. Mr. Molnar clarified slight adjustments could be made but staff does not anticipate any major changes and stated there are a lot of good elements about the project.

Commissioner Brown asked if there are requirements for loading/unloading or bus parking for the hotel and staff stated "No". Brown stated it would be helpful to know if the 20 basement parking spaces with card key access were taken into account in the parking study.

Commissioner Miller asked how staff felt about the proposed parking reduction. Mr. Molnar stated staff has some reservations about the parking. He explained there is some spillage from downtown in areas and staff gets uneasy when you go over the 20% mark. He added with the requested 32% reduction there is concern that long term this will impact the area.

Commissioner Pearce commented that the staff report states parking credits depend on whether they will result in a meaningful reduction in actual parking demand and he does see this anywhere in the code. Mr. Severson clarified it is discretionary for the commission to grant credits and it is not listed as a requirement in the code. Pearce expressed caution in how they apply this.

Commissioner Mindlin stated it appears all the entrances are being claimed as plaza space and questioned if this has been done before. Staff clarified ingress/egress to a building is generally not designated as public plaza space.

Commissioner Brown questioned which 4 of the 6 public plaza elements are being used.

Commissioner Thompson stated the property has some severe constraints and can understand how it might be difficult to get parking and public space and still develop the rest of the property. She noted her involvement on the Downtown Parking Committee and stated this project does not need to solve the city's parking problem but it should not contribute to it. Regarding the plaza space, she asked what discretionary authority they have given the constraints of the property and commented that the area in the back may deter vagrants.

Commissioner Dawkins commented that his personal experience with this street is that it is always full during the summer months and when you add employment to this area it will increase that demand. He stated he was also on the Downtown Parking committee and has a big concern about the parking. Dawkins questioned taking away car spaces to add more bicycle parking and stated adding more bike parking than required seems like a way to get around the vehicle parking requirement.

With there being no more questions of staff, Commissioner Mindlin announced the public hearing will be continued to the May 9, 2017 Planning Commission meeting.

### **ADJOURNMENT**

Meeting adjourned at 9:05 p.m.

*Submitted by,  
April Lucas, Administrative Supervisor*

**TYPE II  
CONTINUED PUBLIC HEARING**

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**PA-2017-00200  
165 Water Street**





**PLANNING ACTION:** PA-2017-00200  
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**NOTE:** The Ashland Historic Commission will also review this Planning Action on **Wednesday April 5, 2017 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room), located at 51 Winburn Way.

**NOTE:** The Ashland Tree Commission will also review this Planning Action on **Thursday, April 6, 2017 at 6:00 PM** in the Community Development and Engineering Services building (Siskiyou Room), located at 51 Winburn Way.

**ASHLAND PLANNING COMMISSION MEETING:** **Tuesday, April 11, 2017 at 7:00 PM, Ashland Civic Center, 1175 East Main Street**  
**CONTINUED TO 7:00 P.M. ON MAY 9, 2017**



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

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

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

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

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

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

## SITE DESIGN AND USE STANDARDS

### 18.5.2.050

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

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

## EXCEPTION TO STREET STANDARDS

### 18.4.6.020.B.1

Exception to the Street Design Standards. The approval authority may approve exceptions to the standards section in 18.4.6.040 Street Design Standards if all of the following circumstances are found to exist.

- a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- b. The exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable.
  - i. For transit facilities and related improvements, access, wait time, and ride experience.
  - ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.
  - iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway.
- c. The exception is the minimum necessary to alleviate the difficulty.
- d. The exception is consistent with the Purpose and Intent of the Street Standards in subsection 18.4.6.040.A.

## CONDITIONAL USE PERMITS

### 18.5.4.050.A

A Conditional Use Permit shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

1. That the use would be in conformance with all standards within the zoning district in which the use is proposed to be located, and in conformance with relevant Comprehensive plan policies that are not implemented by any City, State, or Federal law or program.
2. That adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the development, and adequate transportation can and will be provided to the subject property.
3. That the conditional use will have no greater adverse material effect on the livability of the impact area when compared to the development of the subject lot with the target use of the zone, pursuant with subsection 18.5.4.050.A.5, below. When evaluating the effect of the proposed use on the impact area, the following factors of livability of the impact area shall be considered in relation to the target use of the zone.
  - a. Similarity in scale, bulk, and coverage.
  - b. Generation of traffic and effects on surrounding streets. Increases in pedestrian, bicycle, and mass transit use are considered beneficial regardless of capacity of facilities.
  - c. Architectural compatibility with the impact area.
  - d. Air quality, including the generation of dust, odors, or other environmental pollutants.
  - e. Generation of noise, light, and glare.
  - f. The development of adjacent properties as envisioned in the Comprehensive Plan.
  - g. Other factors found to be relevant by the approval authority for review of the proposed use.
4. A conditional use permit shall not allow a use that is prohibited or one that is not permitted pursuant to this ordinance.
5. For the purposes of reviewing conditional use permit applications for conformity with the approval criteria of this subsection, the target uses of each zone are as follows.
  - a. WR and RR. Residential use complying with all ordinance requirements, developed at the density permitted by chapter 18.2.5 Standards for Residential Zones.
  - b. R-1. Residential use complying with all ordinance requirements, developed at the density permitted by chapter 18.2.5 Standards for Residential Zones.
  - c. R-2 and R-3. Residential use complying with all ordinance requirements, developed at the density permitted by chapter 18.2.5 Standards for Residential Zones.
  - d. C-1. The general retail commercial uses listed in chapter 18.2.2 Base Zones and Allowed Uses, developed at an intensity of 0.35 floor to area ratio, complying with all ordinance requirements; and within the Detailed Site Review overlay, at an intensity of 0.50 floor to area ratio, complying with all ordinance requirements.
  - e. C-1-D. The general retail commercial uses listed in chapter 18.2.2 Base Zones and Allowed Uses, developed at an intensity of 1.00 gross floor to area ratio, complying with all ordinance requirements.
  - f. E-1. The general office uses listed in chapter 18.2.2 Base Zones and Allowed Uses, developed at an intensity of 0.35 floor to area ratio, complying with all ordinance requirements; and within the Detailed Site Review overlay, at an intensity of 0.50 floor to area ratio, complying with all ordinance requirements.
  - g. M-1. The general light industrial uses listed in chapter 18.2.2 Base Zones and Allowed Uses, complying with all ordinance requirements.
  - h. CM-C1. The general light industrial uses listed in chapter 18.3.2 Croman Mill District, developed at an intensity of 0.50 gross floor to area ratio, complying with all ordinance requirements.
  - i. CM-OE and CM-MU. The general office uses listed in chapter 18.3.2 Croman Mill District, developed at an intensity of 0.60 gross floor to area, complying with all ordinance requirements.
  - k. CM-NC. The retail commercial uses listed in chapter 18.3.2 Croman Mill District, developed at an intensity of 0.60 gross floor to area ratio, complying with all ordinance requirements.
  - l. HC, NM, and SOU. The permitted uses listed in chapters 18.3.3 Health Care Services, 18.3.5 North Mountain Neighborhood, and 18.3.6 Southern

## **PHYSICAL & ENVIRONMENTAL CONSTRAINTS**

### **18.3.10.050**

An application for a Physical Constraints Review Permit is subject to the Type I procedure in section 18.5.1.050 and shall be approved if the proposal meets all of the following criteria.

- A. Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.
- B. That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.
- C. That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum development permitted by this ordinance.

## **TREE REMOVAL PERMIT**

### **18.5.7.040.B**

1. Hazard Tree. A Hazard Tree Removal Permit shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
  - a. The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard (i.e., likely to fall and injure persons or property) or a foreseeable danger of property damage to an existing structure or facility, and such hazard or danger cannot reasonably be alleviated by treatment, relocation, or pruning. See definition of hazard tree in part 18.6.
  - b. The City may require the applicant to mitigate for the removal of each hazard tree pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.
2. Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.
  - a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.10.
  - b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.
  - c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.
  - d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.
  - e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.



**ASHLAND PLANNING DIVISION  
STAFF REPORT ADDENDUM NO. 1**

**May 9, 2017**

**PLANNING ACTION:** #2017-00200

**OWNER/APPLICANT:** Magnolia Investment Group, LLC/Gil Livni

**LOCATION:** 165 Water Street  
(*Corner of Van Ness Avenue & Water Street*)

**ZONE DESIGNATION:** E-1 (Residential Overlay)

**COMP. PLAN DESIGNATION:** Employment

**ORDINANCE REFERENCE** (see <http://www.ashland.or.us/comdevdocs> to view land use code on-line):

- 15.10 Flood Damage Prevention Regulations
- 18.2.2 Base Zones & Allowed Uses
- 18.2.6 Standards for Non-Residential Zones
- 18.3.10 Physical & Environmental Constraints
- 18.4.2 Building Placement, Orientation & Design
- 18.4.3 Parking, Access, and Circulation
- 18.4.5 Tree Preservation & Protection
- 18.4.6 Public Facilities
- 18.4.8 Solar Access
- 18.5.2 Site Design Review
- 18.5.4 Conditional Use Permits
- 18.5.7 Tree Removal Permits
- 18.6.1 Definitions

**REQUEST:** A request for Site Design Review approval to construct a 42,841 square foot, three-story, mixed-use building consisting of commercial tenant space on the ground floor, 26 hotel units on the second floor, and ten residential condominiums on the third floor for the vacant property located at 165 Water Street, at the corner of Van Ness Avenue and Water Streets, in the Skidmore Academy Historic District. The application includes requests for an Exception to the Site Development & Design Standards to allow a reduced parking lot buffer; a Conditional Use Permit to allow hotel/motel use; an Exception to Street Standards for the sidewalk treatment along Van Ness Avenue; a Physical & Environmental Constraints Review Permit for the development of floodplain and severe constraints lands; an Exception to the Development Standards for Hillside Lands to allow a retaining wall greater than seven feet in height without terracing; and a Tree Removal Permit to remove seven trees.

## **I. Relevant Facts**

### **A. Background - History of Application**

At its April 5, 2017 regular meeting the Historic Commission considered the application and recommended that it be approved subject to the following recommendations to better address historic district compatibility and the historic district design standards:

#### **1) Van Ness Street Brick Volume (*at northwest end of building*)**

- Include column at corner of the balcony.
- Add a base.
- Include a lintel.

#### **2) Corner Brick Volume (*at intersection of Water and Van Ness Streets*)**

- Look at angled ground floor wall by entrance and make it more symmetrical.
- Second- and third-story corner columns on Water Street facade have no bases.

#### **3) Water Street Brick Volume (*at southeast end of building*)**

- Provide alternative detail for ground floor east elevation (*e.g., columns or arches*).
- Address column at corner because corner is inset from corner of building above.

At is April 6, 2017 regular meeting, the Tree Commission considered the application and recommended that it be approved as presented. The Commission also recommended that the applicants be encouraged to look at a more diverse selection of street trees. Commissioners noted that they liked the planting list proposed, particularly the tree choices selected and felt that the Landscape Plan would be a big improvement to the area. Commissioners also encouraged the applicants to consider ways to increase soil volume to support more robust street tree growth, including looking at potential alternatives to standard street tree grates.

At the April 11, 2017 meeting, the Planning Commission conducted what amounted to an initial evidentiary hearing to provide the Commission the opportunity to familiarize themselves with a large and complex project and identify issues of concern. Staff presented a limited staff report discussing what were identified as the key issues of concern with the project: 1) the integration of required public plaza space into the project, and 2) addressing the off-street parking requirements. Following the applicants' presentation and some limited commission discussion, the hearing was continued to a date and time certain, and it was noted that the hearing would resume at 7:00 p.m. on Tuesday, May 9<sup>th</sup> in the City Council Chambers at 1175 East Main Street with a full staff report with recommendations, the remainder of the public hearing, and deliberations and decision by the Planning Commission.

### **B. Detailed Description of the Site and Proposal**

#### **The Proposal**

Subsequent to the initial hearing in April, the applicants have provided revised submittals

which include minor amendments to the findings with regard to the public plaza space and off-street parking requirements. With regard to public plaza space, these new materials suggest that the nature of the site has enabled the applicants to create areas of interest on all four elevations of the building and that each has its own unique characteristics, microclimate and views and that the plaza space has been designed to respond to each of these. In addition, the application notes that the residential units and most of the hotel units will have private outdoor balcony space, and that hotel guests and residents will be able to access additional rooftop recreational space which, while not available to the general public, will provide additional recreational amenities for the proposal.

With regard to off-street parking, the applicants now propose to provide 22 surface parking spaces and 33 parking spaces within the basement (previously, 21 surface parking and 22 basement parking spaces were proposed). The applicants note that additional parking is to be achieved by providing a below-grade mechanical car stacking system either within the basement or along the retaining wall at the rear of the property.

## **II. Project Impact**

As previously noted, for applications where Site Design Review is requested for buildings totaling more than 10,000 square feet in floor area within the Detail Site Review overlay zone, a Type II procedure is required with a decision by the Planning Commission through a public hearing. The current application includes requests for:

- **Site Design Review** approval to construct a 42,841 square foot, three-story, mixed-use building consisting of commercial tenant space on the ground floor, 26 hotel units on the second floor, and ten residential condominiums on the third floor.
- An **Exception to the Site Development & Design Standards** to allow a reduced parking lot buffer.
- **Conditional Use Permit** approval to allow hotel/motel use.
- An **Exception to Street Standards**
- **Physical & Environmental Constraints Review Permits** for the development of Floodplain Lands and Severe Constraints Lands.
- **Tree Removal Permits** to remove seven trees.
- **Exceptions to Street Standards** to allow a sidewalk configuration along Van Ness Avenue which accommodates on-street parking while transitioning to curbside sidewalks on the properties to the east and west;
- **Exceptions to the Development Standards for Hillside Lands** to allow a retaining wall greater than seven feet in height without terracing.

The application includes written findings responding to the applicable criteria, which are addressed below.

### **Site Design Review**

The first criterion for the approval of a Site Design Review permit is that, *“The proposal complies with all of the applicable provisions of the underlying zone (part 18.2), including but not limited to: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.”* The application asserts that the proposal complies with all

applicable provisions of 18.2 and includes findings which demonstrate compliance with the building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other applicable standards.

The second approval criterion for a Site Design Review permit is that, “*The proposal complies with applicable overlay zone requirements (part 18.3).*” Written findings have been provided which respond to the overlay zone requirements from part 18.3 to address the requirements of the Hillside Overlay (the property is outside of this overlay, but includes Severe Constraints Lands which are subject to the overlay standards and approval of a Physical & Environmental Constraints Review Permit for the Development of Severe Constraints Lands), as well as the Detail Site Review and Historic District Overlays.

The third approval criterion that, “*The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.*” The application also includes written findings in response to the Site Development and Design Standards for Basic Site Review, Detail Site Review, Additional Standards for Large Scale Projects and the Historic District Development Standards. As noted previously, staff’s key concerns with regard to these standards focus on the public plaza space requirements for large scale projects and on addressing the off-street parking requirements.

#### **Plaza/Public Space Requirement**

Within the Detail Site Review overlay, in addition to complying with the standards for Basic (18.4.2.040.B) and Detail (18.4.2.040.C) Site Review, developments greater than 10,000 square feet in gross floor area or with more than 100 feet of building frontage are required to conform with the Additional Standards for Large Scale Projects found in AMC 18.4.2.040.D and illustrated in the conceptual elevations in Figure 18.4.2.040.D.1 and conceptual site plan in Figure 18.4.2.040.D.2. These standards include call for plazas or public spaces, requiring that, “*One square foot of plaza or public space shall be required for every ten square feet of gross floor area, except for the fourth gross floor area.*” The standards also require that plaza or public space incorporate at least four of six requisite elements: sitting space, a mixture of areas that provide both sun and shade; protection from wind; trees; water features or public art; and outdoor eating areas or food vendors. Plaza or public space is to be by definition public and is typically provided along the public street to provide an engaging transition between the public and private realms to contribute to a vibrant streetscape while also providing opportunities to break up the building.

At the April meeting, staff expressed concern that significant portions of the public plaza space proposed in meeting the requirement were either at the rear of the building, adjacent to private parking, tucked away from the public realm and thus not by definition serving the intended purpose; at covered entries primarily accommodating circulation into and out of the building; or in sections as narrow as one foot in depth in places along or within the required sidewalk corridor. Staff questioned whether the public space had been completely integrated into the project in a manner consistent with the objective of the standard as illustrated in the Large Scale Development Conceptual Site Plan, and as applied and incorporated in other large scale projects in the Detail Site Review Zone.

### **Public Plaza Space**

At the April meeting, the applicants provided additional exhibits and explanation demonstrating that the placement of plaza space at the rear of the building had been carefully considered in light of the micro-climates of the property to take advantage of areas that would be shaded in the heat of summer and would have the best views and demonstrated that the site planning and building design were such that in many ways the rear of the building was being treated to create a secondary streetscape with pedestrian access through from Van Ness to Water Street and the pedestrian connection proposed in the alley to the south, ample windows providing engaging views through tenant spaces, and covered areas with high ceilings provide areas that would be protected and usable through all seasons. The applicants have subsequently provided new materials reiterating that the nature of the site enabled the applicants to create areas of interest on all four elevations of the building and that each has its own unique characteristics, microclimate and views and that the plaza space has been designed to respond to each of these. In addition, the application notes that the residential units and most of the hotel units will have private outdoor balcony space, and that hotel guests and residents will be able to access additional rooftop recreational space which, while not available to the public, will provide additional recreational amenities for the proposal. Conceptual drawings illustrating the treatment of the rooftop spaces have been included.

The applicants have alleviated much of the concern for staff, and we now believe that the plaza space proposed at the rear of the building can be found to be in keeping with the standards. Staff continue to believe that the plaza space along the street frontage could be enhanced somewhat, for instance in addressing the Historic Commission's recommendations that the angled ground floor walls around the entry near the corner brick volume be made more symmetrical this entry might be opened up slightly to create a larger plaza space near the corner. Staff have recommended a condition to this effect below.

### **Off Street Parking Requirements**

At the April meeting, it was noted that the application included parking calculations indicating that 63 off-street parking spaces were required to serve the proposed development. 21 surface parking spaces and 22 basement parking spaces were proposed to be provided to address this demand. The remaining 20 spaces of required parking were proposed to be addressed through a combination of parking management strategies including: ten parking spaces proposed as on-street credits within the adjacent rights-of-way; one parking space credit for six scooter/motorcycle spaces proposed in the basement; six parking space credits for 32 additional bicycle parking spaces proposed; and a four parking space mixed use credit. The parking management strategies proposed equated to approximate a 32 percent reduction in required parking.

AMC 18.4.3.030.A.3 provides that the Planning Commission can consider parking demand other than the standard parking ratios through a discretionary review of a parking demand analysis prepared by a qualified professional as provided by the applicants. AMC 18.4.3.060 also provides for reductions in required off-street parking through the application of credits based on allowed parking management strategies and notes that the Commission may require the same sort of discretionarily-reviewed parking demand

analysis required in AMC 18.4.3.030.A.3 to approve the proposed strategies. Reductions in required parking may be used in conjunction with or independently of the allowances for parking management strategies.

Staff raised concerns with the magnitude of the requested reduction given the site context. As detailed in AMC 18.4.3.060, reductions in required off-street parking are discretionary on the part of the Planning Commission and depend on whether the Commission believes that the credits will result in a meaningful reduction in actual parking demand without having a negative impact on the surrounding streetscape and broader neighborhood. Staff observations suggested that parking demand in the area was far from low, with recent parking studies showing afternoon and evening parking utilization levels on Water Street near Central Avenue (i.e. *approximately 280 feet south of the subject property*) at times in the 85-100 percent range. In staff's preliminary assessment, it seemed questionable that the number of additional motorcycle, scooter and bicycle parking spaces proposed would result in the reduction in motor vehicle parking demand requested, and in spite of the peak demand analysis provided a 32 percent overall reduction in required parking for a 42,841 square foot building mixing hotel, residential, retail, office and coffee shop uses seemed higher than appropriate and likely to adversely impact on-street parking and surrounding uses.

#### **Off-Street Parking**

With regard to off-street parking, the applicants have provided additional materials and now propose to provide 22 surface parking spaces and 33 parking spaces within the basement where 21 surface parking and 22 basement parking spaces were previously proposed. The applicants note that additional parking is to be achieved by providing a below-grade mechanical car stacking system either within the basement (or along the retaining wall at the rear of the property). This changes means that the requested reduction in required off-street parking shrinks from 32 percent considered during the April hearing to roughly 13 percent (63 required spaces – 55 spaces provided = 8 space reduction;  $8/63 = 12.7\%$ ). In staff's assessment, a reduction of this magnitude seems appropriate given the likely off-set in peak demand between the mix of uses proposed, the applicant creating five new on-street parking bays on Van Ness Avenue and another new space with the proposed improvement of the alley right-of-way. A condition is recommended below to require that the applicants provide a final revised parking plan demonstrating no more than a 13 percent reduction in parking is requested, and detailing the mechanical stacking apparatus proposed.

The applicants suggest that ten spaces would be reserved for the ten residential units. In staff's preliminary assessment, restricting the use of any spaces would remove the efficiencies gained from the off-setting of peak demands of the mixed uses proposed, and given the reduction in parking demand requested staff believes it is important to maximize the efficient use of all proposed parking. A condition requiring that none of the parking be gated or otherwise reserved has been recommended below.

Staff have also noted that the southernmost parking spaces (spaces numbered 11-16 on Sheet A0.1) utilize the alley's width as their back-up space. The back-up dimension required by code is 22 feet, and there is no provision for a reduction for compact spaces. The application calls out a typical compact car turn radius to illustrate that these compact eight-foot by 16-foot spaces will functionally

accommodate circulation for compact cars. Staff have verified that a typical car (2006 Subaru Forester) can enter and exit a 16-foot compact space with a 16-foot back-up area without difficulty; should the Commission have concerns with these dimensions additional back-up area could be required through conditions.

During the course of the April hearing, the uphill neighbor Jim North noted that his building was approved with parking which utilized the alley right-of-way from Helman Street as part of the back-up space, and that he had easements allowing for circulation across the alley and onto the adjacent property. He noted that the stairway and electrical facilities proposed by the applicants encroaching into the alley right-of-way also encroached into his already-approved back-up area, and he asked that the plans be adjusted to accommodate his circulation requirements. The applicants have been provided with the materials detailing Mr. North's approved site plans and associated easements and his contact information, and a condition is recommended below to require that the stair, transformer and any other improvements within the alley right-of-way be located so as to accommodate the neighbor's already approved circulation plan.

The fourth criterion for the approval of a Site Design Review permit is that, *"The proposal complies with the applicable standards in section 18.4.6 Public Facilities and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property and adequate transportation can and will be provided to the subject property."* The application materials provided indicate that adequate capacity of facilities is available and will be provided to the subject property, including:

- **Water:** The application materials note that there are 16-inch water mains in place within both adjacent rights-of-way (Water Street and Van Ness Avenue) and asserts that these mains are adequate to serve the proposal.
- **Sewer:** The application indicates that there is an eight-inch sanitary sewer line within Water Street, that the Wastewater Department has indicated that there are no capacity issues with the line to serve the project, and that new connections to this line will be provided by the applicants.
- **Electricity:** The application explains that substantial upgrades are required to provide electrical service to the site, and that power will be taken from an existing pole at Water Street and Van Ness Avenue, with a new transformer and junction box installed on site and easements to accommodate the public facilities installed on private property. The applicants further indicate that solar panels will be installed on the building to off-set electrical demand.
- **Storm Drainage:** The application indicates that there is a 12-inch storm sewer main in Van Ness Avenue and a 10-inch storm sewer main in Water Street, and notes that because post-development peak stormwater flows are not allowed to exceed pre-development levels there should be little discernible impact on the storm sewer.
- **Paved Access & Adequate Transportation:** The application notes that frontage improvements are proposed for both street frontages, and that the alley right-of-way, which is too steep to accommodate a vehicular connection through to Helman Street, is proposed to be completed with stairs to provide a mid-block pedestrian connection. The application further explains that a Traffic Impact Analysis has been provided to address the traffic impacts of the proposal.

Conditions have been recommended below to require that final revised civil plans including the utility, electrical service and frontage improvements be provided for the review and approval of the Public Works/Engineering, Electric, Building and Planning Departments be provided for review with the building permit submittals, and that the applicants sign an agreement for *proportional* participation in the installation of a traffic signal at Water and North Main Streets or provide for an alternative means of mitigation acceptable to the Public Works/Engineering Division.

### **Exceptions to the Site Design and Development Standards**

The final criterion for Site Design Review approval is that, *“The approval authority may approve exceptions to the Site Development and Design Standards of part 18.4 if the circumstances in either subsection 1 or 2, below, are found to exist: 1) There is a demonstrable difficulty meeting the specific requirements of the Site Development and Design Standards due to a unique or unusual aspect of an existing structure or the proposed use of a site; and approval of the exception will not substantially negatively impact adjacent properties; and approval of the exception is consistent with the stated purpose of the Site Development and Design; and the exception requested is the minimum which would alleviate the difficulty.; or 2) There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards.”*

The application includes a request for an Exception to the Site Development & Design Standards to allow a reduced parking lot buffer adjacent to the retaining wall is proposed, at the rear of the property. The application explains that where the wall is to be constructed, the slope is more than 35 percent and the parking will be eight feet or more below the grade of the adjacent property at the top of the wall. The application suggests that this vertical separation will provide screening from the negative impacts of the parking, and that the wall will support the development of the property above.

### **Exception to Street Standards**

The application includes a request for an Exception to Street Standards to allow a sidewalk configuration along Van Ness Avenue which accommodates on-street parking while transitioning to curbside sidewalks on the properties to the east and west. The sidewalk is to be widened from its existing four-foot width to six feet, but will not include standard parkrows for its full length to accommodate the installation of on-street parking bays and to provide for the transition to curbside configuration on the properties at either end. Street trees are to be installed. The application notes that the proposal is the minimum necessary to provide the necessary transition and respond to site grades, but will increase the existing sidewalk width to provide for improved connectivity.

### **Conditional Use Permit**

The first approval criterion for a Conditional Use Permit is, *“That the use would be in conformance with all standards within the zoning district in which the use is proposed to be located, and in conformance with relevant Comprehensive plan policies that are not implemented by any City, State, or Federal law or program.”* The application points out

that the site is well-separated by topography, natural features, and distance from surrounding residentially-zoned properties, and asserts that the proposal is in conformance with all standards of the E-1 zoning district and with the relevant Comprehensive Plan policies that are not implemented by any city, state or federal laws or programs. The application further emphasizes that the Comprehensive Plan recognizes the benefit of tourism on the local economy and the need for additional tourist accommodation rooms to avoid having tourists stay in surrounding communities and coming to Ashland by car, creating greater traffic congestion and parking demand.

The second approval criterion is, “*That adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the development, and adequate transportation can and will be provided to the subject property.*” The application materials provided indicate that adequate capacity of facilities is available and will be provided to the subject property, including:

- **Water:** The application materials note that there are 16-inch water mains in place within both adjacent rights-of-way (Water Street and Van Ness Avenue) and asserts that these mains are adequate to serve the proposal.
- **Sewer:** The application indicates that there is an eight-inch sanitary sewer line within Water Street, that the Wastewater Department has indicated that there are no capacity issues with the line to serve the project, and that new connections to this line will be provided by the applicants.
- **Electricity:** The application explains that substantial upgrades are required to provide electrical service to the site, and that power will be taken from an existing pole at Water Street and Van Ness Avenue, with a new transformer and junction box installed on site and easements to accommodate the public facilities installed on private property. The applicants further indicate that solar panels will be installed on the building to off-set electrical demand.
- **Storm Drainage:** The application indicates that there is a 12-inch storm sewer main in Van Ness Avenue and a 10-inch storm sewer main in Water Street, and notes that because post-development peak stormwater flows are not allowed to exceed pre-development levels there should be little discernible impact on the storm sewer.
- **Paved Access & Adequate Transportation:** The application notes that frontage improvements are proposed for both street frontages, and that the alley right-of-way, which is too steep to accommodate a vehicular connection through to Helman Street, is proposed to be completed with stairs to provide a mid-block pedestrian connection. The application further explains that a Traffic Impact Analysis has been provided to address the traffic impacts of the proposal.

Conditions have been recommended below to require that final revised civil plans including the utility, electrical service and frontage improvements be provided for the review and approval of the Public Works/Engineering, Electric, Building and Planning Departments be provided for review with the building permit submittals, and that the applicants sign an agreement for *proportional* participation in the installation of a traffic signal at Water and North Main Streets or provide for an alternative means of mitigation acceptable to the Public Works/Engineering Division.

The third approval criterion is, “*That the conditional use will have no greater adverse material effect on the livability of the impact area when compared to the development of*

*the subject lot with the target use of the zone.*” When evaluating the effect of the proposed use on the impact area, factors to be considered include similarity in scale, bulk, and coverage; generation of traffic and effects on surrounding streets, with increases in pedestrian, bicycle, and mass transit use considered beneficial regardless of capacity of facilities; architectural compatibility with the impact area; air quality, including the generation of dust, odors, or other environmental pollutants; generation of noise, light, and glare; the development of adjacent properties as envisioned in the Comprehensive Plan; and other factors found to be relevant by the approval authority for review of the proposed use. The applicants note that these criteria pose some difficulty because the immediate impact area has under-developed commercial properties and smaller than typically required residential properties. The applicants suggest that while the surrounding area is under-developed and the proposed three-story building is larger than many surround buildings, it is in keeping with the standards of the broader zoning district, of similar bulk and scale to both the Plaza Inn and Suites and the Ashland Creek Condominiums, and the context of the property (i.e. in somewhat of a bowl created by topography, the railroad tracks, and floodplain/riparian corridor, and in a transitional area near the edge of the downtown and railroad districts) will serve to limit and minimize the perceived impacts. Staff would concur with this assessment; we believe that the building design, while larger than its current surroundings or the minimum target use of the zone, has been well thought out both for the context of the site and the ultimately envisioned development of the district. The design details serve to break-up the building mass and contribute to just the sort of pedestrian scale streetscape and mixed-use efficient land use sought by the standards and in staff’s view the proposed building will ultimately be beneficial to the impact area.

The fourth approval criterion is more a caveat, that, “*A conditional use permit shall not allow a use that is prohibited or one that is not permitted pursuant to this ordinance.*” In this instance, hotel/motel use is specifically noted as a Conditional Use within the E-1 zone as provided in Table 18.2.2.030 “*Uses Allowed by Zone*”.

### **Physical & Environmental Constraints Review Permit**

#### **Development of Floodplain Lands**

The application materials explain that the building is proposed to be built approximately 13 feet from the property line along Water Street, and that this encroaches approximately 32 feet into Ashland’s Modified Floodplain. The application goes on to explain that many of the efforts by the city following the 1997 Flood to address upstream issues (new bridge, floodwall, bank stabilization, channel re-establishment, etc.) have served to alleviate much of the flood hazard for properties downstream along Water Street. The application goes on to explain that the building’s finished floor elevation is to be built at 1845 feet, which is consistent with the level identified on the Ashland Modified Floodplain map; that no pillars or other barriers to flood waters are proposed; and that there will be no loose fill or other adverse impacts to downstream properties.

The application suggests that AMC 15.10, which contains the Building Division regulations for floodplain development, does not apply because the property is outside of the identified FEMA floodplain, and suggests that it would be difficult to arbitrarily dictate that the finished floor elevation be between 1845 and 1849 feet when Ashland’s Modified Floodplain is not established to the same level of scientific detail as the FEMA flood elevations. In AMC 18.3.10.080.C, the Development Standards for Floodplain Corridor Lands provide that, “*Non-residential structures shall be flood-proof to the standards in*

*AMC 15.10 to one foot above the elevation contained in the maps adopted by AMC 15.10, or up to the elevation contained in the official maps adopted by section 18.3.10.070 Official Maps, whichever height is greater. Where no specific elevations exist, then they must be flood-proofed to an elevation of ten feet above the stream channel on Ashland, Bear or Neil Creek; to five feet above the stream channel on all other Riparian Preservation Creeks identified on the official maps adopted pursuant to section 18.3.10.070; and three feet above the stream channel on all other Land Drainage Corridors identified on the official maps adopted pursuant to section 18.3.10.070.”* In addition, AMC 18.3.10.080.G requires that, “... The finished floor elevation may not be more than two feet below the flood corridor elevations.” AMC 15.10.070.C.2 provides that “When base flood elevation data has not been provided... the Building Official shall obtain, review, and reasonably utilize any base flood elevation and flood-way data available from a federal, state or other source...” In staff’s view, the standards are explicit in requiring that buildings be flood-proofed up to the elevation contained in the Ashland Modified Floodplain Map and that finished floor elevation not be more than two feet below the flood corridor elevation. A condition that the application demonstrate compliance with these standards has been recommended below. The application emphasizes that the lowest finished floor elevation is at or above the elevation level of the Ashland Modified Floodplain in this vicinity which would comply with these standards.

### **Physical & Environmental Constraints Review Permit**

#### **Development of Severe Constraints Lands**

The slopes at the rear of the property are noted as being Severe Constraints Lands (*i.e. having slopes in excess of 35 percent*). The application explains that Rick Swanson, P.E., G.E., of Marquess & Associates, has evaluated the site and found it to be reasonably stable and free of apparent areas of instability or seepage. Adjacent retaining walls show no signs of failure. The soil types are noted as being relatively stable with only a slight erosion hazard. The application proposes to remove these slopes and retain them with a retaining wall designed by a structural engineer and reviewed by the project geotechnical expert. This wall will enable the proposed development and support future development of the property above and will not increase erosion, sedimentation, sever scarring, or flood hazard.

#### **Exception to the Development Standards for Hillside Lands**

The application includes a request for Exception to the Development Standards for Hillside Lands to allow a cut slope in excess of seven feet without terracing. The existing slope is eight- to 12-feet in height and the proposed retaining wall will be ten- to 12-feet in height. Vegetative screening is proposed to reduce the visual impacts of the proposed retaining wall. The application explains that the site is relatively unique in being E-1 zoned, outside of the Hillside Lands overlay, with a limited area of Severe Constraints Lands near the rear of the property, and with developable E-1 land both above and below the slope which are to be protected from slope failure with structural retaining to enable development typical of E-1 lands and their associated development and design standards.

#### **Tree Removal Permits**

The subject property is generally devoid of natural features, however there are three oaks and a mulberry located along the steep bank at the rear of the property; a white alder (described as a mulberry in the application) and a liquidambar along the property’s Water

Street frontage; and a cedar tree which is described as dying located near the south property line. All seven of these trees are proposed for removal with the development of the site. The

The Tree Commission considered the application and recommended that it be approved as presented. The Commission also recommended that the applicants be encouraged to look at a more diverse selection of street trees. Commissioners noted that they liked the planting list proposed, particularly the planting of 19 new trees and the tree choices selected, and felt that the Landscape Plan would be a big improvement to the area. Commissioners also encouraged the applicants to consider ways to increase soil volume to support more robust street tree growth, including looking at potential alternatives to standard street tree grates. A condition to make the Tree Commission recommendations conditions of approval is recommended below.

### **III. Procedural - Required Burden of Proof**

**The criteria for Site Design Review approval are described in AMC 18.5.2.050 as follows:**

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

**The criteria for an Exception to Street Standards are described in AMC 18.4.6.020.B.1 as follows:**

- a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- b. The exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable.

- i. For transit facilities and related improvements, access, wait time, and ride experience.
  - ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.
  - iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safety and efficiency crossing roadway.
- c. The exception is the minimum necessary to alleviate the difficulty.
  - d. The exception is consistent with the Purpose and Intent of the Street Standards in subsection 18.4.6.040.A.

**The criteria for a Conditional Use Permit are described in AMC 185.4.050.A as follows:**

1. That the use would be in conformance with all standards within the zoning district in which the use is proposed to be located, and in conformance with relevant Comprehensive plan policies that are not implemented by any City, State, or Federal law or program.
2. That adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the development, and adequate transportation can and will be provided to the subject property.
3. That the conditional use will have no greater adverse material effect on the livability of the impact area when compared to the development of the subject lot with the target use of the zone, pursuant with subsection 18.5.4.050.A.5, below. When evaluating the effect of the proposed use on the impact area, the following factors of livability of the impact area shall be considered in relation to the target use of the zone.
  - a. Similarity in scale, bulk, and coverage.
  - b. Generation of traffic and effects on surrounding streets. Increases in pedestrian, bicycle, and mass transit use are considered beneficial regardless of capacity of facilities.
  - c. Architectural compatibility with the impact area.
  - d. Air quality, including the generation of dust, odors, or other environmental pollutants.
  - e. Generation of noise, light, and glare.
  - f. The development of adjacent properties as envisioned in the Comprehensive Plan.
  - g. Other factors found to be relevant by the approval authority for review of the proposed use.
4. A conditional use permit shall not allow a use that is prohibited or one that is not permitted pursuant to this ordinance.
5. For the purposes of reviewing conditional use permit applications for conformity with the approval criteria of this subsection, the target uses of each zone are as follows.
  - a. **WR and RR.** Residential use complying with all ordinance requirements, developed at the density permitted by chapter 18.2.5 Standards for Residential Zones.
  - b. **R-1.** Residential use complying with all ordinance requirements, developed at the density permitted by chapter 18.2.5 Standards for Residential Zones.
  - c. **R-2 and R-3.** Residential use complying with all ordinance requirements, developed at the density permitted by chapter 18.2.5 Standards for Residential Zones.
  - d. **C-1.** The general retail commercial uses listed in chapter 18.2.2 Base Zones and Allowed Uses, developed at an intensity of 0.35 floor to area ratio, complying with all ordinance requirements; and within the Detailed Site Review overlay, at an intensity of 0.50 floor to area ratio, complying with all ordinance requirements.
  - e. **C-1-D.** The general retail commercial uses listed in chapter 18.2.2 Base Zones and Allowed Uses, developed at an intensity of 1.00 gross floor to area ratio, complying with all ordinance requirements.

- f. **E-1.** The general office uses listed in chapter 18.2.2 Base Zones and Allowed Uses, developed at an intensity of 0.35 floor to area ratio, complying with all ordinance requirements; and within the Detailed Site Review overlay, at an intensity of 0.50 floor to area ratio, complying with all ordinance requirements.
- g. **M-1.** The general light industrial uses listed in chapter 18.2.2 Base Zones and Allowed Uses, complying with all ordinance requirements.
- h. **CM-C1.** The general light industrial uses listed in chapter 18.3.2 Croman Mill District, developed at an intensity of 0.50 gross floor to area ratio, complying with all ordinance requirements.
- i. **CM-OE and CM-MU.** The general office uses listed in chapter 18.3.2 Croman Mill District, developed at an intensity of 0.60 gross floor to area, complying with all ordinance requirements.
- k. **CM-NC.** The retail commercial uses listed in chapter 18.3.2 Croman Mill District, developed at an intensity of 0.60 gross floor to area ratio, complying with all ordinance requirements.
- l. **HC, NM, and SOU.** The permitted uses listed in chapters 18.3.3 Health Care Services, 18.3.5 North Mountain Neighborhood, and 18.3.6 Southern Oregon University District, respectively, complying with all ordinance requirements.

**The criteria for a Physical & Environmental Constraints Review Permit are described in AMC 18.3.10.050 as follows:**

- A. Through the application of the development standards of this chapter, the potential impacts to the property and nearby areas have been considered, and adverse impacts have been minimized.
- B. That the applicant has considered the potential hazards that the development may create and implemented measures to mitigate the potential hazards caused by the development.
- C. That the applicant has taken all reasonable steps to reduce the adverse impact on the environment. Irreversible actions shall be considered more seriously than reversible actions. The Staff Advisor or Planning Commission shall consider the existing development of the surrounding area, and the maximum development permitted by this ordinance.

**The criteria for an Exception to the Development Standards for Hillside Lands are described in AMC 18.3.10.090.H as follows:**

- 1. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.
- 2. The exception will result in equal or greater protection of the resources protected under this chapter.
- 3. The exception is the minimum necessary to alleviate the difficulty.
- 4. The exception is consistent with the stated Purpose and Intent of chapter 18.3.10 Physical and Environmental Constraints Overlay chapter and section 18.3.10.090 Development Standards for Hillside Lands.

**The criteria for a Tree Removal Permit are described in AMC 18.5.7.040.B as follows:**

- 1. **Hazard Tree.** *A Hazard Tree Removal Permit shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.*
  - a. *The applicant must demonstrate that the condition or location of the tree presents a clear public safety hazard (i.e., likely to fall and injure persons or property) or a foreseeable danger of property damage to an existing structure or facility, and such hazard or danger cannot reasonably be alleviated by treatment, relocation, or pruning. See definition of hazard tree in part 18.6.*
  - b. *The City may require the applicant to mitigate for the removal of each hazard tree pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the*

permit.

2. **Tree That is Not a Hazard.** *A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.*
  - a. *The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.10.*
  - b. *Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.*
  - c. *Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.*
  - d. *Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.*
  - e. *The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.*

#### **IV. Conclusions and Recommendations**

The application involves a request for Site Design Review approval to construct a 42,841 square foot, three-story, mixed-use building consisting of basement and surface parking; commercial tenant space on the ground floor; 26 hotel units on the second floor; and ten residential condominiums on the third floor. The application also includes requests for a Conditional Use Permit to allow hotel/motel use; an Exception to Street Standards; Physical & Environmental Constraints Review Permits for the development of Floodplain and Severe Constraints Lands; an Exception to the Development Standards for Hillside Lands; and a Tree Removal Permit to remove seven trees.

Subsequent to initial concerns raised by staff over the magnitude of a requested reduction in off-street parking, the applicants have proposed to provide additional parking spaces by mechanically stacking parking in the basement. This brings the requested reduction to roughly 13 percent, and in staff's view this is appropriate given the additional off-street parking spaces being created and the off-set in peak parking demands discussed in the application.

Staff also had concerns with the initial treatment of required public plaza space in the proposal, however we believe the applicants have demonstrated that proposed plaza space behind the building will function in a manner consistent with the standards. Sidewalk installation proposed creates what amounts to a second street frontage at the rear of the building, supplemented by the building treatment with ample fenestration and a high-ceiling covering the space and providing for four-season use that takes advantage of the site's unique micro-climates and views.

The applicants have gone to considerable lengths to work with staff and the Historic Commission since initial pre-application discussions in 2015 in trying to arrive at a design which meets the applicants' needs while responding to the applicable standards in the unique context of a difficult site. Staff believes that the applicants' design efforts are commendable and that the project is a good one which will contribute positively to the streetscape, neighborhood and broader community.

Should the Planning Commission concur with staff and determine that the application merits approval, staff would recommend that the following conditions be attached:

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise specifically modified herein.
- 2) That prior to the submittal of a building permit application, the applicant shall pay outstanding application fees based on an accurate estimate of the project valuation determined from the Oregon Building Code.
- 3) That the plans submitted for the building permit shall be in conformance with those approved as part of this application. If the plans submitted for the building permit are not in conformance with those approved as part of this application, an application to modify this Site Design Review approval shall be submitted and approved prior to the issuance of a building permit.
- 4) That all recommendations of the Ashland Tree Commission from their April 6, 2017 meeting, where consistent with the applicable ordinances and standards and with final approval of the Staff Advisor, shall be conditions of approval unless otherwise modified herein.
- 5) That all recommendations of the Ashland Historic Commission from their April 5, 2017 meeting, where consistent with the applicable ordinances and standards and with final approval of the Staff Advisor, shall be conditions of approval unless otherwise modified herein. Final designs responding to these recommendations shall be reviewed by the Historic Commission (*full Commission or Review Board as determined by the Staff Advisor*) prior to building permit issuance.
- 6) That prior to the installation of any signage, a sign permit shall be obtained. All signage shall meet the requirements of the Sign Ordinance (AMC 18.4.7).
- 7) That all requirements of the Fire Department shall be satisfactorily addressed, including approved addressing (OFC 505); commercial fire apparatus access including angle of approach and any necessary fire apparatus or shared access easements (OFC 503.2.8); limitations on the installation of gates or fences; fire flow (OFC Appendix B, Table B105.1); fire hydrant clearance; fire department connection (FDC); a Knox key box; and fire sprinklers where required for mixed-use buildings or due to access constraints.
- 8) That mechanical equipment shall be screened from view from surrounding rights-of-way, and the location and screening of all mechanical equipment shall be detailed on the building permit submittals.
- 9) That the front entrances adjacent to Van Ness Avenue and Water Streets shall remain functional and open to the public during all business hours, and the windows on the ground floor, including those adjacent to public plaza spaces, shall not be tinted so as to prevent views from outside of the building into the interior of the building.
- 10) That the building permit submittals shall include a revised parking plan which illustrates no more than a 13 percent reduction in required parking from the 63 spaces required for the application as proposed (i.e. 55 off-street parking spaces

shall be provided). This revised parking plan shall include final details (location, design, operation, etc.) of any proposed mechanical parking stacking system within the basement or along the rear property line.

- 11) That any changes of use that would alter the parking allocations detailed in the applicants parking plan shall be provided for the review and approval of the Staff Advisor to determine whether further land use review is necessary to insure that adequate parking remains available.
- 12) That all parking spaces shall remain available for vehicle parking and shall not be reserved, gated or have access otherwise limited or restricted to specific users or be used for vehicle or material storage, as required in AMC 18.4.3.110. This limitation shall be reflected in the project CC&R's.
- 13) That all measures installed for the purposes of long-term erosion control, including but not limited to vegetative cover, rock walls, retaining walls and landscaping shall be maintained in perpetuity on all severe constraints lands.
- 14) That prior to the installation of stairs, parking, or utility infrastructure within the public alley right-of-way, an encroachment permit from the Ashland Public Works Department shall be obtained. The stairs, transformers and any other improvements within the alley right-of-way shall be located so as to accommodate and not interfere with the neighbor's already approved circulation plan. A revised site plan illustrating the placement of these proposed improvements shall be provide for the review and approval of the Public Works/Engineering Department and Staff Advisor prior to the issuance of an encroachment permit.
- 15) If necessary to accommodate or align required street frontage improvements, the area for required street improvements shall be dedicated as public street right-of-way or a public pedestrian access easement provided as deemed appropriate by the Engineering Division and Staff Advisor. The right-of-way dedication or easement shall be submitted for review and approval of the Ashland.
- 16) That building permit submittals shall include:
  - a) The identification of all easements, including but not limited to public or private utility or drainage easements, fire apparatus access easements, and public pedestrian access easements.
  - b) The identification of exterior building materials and paint colors for the review and approval of the Staff Advisor. Colors and materials shall be consistent with those described in the application, and very bright or neon paint colors shall not be used.
  - c) Specifications for all exterior lighting fixtures. Exterior lighting shall be directed on the property and shall not directly illuminate adjacent properties.
  - d) Revised Site, Landscape and Irrigation shall be provided for the review and approval of the Staff Advisor with the building permit submittals. These revised plans shall address: 1) The recommendations of the Tree Commission from their April 6, 2017 meeting where consistent with applicable criteria and standards, and with final approval by the Staff Advisor; 2) a final size- and species-specific planting and irrigation plan, including the requirements for programmable automatic timer controllers and a maintenance watering schedule with seasonal modifications; 3) final lot coverage and required landscaped area calculations, including all building footprints, driveways, parking, and circulation areas, and landscaped areas. Lot coverage shall be limited to no more than 85 percent,

- and the calculations shall demonstrate that the requisite 15 percent landscaping and seven percent parking lot landscaping are provided; 4) The recommendations of the Historic Commission from their April 5, 2017 meeting where consistent with applicable criteria and with final approval by the Staff Advisor; 5) a revised plaza space treatment for the angled entry area near the corner on Water Street addressing to create an enhanced plaza space incorporating at least four of the six requisite plaza space elements.
- e) Stormwater drainage, grading and erosion control plans for the review and approval of the Engineering, Building and Planning Departments. The stormwater plan shall address Public Works/Engineering standards requiring that post-development peak flows not exceed pre-development levels. Any necessary drainage improvements to address the site's stormwater shall be provided at the applicants' expense. Storm water from all new impervious surfaces and run-off associated with peak rainfall events must be collected on site and channeled to the city storm water collection system (*i.e., curb gutter at public street, public storm pipe or public drainage way*) or through an approved alternative in accordance with Ashland Building Division policy BD-PP-0029. On-site collection systems shall be detailed on the building permit submittals.
  - f) A final utility plan for the project for the review and approval of the Engineering, Planning and Building Divisions. The utility plan shall include the location of any necessary connections to 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. Meters, cabinets, vaults and Fire Department Connections shall be located outside of pedestrian corridors and in areas least visible from streets, sidewalks and pedestrian areas, while considering access needs. Any necessary service extensions or upgrades shall be completed by the applicant at applicant's expense, and the applicants shall obtain all necessary permits and inspections from the Public Works/Engineering Department for work to be completed within the public rights-of-way.
  - g) A final erosion and sediment control plan.
  - h) An electric design and distribution plan including load calculations and locations of all primary and secondary services including any 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 excavation or building permits. Transformers, cabinets and vaults shall be located outside the pedestrian corridor in areas least visible from streets, sidewalks and pedestrian areas, while considering the access needs of the Electric Department. Any necessary service extensions or upgrades shall be completed at the applicant's expense.
  - i) Identification and placement of required bicycle parking. Inverted u-racks shall be used for the outdoor bicycle parking, and all bicycle parking shall be installed in accordance with the standards in 18.4.3.070.I, inspected and approved prior to the issuance of the certificate of occupancy. The building permit submittals shall verify that the bicycle parking spacing and coverage requirements are met.
  - j) That the building permit submittals shall demonstrate compliance with all applicable requirements of the Development Standards for Floodplain

Corridor Lands in AMC 18.3.10.080 and the Flood Damage Prevention Regulations in AMC 15.10, including that the finished floor elevations for new non-residential structures may not be more than two feet below the flood corridor elevations and that non-residential structures shall be flood-proof to the standards in AMC 15.10 up to the elevation contained in the official maps adopted by section 18.3.10.070 Official Maps (*i.e. the Ashland Modified Floodplain Corridor map*). The ground floor's finished floor elevation shall be no more than two feet below the Ashland Modified Floodplain level and shall be certified by an Oregon-licensed surveyor prior to the first framing inspection.

- k) That the retaining wall shall be designed by an engineer, and 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, erosion control plan, etc.) shall be submitted with the building permit submittals.
  - l) That a detailed inspection schedule listing the inspections necessary to verify compliance with the geotechnical recommendations for the project shall be provided by the project geotechnical expert with the building permit submittals.
  - m) Solar setback calculations demonstrating that all new construction complies with Solar Setback Standard B in the formula  $[(\text{Height} - 16) / (0.445 + \text{Slope}) = \text{Required Solar Setback}]$  and elevations or cross section drawings clearly identifying the highest shadow producing point(s) and the height(s) from natural grade.
- 17) That prior to the issuance of the building permit, the commencement of site work including staging or the storage of materials:
- a) A Tree Verification Permit shall be obtained. Trees to be removed shall be tagged and tree protection measures installed according to the approved plan, inspected and approved by Staff Advisor. The Verification Permit is to verify tree identification prior to removal and to inspect the installation of tree protection fencing for the trees to be retained and protected. Tree protection measures shall be in the form of chain link fencing six feet tall, installed and maintained in accordance with the requirements of AMC 18.4.5.030.C.)
  - b) That all necessary building permits fees and associated charges, including permits and connections fees for new, separate, underground electrical services to each proposed unit, and system development charges for water, sewer, storm water, parks, and transportation shall be paid.
  - c) That the applicants shall sign an agreement to participate proportionally in the cost of installation in the installation of a traffic signal at Water and North Main Streets through the creations of a Local Improvement District or similar mechanism, or provide for an alternative means of mitigation acceptable to the Public Works/Engineering Division. Nothing in this condition is intended to prohibit an owner/developer, their successors or assigns from exercising their rights to freedom of speech and expression by

- orally objecting or participating in the LID hearing or to take advantage of any protection afforded any party by City ordinances and resolutions.
- d) That the engineered construction drawings for the public sidewalk along Water Street 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 eight feet in width with five-foot hardscape parkrows with irrigated street trees in five-foot by five-foot tree grates the sidewalk and the curb. All frontage improvements, including but not limited to the sidewalk, street trees, and street lighting, shall be constructed across the entire Water Street frontage of the site. The sidewalk shall be constructed to City of Ashland Street Standards, and shall be installed in *San Diego Buff* color as required in the historic districts.
  - e) That the engineered construction drawings for the public sidewalk along Van Ness Avenue 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 and shall be installed according to the configuration approved herein. All frontage improvements, including but not limited to the sidewalk, street trees, and street lighting, shall be constructed across the entire Van Ness Avenue frontage of the site. The sidewalk shall be constructed to City of Ashland Street Standards, and shall be installed in *San Diego Buff* color as required in the historic districts.
- 18) That prior to the final approval of the project or issuance of a certificate of occupancy:
- a) That all hardscaping and landscaping improvements including plaza spaces, landscaping, and the irrigation system shall be installed according to the approved plan, inspected, and approved by the Staff Advisor. Replacement trees to mitigate the trees removed shall be planted and irrigated according to the approved plan.
  - b) That all public improvements including but not limited to the street frontage improvements, alley, sidewalk, street trees, and street lighting shall be installed to City of Ashland standards under permit from the Public Works Department and in accordance with the approved plan prior to the final building inspection approval or the issuance of a final certificate of occupancy.
  - c) That street trees, 1 per 30 feet of street frontage, shall be installed on the Van Ness and Water Street frontages prior to final building inspection approval or the issuance of a 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.
  - d) All utility service and equipment installations shall be completed according to Electric, Public Works/Engineering, Planning, and Building Departments' specifications, inspected and approved by the Staff Advisor.
  - e) Sanitary sewer laterals, water services including connection with meters at the street, and underground electric services shall be installed according to the approved plans to serve all units.

- f) That all exterior lighting shall be directed on the property and shall not directly illuminate adjacent residential properties.
  - g) That any CC&Rs or similar maintenance agreement shall be provided for the review and approval of the Staff Advisor prior to signature of the final survey plat. This agreement shall describe the responsibility for the maintenance of all common use-improvements including landscaping, parking areas, driveways, planting strips and street trees. The CC&Rs must state that deviations from the approved plan shall be considered a violation of the Planning Application approval and therefore subject to penalties described in the Ashland Municipal Code.
  - h) Screening for the trash and recycling enclosure shall be installed in accordance with the Site Design and Use Standards, and an opportunity to recycle site of equal or greater size than the solid waste receptacle shall be included in the trash enclosure as required in AMC 18.4.4.040.
  - i) That the project geotechnical expert shall inspect the site according to the inspection schedule, and prior to final building inspection approval or the issuance of the certificate of occupancy, the 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 were conducted by the project geotechnical expert periodically throughout the project.
  - j) The inverted u-racks shall be used for the bicycle parking. All bicycle parking shall be installed in accordance with design and rack standards in 18.4.3.070.I and J prior to final building inspection approval or the issuance of the certificate of occupancy. The building permit submittals shall verify that the bicycle parking spacing and coverage requirements are met in accordance with 18.4.3.070.I.
- 19) That new driveway approaches shall be permitted through the Engineering Division and are required to be separated from existing driveways and each other by a minimum of 24-feet per City Street Standards. The driveway curb cuts shall be installed, inspected and approved, and any old/unused approaches removed, prior to final building inspection approval or the issuance of a final certificate of occupancy.



## RE: Parking Concerns for Van Ness/Water area

April Lucas

Mon 4/17/2017 8:45 AM

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

Hi Derek,

I will print this for the file.

Thanks,

April Lucas, Administrative Supervisor  
City of Ashland, Community Development Department  
51 Winburn Way, Ashland, OR 97520  
Phone: (541) 552-2041, TTY (800) 735-2900

*This email transmission is official business of the City of Ashland and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at (541) 552-2041. Thank you.*

From: Melanie Mindlin [mailto:sassetta@mind.net]  
Sent: Saturday, April 15, 2017 6:38 PM  
To: April Lucas  
Subject: Fwd: Parking Concerns for Van Ness/Water area

Begin forwarded message:

**From:** Graham Sheldon <[graham@ashland-homes.com](mailto:graham@ashland-homes.com)>  
**Subject:** Parking Concerns for Van Ness/Water area  
**Date:** April 15, 2017 at 1:34:08 PM PDT  
**To:** "[tbrownpc@gmail.com](mailto:tbrownpc@gmail.com)" <[tbrownpc@gmail.com](mailto:tbrownpc@gmail.com)>, "[greg@council.ashland.or.us](mailto:greg@council.ashland.or.us)" <[greg@council.ashland.or.us](mailto:greg@council.ashland.or.us)>, "[hmill@jeffnet.org](mailto:hmill@jeffnet.org)" <[hmill@jeffnet.org](mailto:hmill@jeffnet.org)>, "[sassetta@mind.net](mailto:sassetta@mind.net)" <[sassetta@mind.net](mailto:sassetta@mind.net)>, "[fhnorton527@gmail.com](mailto:fhnorton527@gmail.com)" <[fhnorton527@gmail.com](mailto:fhnorton527@gmail.com)>, "[lkthompson@hotmail.com](mailto:lkthompson@hotmail.com)" <[lkthompson@hotmail.com](mailto:lkthompson@hotmail.com)>  
**Cc:** "[molnarb@ashland.or.us](mailto:molnarb@ashland.or.us)" <[molnarb@ashland.or.us](mailto:molnarb@ashland.or.us)>

My name is Graham Sheldon, and I have owned Ashland Creek Inn at 70 Water St for 16+ years. We are a 10 room hotel/B&B. I recently read with interest about the proposed development near my property.

Let me say that I support the concept of the project. I think it is an excellent use for the area. The design is a good fit. And I believe there is more than enough demand for both the hotel rooms and the condos. My concern is over the parking.

The area already has extremely limited parking. There is no parking on Van Ness in front of this development. On Water Street, virtually all of the East side is marked no parking. There are a few spaces in front of the empty lot to the north of my property. I do not believe that the local residents free up spaces during the day, as suggested. I also believe that you should consider that the businesses, both hotel and retail, will bring many new employees to the area daily that will also need parking. On an average day, my hotel has a staff of 8-10 people and that is for a business with only 10 rooms. Many of my employees walk, so we do not consume all of the available parking, but many many days, there is no parking to be found within 1 block of my property. In addition, you will find if you check with the Ashland PD, that there is a persistent problem with semi-abandon vehicles parking on Water Street near the empty lot all spring and summer. These people tend to sleep in their vans/busses/cars and stay parked there for the maximum time allowed - days on end. Finally, I will tell you from 16+ years of experience, that less than 5% of Ashland visitors arrive via the airport and use local mass transit - this just does not occur, so please don't expect this one hotel to have some magic customer base that all fly here and don't need parking.

So, I fully support the development, as long as they are required to supply the correct and adequate number of parking spaces and not use math gimmicks to show how cars won't need parking.

Thank you for taking my concerns into account in your decision process.

**Materials Submitted by Neighbor Jim North  
(owner of the property above, off the alley from  
Helman Street)**



I, Kathleen S. Beckett, County Clerk for Jackson County, Oregon,  
certify that the instrument identified herein was recorded in the Clerk  
records.  
Kathleen S. Beckett - County Clerk

EASEMENT

Wesley D. Vail and Lucinda M. Vail, owners of that certain real property described on Exhibit "A" attached, do hereby create a perpetual and non-exclusive easement for ingress and egress regarding the portion of said property within 20 feet of the alley situated at the south boundary of said real property. The purpose of this easement is to provide turnaround space for vehicles backing out of the real property owned by the undersigned to the south of said alley and described on Exhibit "B" attached. The easement area must be kept clear of all obstructions including parked vehicles. This easement shall be deemed appurtenant to the real property described on Exhibit "B".

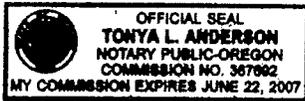
DATED this 16 day of August, 2004.

Wesley D. Vail  
WESLEY D. VAIL

Lucinda M. Vail  
LUCINDA M. VAIL

STATE OF OREGON     )  
                                  ) §  
COUNTY OF JACKSON )

On this 16 day of August, 2004, personally appeared the above-named Wesley D. Vail and Lucinda M. Vail and acknowledged the foregoing instrument to be a voluntary act. Before me:



Tonya L. Anderson  
Notary Public for Oregon  
My Commission Expires: 6/22/07

LAW OFFICES OF  
DAVIS, GILSTRAP, HEARN, SALADOFF & SMITH  
A Professional Corporation  
515 EAST MAIN STREET  
ASHLAND, OREGON 97520  
(541) 482-3111 FAX (541) 488-4455

EXHIBIT "A"

A strip of land 10 feet in width on each side and parallel with the center line of a spur track of the Ashland Ice and Storage Company located in the City of Ashland, County of Jackson, State of Oregon, the center line more particularly described as follows:

Commencing at a point 37.5 feet southeasterly of the Northwest corner of Block 29, City of Ashland according to official plat adopted 1888 on the northerly line of the North half of Block 29 and thence running on a curve southeasterly having a cord of 230 feet and a radius of 1175 feet to a point 145 feet southeasterly of the Southwest corner of the north half of Block 29 on the southerly line of said Block 29 as set forth in deed recorded December 5, 1910 in Deed Volume 85, page 153, Jackson County Deed Records.

TOGETHER WITH the following described tract:

Beginning at a point on the southerly line the North half of Block 29, City of Ashland, said point being 135 feet southeasterly of the Southwest corner of the North half of Block 29, and said point being 10 feet westerly of the center line of the right of way of the Ashland Ice and Storage Company rail spur track and thence a distance at right angles 9 feet from said point, thence northerly 73 feet, more or less, to an intersection of said line with the westerly line of the Ashland Ice and Storage Company right of way, thence southerly along the westerly line of the right of way, being a parallel line and 10 feet distant from the center line of said right of way to the point of beginning on the southerly line of the North half of Block 29.

TOGETHER WITH the property acquired by Boundary Line Agreements recorded February 10, 1995 as Document No. 95-03793 and No. 95-03794, Official Records of Jackson County, Oregon.

EXCEPTING THEREFROM that property conveyed by Boundary Line Agreements recorded February 10, 1995 as Document No's 95-03793 and 95-03794, Official Records of Jackson County, Oregon.

EXHIBIT "B"

All of that tract of land lying in Donation Land Claim No. 40 in the Southwest One Quarter of Section 4, Township 39 South of Range 1 East of the Willamette Base and Meridian in the City of Ashland, Jackson County, Oregon and being more specifically described as follows: Commencing at a 5/8 inch diameter iron rod with an aluminum cap for the northeasterly corner for Lot 3 Block 29 of the Official 1888 Map of the City of Ashland in said Jackson County; thence North 63°44'36" West along the northeasterly line for said Lot 3 for a distance of 119.92 feet to a witness corner location as established in Survey No. 8279 as found in the Jackson County Surveyor's Office in said county and state and being the True Point of Beginning; thence along said Witness Corner line as follows: on a curve to the right having a radius of 425.28 feet and an arc length of 111.01 feet, being subtended by a chord of South 05°15'48" West for a distance of 110.70 feet to a Witness Corner location as per said Survey No. 8279; thence South 12°44'30" West for a distance of 83.42 feet to a Witness Corner Location as per said Survey No. 8279; thence along a curve to the left having a radius of 2277.01 feet and an arc length of 15.62 feet, being subtended by a chord of South 12°32'43" West for a distance of 15.62 feet to a 5/8 inch iron rod witness corner as per said Survey No. 8279 situated on the northeasterly right of way line for Central Street in said City; thence leaving said Witness Corner line, North 63°45'33" West along said northeasterly right of way line for a distance of 6.38 feet to a point on easterly right of way line of said "E" line as shown on said Survey No. 15602; thence continuing along said street right of way line, North 63°45'33" West for a distance of 40.13 feet to a 5/8 inch diameter iron rod as per Survey No. 3401 as found in said Jackson County Surveyor's Office; thence leaving said street right of way North 23°34'20" East for a distance of 34.84 feet to a 1/2 inch diameter galvanized iron pipe as per said Survey No. 15602; thence North 12°28'02" East along a Boundary Line Agreement line as set forth in Document No. 97-40441 of the Official Records of Jackson County, Oregon for a distance of 67.10 feet to a 1/2 inch diameter galvanized iron pipe as per said Survey No. 15602; thence leaving said Boundary Line Agreement line, North 63°45'33" West for a distance of 5.29 feet to the southeasterly corner of that tract of land as set forth in Document No. 88-03610 of said Official Records; thence along a curve to the left having a radius of 1894.86 feet and an arc length of 106.59 feet, being subtended by a chord of North 05°31'14" East for a distance of 106.58 feet to the northeasterly corner of that tract of land as set forth in Document No. 70-06193 of said Official Records; thence South 63°44'32" East along the southerly right of way line for a 16 foot wide alley as shown on Filed Survey No. 15602 for a distance of 44.17 feet to the True Point of Beginning.

(Code 5-01, Account #1-005021-4, Map #391E04CC, Tax Lot #5400)  
(Code 5-01, Account #1-087178-7, Map #391E04CC, Tax Lot #7200)

PLAT BOUNDARY

VAIL BUILDING CONDOMINIUM

LYING SITUATE WITHIN  
SOUTHWEST QUARTER OF SECTION 4,  
TOWNSHIP 39 SOUTH, RANGE 1 EAST,  
WILLAMETTE MERIDIAN, CITY OF ASHLAND,  
JACKSON COUNTY, OREGON

FOR  
**WES & LUCINDA VAIL**

81 CENTRAL AVENUE  
ASHLAND, OREGON 97520

I HEREBY CERTIFY THAT THIS PLAT  
IS AN EXACT COPY OF THE ORIGINAL.

*Shawn Kampmann*  
SURVEYOR



MONUMENT DETAIL  
3" ALUMINUM CAP ON  
5/8" X 30" IRON PIN

LEGEND

- ① 3" BRASS CAP MARKED "CITY OF ASHLAND" IN MONUMENT WELL (REPLACED SANDSTONE) PER S/N 8279 (RECOVERED)
- ② 3/4" IRON PIPE - IN MONUMENT WELL PER S/N 13415, 15602, 8279, 5795 & 5941 (RECOVERED)
- ③ 5/8" X 30" IRON PIN - w/ 2" ALUMINUM CAP MARKED "INITIAL POINT" "KAMPMANN P.L.S. 2883" (ESTABLISHED)
- ④ 3/8" x 1" CONCRETE "MAG" NAIL AND 1" BRASS WASHER STAMPED "POLARIS LS 2883" IN CONCRETE WALL (ESTABLISHED)
- ⑤ 5/8" X 24" IRON PIN - w/ ORANGE PLASTIC CAP MARKED "KAMPMANN P.L.S. 2883" (ESTABLISHED)
- ⑥ 1/2" IRON PIPE w/ YELLOW PLASTIC PLUG MARKED "STWART LS 2057" PER S/N 14714 (RECOVERED)
- ⑦ 5/8" IRON PIN w/ ALUMINUM CAP MARKED "SWAIN LS 759" PER S/N 5795 (RECOVERED)
- ⑧ 5/8" IRON PIN w/ RED PLASTIC CAP MARKED "WIT. COR. RLS 759" PER S/N 5941 & 8279 (RECOVERED)
- — — — — PROPERTY LINE
- — — — — BOUNDARY LINE
- — — — — CENTERLINE
- — — — — EXTERIOR BUILDING WALL
- — — — — GENERAL COMMON ELEMENT
- — — — — LIMITED COMMON ELEMENT
- — — — — SQUARE FEET
- — — — — PARKING SPACE LCB
- — — — — OFFICIAL RECORDS, JACKSON COUNTY RECORDER
- — — — — DEED RECORD, VOLUME / PAGE, JACKSON COUNTY RECORDER
- — — — — WITNESS CORNER REFERENCE MONUMENT, AS DESCRIBED
- — — — — BOUNDARY LINE AGREEMENT, AS DESCRIBED
- ( ) SURVEY RECORD PER S/N 8279 (EVERETT L. SWAIN)
- | | SURVEY RECORD PER S/N 15602 (MARTIN C. STUART)
- | | DEED RECORD PER O.R. 93-12942, 01-04747 & 2005-013117
- < > DEED RECORD PER VOLUME 268, PAGE 449

SCALE: 1" = 40'

DETAIL "B"  
SCALE: 1" = 20'

HELMAN STREET

CENTRAL STREET

VANNESS STREET

BASIS OF BEARING  
N 25°34'20" E - 475.45'  
N 25°34'20" E - 475.45'  
N 25°34'20" E - 475.45'

BASIS OF BEARING

TRUE MERIDIAN AT N-S CENTERLINE OF SECTION 4 AS DERIVED FROM THE N.O.A. NET ESTABLISHED BY 1948 AND ON FILE IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR. THE REFERENCE BEARING FOR THIS SURVEY IS CENTERLINE OF HELMAN STREET HAVING A RECORD PLAT BEARING OF NORTH 25°34'20" EAST, AS REFERENCED ON SURVEY NO. 15602, ON FILE IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR.

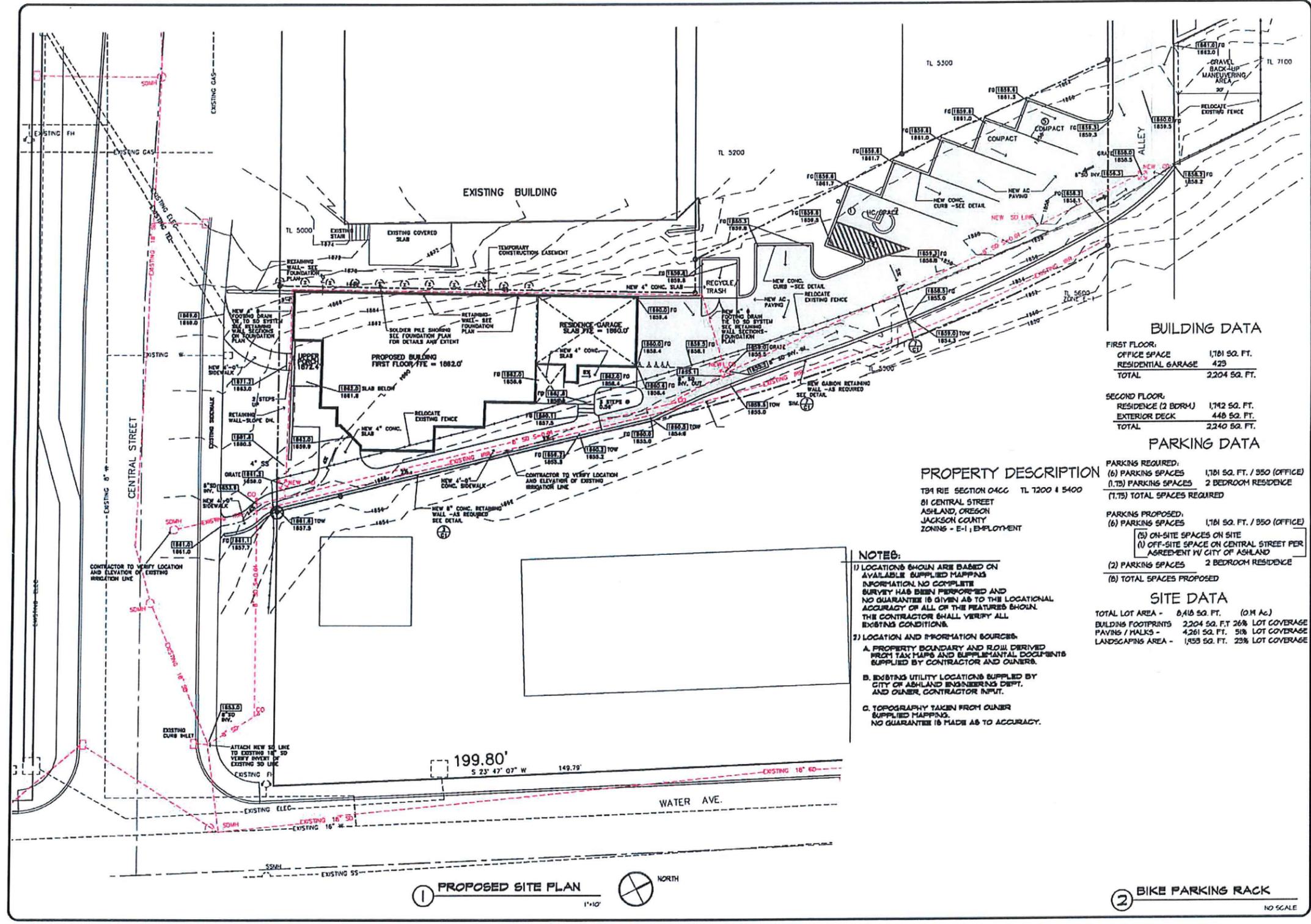
TABLE OF CURVES

FLAG	Δ	R	A	T	CHORD
①	14°57'19"	425.28'	111.01'	55.82'	S 03°15'51"W - 110.69'
②	07°22'52"	425.28'	54.79'	27.43'	S 01°28'37"W - 54.75'
③	07°34'27"	425.28'	56.22'	28.15'	S 08°57'17"W - 56.18'
④	00°23'35"	2277.01'	13.62'	7.81'	S 12°32'42"W - 15.62'

RECEIVED  
Date 2-9-08 By *BBB*  
This survey consists of  
4 sheet(s) Map  
2 page(s) Narrative  
JACKSON COUNTY SURVEYOR

REGISTERED PROFESSIONAL LAND SURVEYOR  
*Shawn Kampmann*  
OREGON  
SHAWN KAMPMANN  
2883 LS  
RENEWAL DATE: 6/30/2009

SURVEYED BY:  
**POLARIS LAND SURVEYING LLC**  
P.O. BOX 459  
ASHLAND, OREGON 97520  
(541) 482-5009  
DATE: JUNE 8, 2007  
PROJECT NO. 435-07



**BUILDING DATA**

FIRST FLOOR:	
OFFICE SPACE	1,701 SQ. FT.
RESIDENTIAL GARAGE	429
TOTAL	2,204 SQ. FT.
SECOND FLOOR:	
RESIDENCE (2 BDRM)	1,742 SQ. FT.
EXTERIOR DECK	448 SQ. FT.
TOTAL	2,240 SQ. FT.

**PARKING DATA**

PARKING REQUIRED:	
(6) PARKING SPACES	1,701 SQ. FT. / 350 (OFFICE)
(1.75) PARKING SPACES	2 BEDROOM RESIDENCE
(1.75) TOTAL SPACES REQUIRED	
PARKING PROPOSED:	
(6) PARKING SPACES	1,701 SQ. FT. / 350 (OFFICE)
(2) ON-SITE SPACES ON SITE	
(1) OFF-SITE SPACE ON CENTRAL STREET PER AGREEMENT W/ CITY OF ASHLAND	
(2) PARKING SPACES	2 BEDROOM RESIDENCE
(2) TOTAL SPACES PROPOSED	

**PROPERTY DESCRIPTION**  
 T34 R1E SECTION 04CC TL 7200 & 5400  
 81 CENTRAL STREET  
 ASHLAND, OREGON  
 JACKSON COUNTY  
 ZONING - E-1; EMPLOYMENT

**SITE DATA**

TOTAL LOT AREA -	8,418 SQ. FT. (0.19 AC.)
BUILDING FOOTPRINTS	2,204 SQ. FT. 26% LOT COVERAGE
PAVING / WALKS -	4,261 SQ. FT. 51% LOT COVERAGE
LANDSCAPING AREA -	1,953 SQ. FT. 23% LOT COVERAGE

- NOTES:**
- 1) LOCATIONS SHOWN ARE BASED ON AVAILABLE SUPPLIED MAPPING INFORMATION. NO COMPLETE SURVEY HAS BEEN PERFORMED AND NO GUARANTEE IS GIVEN AS TO THE LOCATIONAL ACCURACY OF ALL OF THE FEATURES SHOWN. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS.
  - 2) LOCATION AND INFORMATION SOURCES:
    - A. PROPERTY BOUNDARY AND ROW DERIVED FROM TAX MAPS AND SUPPLEMENTAL DOCUMENTS SUPPLIED BY CONTRACTOR AND OWNERS.
    - B. EXISTING UTILITY LOCATIONS SUPPLIED BY CITY OF ASHLAND ENGINEERING DEPT. AND OWNER. CONTRACTOR INQUIRY.
    - C. TOPOGRAPHY TAKEN FROM OWNER SUPPLIED MAPPING. NO GUARANTEE IS MADE AS TO ACCURACY.

**REVISIONS**

4-22-04	TJB
12-27-04	ML



T. J. BOSSARD, INC.  
 Civil & Structural Engineering  
 133 N.W. 7th Street  
 Ashland, OR 97520  
 TEL: (541) 471-8776  
 FAX: (541) 471-8084



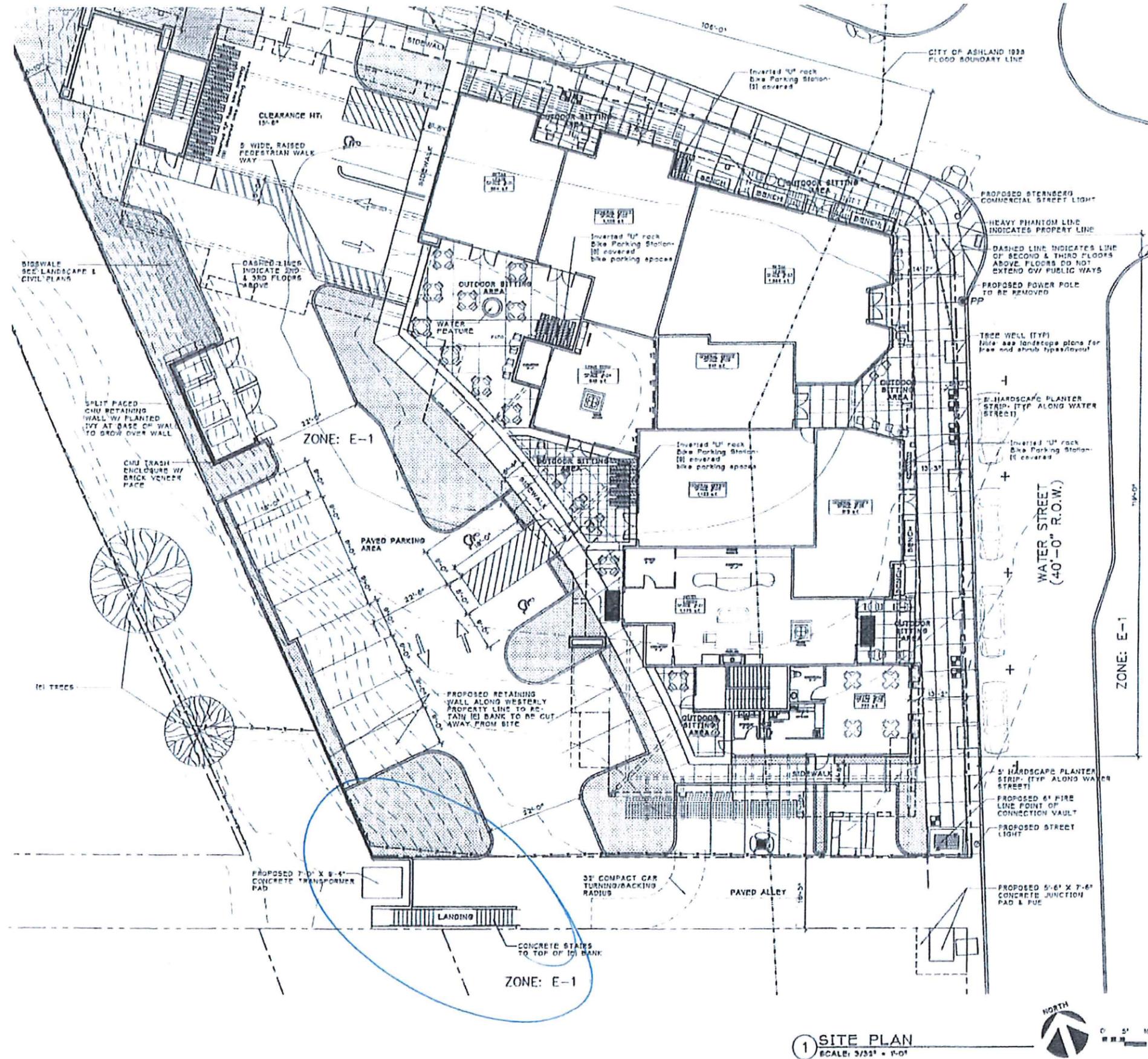
**PROPOSED OFFICE / RESIDENCE**  
 VAIL BUILDING - 81 CENTRAL STREET

MES AND GINDY VAIL  
 CIVIL ENGINEER  
 ASHLAND, OREGON

DRAWN BY: JV  
 CHECKED BY:  
 DATE: 04/05/04  
 SCALE AS NOTED  
 CADFILES: VAIL-SITE  
 JOB NO.: 04-001  
 SHEET  
**A.I.I.** OF 15

1 PROPOSED SITE PLAN  
 1"=10' NORTH

2 BIKE PARKING RACK  
 NO SCALE



THIS DOCUMENT AND THE IDEAS AND DESIGN INCORPORATED HEREIN, AS INSTRUMENTS OF A PROFESSIONAL SERVICE, ARE THE PROPERTY OF ROY GRIMES ARCHITECTS, P.C. AND ARE NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION OF ROY GRIMES ARCHITECTS, P.C.

PROJECT NAME  
**MAGNOLIA MIXED-USE DEVELOPMENT**  
 ASHLAND, OREGON

RECEIVED  
 MAR 20 2017  
 City of Ashland

REVISIONS	BY

FILE: 1506p-ATD Site Plan  
 DATE: 03-17-17  
 SCALE: AS SHOWN  
 DRAWN: DLE  
 JOB #  
 SHEET **A1.1**  
 OF 7

1 SITE PLAN  
 SCALE: 3/32" = 1'-0"





April 23, 2017

**AMENDED FINDINGS**  
**Site Design Review and Conditional Use Permit Approval**  
**For new mixed-use commercial building**

**Subject Property**

<b>Address:</b>	165 Water Street
<b>Map &amp; Tax Lot:</b>	39 1E 04 CC; 2000
<b>Comprehensive Plan Designation:</b>	Employment
<b>Zoning:</b>	E-1
<b>Overlays:</b>	Skidmore Academy Historic District Detail Site Review Zone Floodplain Severe Constraints
<b>Lot Area:</b>	.75 ac / 32,232 square feet

**Request:**

Request for Site Design Review and Conditional Use Permit for a 42,841-square foot, three-story, mixed use, commercial, hotel and residential condominium structure at 165 Water Street. The request includes a Physical and Environmental Constraints Review Permit for encroachment onto to lands that have more than 35 percent slope, and development within the Ashland Adopted Floodplain (outside of the 2011 FEMA Floodplain boundaries), and a Tree Removal Permit. The application includes a request for an exception to the street design standards for improvements to Van Ness Street.

**Detailed Proposal:**

The proposal is for a 42,814-square foot, three-story, mixed use, commercial/residential structure. The proposed structure is oriented towards both streets with the primary orientation towards Water Street.

The ground floor is proposed as 9,406 square feet. The ground floor is divided into nine tenant spaces. As proposed, the spaces are a mixture of retail, commercial space, coffee shop, the hotel lobby and small lobby for the residential units. The second floor is proposed as 16,306 square feet and is with a 26-unit hotel. There is also breakfast dining area, a fitness center and a large balcony area.

The third floor is proposed as ten residential units. This floor is 17,129 square feet in area. The residential units range in size from approximately 1,000 square feet to 1,600 square feet and include one, two and three bedroom units.

On the following pages are minor amendments to the proposed parking and additional findings addressing Plaza areas and parking standards.

**Plaza Area:**

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The proposed 42,841 square foot building requires 4,284 square feet of plaza space. Of the required public plaza area, approximately 1,500 square feet is proposed along the front of the building between the structure and the public sidewalk and parkrow area. This plaza area is within the recessed alcoves along the front façade setback of the ground floor, and where the building is setback from the public sidewalk area. There are fixed bench seats along the frontages of the building, potted plant and depending upon the types of business, tables and chairs will be added along the frontage. In addition to the plaza area along the street frontages, a large, inviting plaza area has been proposed at the rear of the building.

The shape of the lot and the design of the building provided opportunities for design of a building that has interest on the north, south, east and west facades. The angle of the property, the three sides of public right-of-way, the topography of the site, and the surrounding land forms contribute to an interesting micro-climate that will be created by the building and utilized in the development and placement of the plaza areas. There are plaza areas on the north sides of the building, these will be cool and inviting in the summer but will be cold and shaded in the winter. The east elevation will have morning sun but will be shaded and cool in the summer but will experience wind and rain in the winter. The east and north sides of the proposed building abut the public streets and are not the most ideal locations for substantial plaza areas due to perpetual shade and limited view corridors. The east side of the structure faces the railroad tracks and the overpass.

The plaza area at the rear is proposed to be covered which will provide year-round protection and with the 13-foot ceiling height, the space will not feel closed in or too sheltered.

The balance of both street fronting plaza area and plaza area at the rear of the building is to provide a mixture of sun and shade. The southwest plaza area at the rear of the building provide views of the Siskiyou's and provide for a mixture of sun and shade.

The proposed plaza area complies with the required number of amenities for plaza areas including sitting areas with tables and chairs, a water feature, substantial covered areas in the form of roof overhangs for the alcoves and awnings to provide shade to protect from the summer sun and to encourage year-round use with protection from rain and snow. The plaza areas provide ample area for potential outdoor food vending areas and/or outdoor dining areas.

The plaza area at the rear of the building is publicly accessible from the public sidewalk through the development. The plaza area will be visible from the alley right-of-way and the new stairway that is proposed in the alley. Additionally, there are no areas where solid walls are adjacent to the sidewalks that encircle the building, providing for a clear line of site through the tenant spaces into the plaza area.

The hotel and the residential units have functional balcony areas to provide private outdoor space for each residence and for most of the hotel units. These balcony areas have not been included in the total common area calculation as they are not publicly available. Additionally, a roof-top terrace area has been provided. This area is available for the tenants of the residential units and hotel guests. This area has not been included in the calculations for the required open space and plaza areas.

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**Parking:**

The proposed development of the site requires 63 (62.75) automobile parking spaces if a substantial portion of the ground floor is utilized as retail commercial. If the retail portions are utilized as office, 58 parking spaces would be necessary.

Commercial / Retail:  $2528 / 350 = 7.36$

Office:  $3,680 / 500 = 7.22$

Coffee: 1 per 4 seat = 4

Commercial Total: 18.5

Hotel: 26 rooms = 26

Manager: = 1

Hotel Total = 27

Residential:

2 1br > 500 = 3

7 2br = 12.25

3 br = 2

Residential Total = 17.25

Total Spaces Required = 62.75

As depicted on the site plans, there are 22 surface parking space, 33 parking spaces are below grade for a total of 53 vehicle parking spaces on-site. This configuration requires the installation of a below grade mechanical car stacking system. There are numerous options available and the function, installation areas necessary, and cost of the systems vary dramatically. Additionally, in preliminary review, the car parking system can work within the below grade space but some flexibility may be necessary to achieve the installation either below grade or above.

One element of flexibility is that one style of mechanical parking system requires a free space to provide a vacant space on the entry level that allows for the horizontal or vertical shifting of the car platforms. If this system is used, a shift in number of mixed use credits would be requests (more information to follow). Another system provides a "tray" from the system which is then driven on-to and upon existing the vehicle, the driver parks the car via a button or an app.

One system involves the installation of a pit. The pit provides the parking space for one vehicle and the second vehicle parks above. The driver can recall their vehicle and the lift rises to provide access to the vehicle below. This type of system would likely be used if the eight surface parking spaces along the west property line were mechanized. A mechanical system would allow for 16 parking spaces to be utilized compared to eight surface spaces. If the system is placed above ground, the scope of the below grade parking would change in that there would be 22 below grade spaces, 10 of those would be secured for the residents. The remaining 12 spaces would be for the use of the residents, the hotel guests, and the commercial tenants / customers. This layout provides for 29 on-site parking spaces with the remaining uses requiring 45 spaces, this scenario requires 16 space credit to be utilized through the application of parking management strategies for on-street credit, bike parking credit, alley space and a small mixed use credit since the residential uses, the business uses and the hotel uses do not materially overlap in hours of operation and function.

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The proposed development requires 26 bicycle parking spaces. Of those 21 are required to be covered, all proposed bicycle parking is covered. The bicycle parking is as close to the entrances as the nearest on-site vehicle parking spaces and can be found between the building and the streets, at the rear of the building within the outdoor plaza area and within in the secured underground parking.

Bicycle parking:

Commercial = 1 space for every 5 parking spaces / 45.5 parking space = 9.1

Residential = 16.5

Bicycle Total = 26

The request includes a Parking Management proposal as permitted in AMC 18.4.3.060. The application seeks to reduce the off-street parking spaces through the application of the allowed credits for nine, on-street parking spaces, and an alternative vehicle parking credit for bicycle parking of five space for one automobile credit. The total requested reduction in off-street parking spaces is 17 percent.

The maximum allowed credit within the Parking Management strategies is 50 percent. The proposed reduction in vehicle parking spaces are permitted within the municipal code and the parking demand analysis prepared by Sandow Engineering demonstrates that the requested utilization of Parking Management Strategies' and the provision of a mixed-use credit demonstrates that the parking generated by the proposed development complies with the standards.

Parking Management Strategies:

extra bicycle: 5 bike spaces = 1 space credit

on-street = 9 space credit

alley = 1 space credit

Parking Management Strategy Total = 11 spaces (11 / 63 = .17)

Provided on-site parking = 53 spaces

Parking Management Strategy = 11 space credits

Total provided = 64 spaces

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The required parking space calculations assume that all the tenant spaces are occupied and open for business, the hotel is at full capacity and every room is occupied by a guest that drove a vehicle and that every resident is home with two vehicles. Though ideal for the property owner, hotel owner, business owners, etc., it is highly unlikely and not typical of commercial development. The commercial tenant spaces will typically have hours of operation that differ from the typical home / work schedule of a resident. With Ashland' proximity to the Medford International Airport, hotel guests from out of the area often take taxis or take shuttles from the airport to the hotel thus reducing the hotels parking impact.

The provided parking, the justified parking management strategies as allowed in the municipal code, coupled with the low demand for on-street parking along the frontages of the property and the proximity to downtown and the "walkability" (the site scores an 89 out of 100 for walkability according to WalkScore) of the neighborhood, justifies the reduction in the number of vehicle parking spaces. The attached photos are screen grabs of 20 years of aerial photos and even though only a moment in time, there is not a vehicle parked on either frontage of the property. Additionally, based on the property owner, consultants and the Traffic Engineer's observations, there are very few on-street parking spaces utilized

along the frontage of the property. The City's downtown parking study, used as justification to question whether the on-street parking spaces should be utilized did not occur along the frontage of the property and should not be admissible as evidence as to why on-street parking credit should not be granted.

Additionally, there is limited development potential in the neighborhood that would create competition for the on-street parking spaces. The property to the north is Railroad and City of Ashland right-of-way with no development potential. The property to the east, across Water at 16 Van Ness is a corner lot occupied by a single-family residence. The entire property is within the Ashland Modified Floodplain and approximately 50 percent of the property is within the FEMA floodplain. This property has its own street frontage where its own on-street parking and credits can be utilized. The lots immediately to the south of this property has been dedicated as a conservation easement lot. To the south of this property, is the surface parking area for the Water Street Inn. On the west side of Water Street, the property to the south of the site has development potential but also has their own street frontage that has on-street parking credit potential.

The limited amount of development of adjacent properties that also have their own street frontage should not have a substantial impact on the availability of on-street parking along the frontage of the subject property. The Ashland Municipal Code allows for the credit of the on-street parking adjacent to the frontage of the property and we find that with the substantial street improvements required for the project, including large amounts of private property being utilized for the creation of public area, the on-street parking credits are justified.

The proposed parking lot design and construction complies with the standards from AMC 18.4.3.080.B.

**Findings of Fact:**

The following information addressing the findings of fact for the applicable criteria from the Ashland Municipal Code are provided on the following pages. For clarity, the criteria are in Arial font and the applicant's responses are in Times New Roman font.

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## Criteria from the Ashland Land Use Ordinance

### Site Development Design Standards Approval Criteria:

#### D. Additional Standards for Large Scale Projects.

*The proposed building is more than 10,000 square feet in gross floor area and has more than 100-feet of frontage and is considered a Large-Scale Building.*

##### 1. Public Spaces.

*The proposed building requires 4,284 square feet of plaza space. All plaza area will have a public pedestrian access easement to allow for public use of the space. Within the recessed alcoves of the commercial spaces, along the frontage of the building, public plaza areas have been proposed. The remaining area is found within the substantial plaza areas to the rear of the building. Ashland's street improvement requirements in the historic district consist of generally a four-foot by six-foot panel, in San Diego Buff color and broom pattern. The plaza area will have a score pattern and color that differs from that of the city standards to differentiate the plaza area from the sidewalk. This will draw potential customers and the public onto the property.*

*The proposed plaza areas comply with the required number of amenities for plaza areas.*

*1) The outdoor plaza areas include sitting space in the form of tables and chairs and traditional benches. The fixed benches and seating areas are more than 16-inches in height and are a minimum of 30-inches in width. All benches are more than 30-inches in depth. The benches and other seating areas total more than one-sitting space for each 500 square feet of plaza area. There are 17 built in benches ( $4284 / 500 = 8.5$  sitting spaces). With the additional moveable tables and chairs, this standard is greatly exceeded.*

*2) A water feature is proposed in the rear plaza area.*

*3) The outdoor areas have substantial shade to protect from the summer sun and most areas are covered to encourage year-round use and protection from rain, snow, and sun.*

*4) The plaza areas along the street frontages have awnings and alcoves to protect pedestrians from wind, rain and sun. Metal awning with clear panels to allow for mixture of sun and protection are proposed in addition to traditional awnings.*

*5) The plaza areas along the street frontages and at the rear provide ample area for outdoor food vending areas and outdoor dining areas.*

*The plaza area at the rear of the building is publicly accessible from the sidewalk that encircles the property. The plaza area will be visible from the alley right-of-way and the new stairway that is proposed in the alley. Additionally, there are no areas where solid walls are adjacent to the sidewalks that encircle the building, providing for a clear line of site through the tenant spaces into the plaza area.*

*The hotel and the residential units have functional balcony areas to provide private outdoor space for each residence and for most of the hotel units. These balcony areas have not been included in the total common area calculation as they are not publicly available. Additionally, a roof-top terrace area has been provided. This area is available for the tenants of the residential units and hotel guests. This area has not been included in the calculations for the required open space and plaza areas. Some of the metal awnings along the street frontages will have clear roofing within the metal frame to incorporate sunlight and shade.*

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APR 25 2017  
City Of Ashland

*The property is to the southwest of the street intersection. The plaza areas along the street frontages are on the east and north sides. These areas have limited view corridors due to the railroad tracks and the creek corridor and are within the naturally less sunny areas of the property. The provided mixture better addresses the City Standards both engaging the street corridors and providing a lively pedestrian area. The proposed building setbacks from property line vary from 13-feet (minimum sidewalk improvements) to more than 20-feet to provide for ample public pedestrian plaza areas along the street frontages while retaining the maximum setback in the detail site review zone of five feet unless provided as pedestrian plaza areas. The proposed site layout allows for vehicular access to and through the property, while retaining minimum setbacks and provision of a substantial pedestrian plaza area outside of the 13-foot pedestrian corridor.*

*The plaza areas on the front and rear provide for accesses to the street and the rear entrances of the commercial tenant spaces on the ground floor. Trees and landscaping are provided in the landscape areas adjacent to the outdoor spaces. Concern was expressed that the proposal does not provide a “vibrant streetscape that provides an engaging transition between the street and the private site”. It can be found that providing 1,500 square feet (35 percent) of the required plaza area between the building and streets adequately provides for vibrant streetscape that will engage pedestrian as expressed in the Site Design Standards. These plaza areas has sitting and standing areas, benches and tables with chairs, provides for protection from wind by the building and provides a mixture of areas that provide sunlight and shade. The proposal also provides for ample area between the required parking spaces and the rear entrances of the ground floor commercial spaces to engage the customers of the business, the guests of the hotel and the residents of the residential units.*

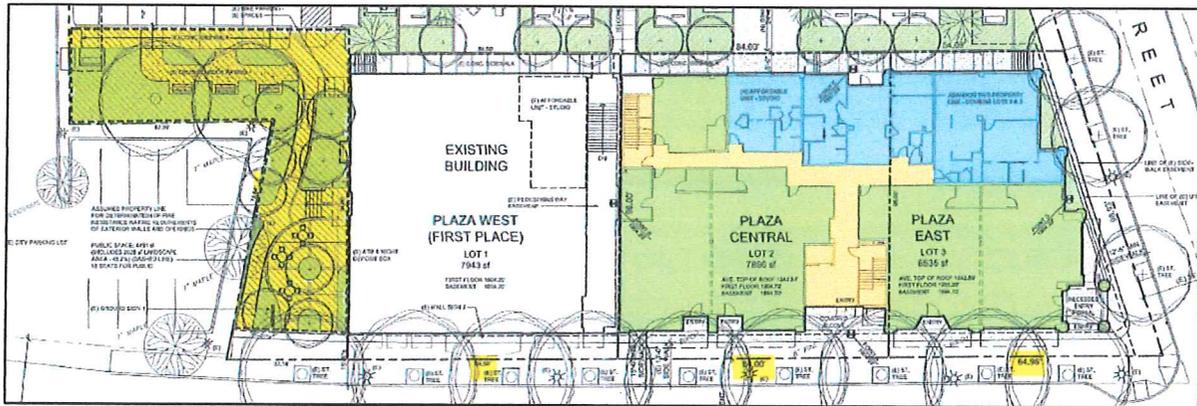
*When compared to the only similar commercial developments in the vicinity, the Plaza Inn and Suites on Helman and Central (58,578 square feet in two buildings) and the Ashland Creek Condominiums (42,224 square feet) on Water and Central, the proposed public plaza area along the street at 1,540 square feet in area is more substantial than the plaza areas provided with those developments (none at the Water Street Condominiums and approximately 1,350 square feet behind an uninviting, disengaging four-foot metal hand rail at the Plaza Inn and Suites separated from the public sidewalk by landscape area).*

*The most recent plaza area for large scale development can be found adjacent to the City’s parking lot to the west of the Plaza West building at 175 Lithia Way. This plaza area is not between the buildings to reduce their mass or scale and is directly adjacent to a public parking lot and connects to the private developments parking lot in the rear. There are barriers such as fences and gates that remove the “public” from the space. Upon completion of the three buildings that the space is intended to serve, there is more than 200-feet of linear building frontage with little to no public plaza area between the buildings and the sidewalk. This building is nearly 80-feet longer than the proposed structure, is taller and has less variation in the façade of the building for inviting, engaging public plaza areas.*

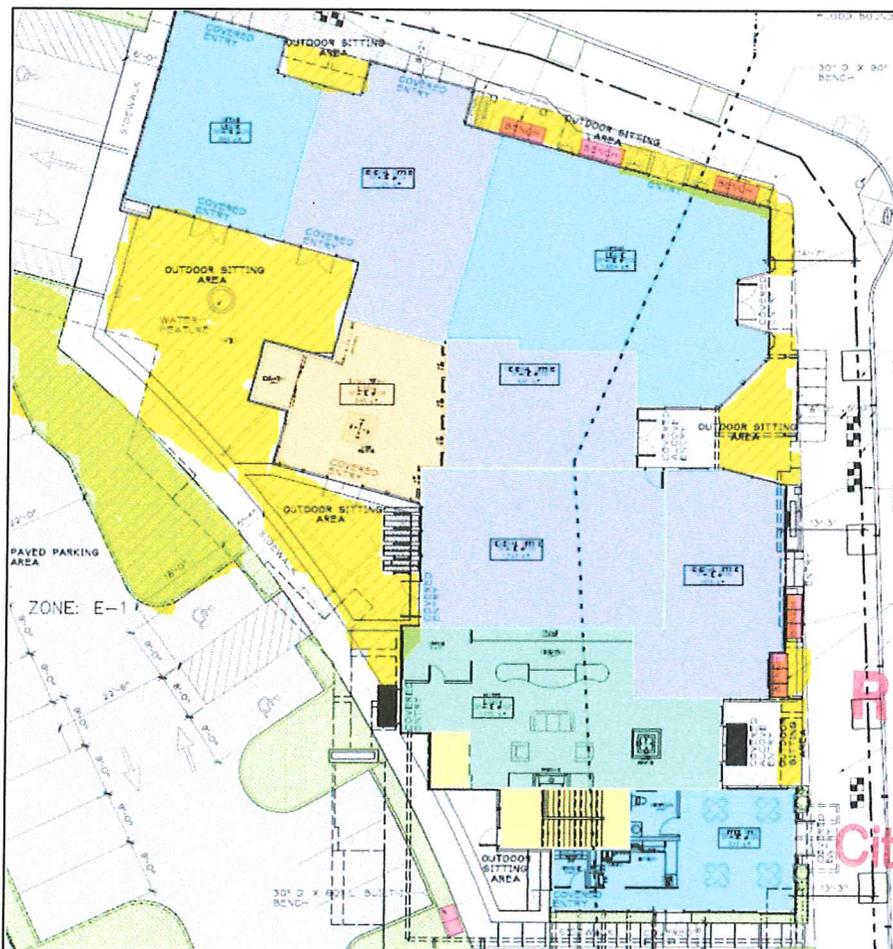
*The following graphic is the approved site plan for Plaza East, Plaza Central and Plaza West with the public plaza area, and lot dimensions highlighted. We believe this and the photographs of the approved plaza area demonstrate that if the minimal plaza area provided between the sidewalk and the structure is permissible along one of the primary downtown corridors, the*

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proposal for the development of 165 Water Street can be found to be in substantial with the same criteria as the Plaza development, the proposed plaza areas for 165 Water Street are compliant with the Ashland Municipal Code.



We find that the proposed structure, the plaza areas provided, the amenities provided will greatly enhance the Water and Van Ness street frontages and provide a substantial improvement to the neighborhood. The proposal will greatly enhance an underutilized, employment zoned property.



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### **18.4.3 Parking Access and Circulation:**

*The proposed development of the site requires 63 (62.75) automobile parking spaces if a substantial portion of the ground floor is utilized as retail commercial with the higher retail parking requirements over office space parking requirements. If the retail portions are utilized as office, 58 parking spaces would be necessary. As depicted on the site plans, there are 22 surface parking space, 33 parking spaces below grade for a total of 53 vehicle parking space on-site.*

*Additional parking is proposed utilizing the various Parking Management Strategies (AMC 18.4.3.060) provided within the land use ordinance to meet parking space standards.*

*One additional parking space is provided for within the public alley that cannot be connected through to Helman Street due to the topography. A head-in parking space is proposed with a stairway that provides pedestrian access to and through the development. In preliminary discussions with the City of Ashland Public Works Division, will be permitted with an encroachment permit approval.*

*The proposal requires 26 bicycle parking spaces. Commercial requires 16.5 bicycle parking spaces, residential requires 9.5 bicycle parking spaces. The bicycle parking is accommodated throughout the site.*

### **18.4.3.060 Parking Management Strategies**

*The proposed parking management strategies have been reviewed by the project Transportation Engineer, Kelly Sandow and it has been found that the proposed uses, the mixture of uses, how their demand off-sets each other and the location of the proposed structure all reduce parking demand. It can be found that the proposed parking management strategies are supported through the provided traffic data. The requested parking management credit is 17 percent or 9 vehicle parking spaces. With the variations in the type of mechanical parking systems, it is requested that the parking management strategy be allows as a range between 17 – 25 percent.*

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

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

*With the proposed street improvements, nine, on-street parking spaces will be created. The nine spaces are contiguous with the property frontage, comply with the separation from driveway and intersection standards and presently, development in the immediate vicinity is very low and on-street parking is not in demand along the frontages of the property at the same capacity as the on-street parking demands found on the properties to the south of Central Avenue.*

*On the attached pages (12 – 15) are a series of aerial photographs dating back to 1994 (year of photo on upper left corner of image). Though these photographs are only a snapshot in time, there is not one instance where a vehicle is parked on-street along either frontage of the subject property. It is evident in the photos that the on-street parking from the Central Ave. intersection to the south, the on-street parking is more heavily utilized but along the frontages of the subject site it is not utilized to the same degree at all.*

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**B. Alternative Vehicle Parking.** Alternative vehicle parking facilities may reduce the required off street parking spaces up to 25 percent, as follows.

1. Motorcycle or scooter parking. One off-street parking space credit for four motorcycle or scooter parking spaces.

*N/A*

2. Bicycle parking. One off-street parking space credit for five additional, non-required bicycle parking spaces.

*There are five additional covered bicycle parking spaces provided distributed throughout the site. The five additional spaces provide a credit for one vehicle parking space.*

**C. Mixed Uses.**

*Several users are proposed to occupy the structure. The uses of the site, retail / commercial and office space peak parking demands are off-set by the peak parking demand for the residential uses and a mixed-use credit of four parking spaces. Additionally, a parking space is provided for each hotel accommodation unit. According to the Institute of Traffic Engineers (ITE) Manual, hotels often have 60 percent occupancy and even when fully occupied, the associated parking is not fully occupied because visitors that come by air take a taxi or shuttle and stay in Ashland without their personal vehicle.*

*Additionally, the property and the neighborhood is very walkable, where most errands can be accomplished on foot and receives a WalkScore of 89 out of 100.*

<https://www.walkscore.com/score/165-water-st-ashland-or-97520>

*This reduces the dependence of automobiles both from the development but also to the site. The customers and clients of the commercial business that live and / or work in the area are able to walk or bike to the proposed development. The project proposal is seeking a mixed use and parking management strategy between 17 – 25 percent.*

**18.4.3.080 Vehicle Area Design**

**A. Parking Location**

*The proposed parking is located to the side and rear of the proposed building.*

**B. Parking Area Design.**

*The required parking area is proposed to be designed in accordance with the standards. The proposed parking spaces are 9 X 18 with up to 50 percent of the provided parking spaces as compact. The parking spaces have the required 22-foot back up, except the compact car parking spaces adjacent to the south side of the structure where a compact automobile turning radii is shown on the Architectural renderings. More than 50 percent of the proposed parking is provided underground.*

*One additional parking lot shade tree is proposed. The parking area has been designed to minimize the adverse environmental impacts. The parking lot is designed to capture and treat surface run-off through a landscape swale. A raised pedestrian walkway is proposed to provide access from the surface parking spaces to the building.*

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**Conclusion:**

The applicants have gone to great lengths to design the building and site in a manner that complies with the Basic, Detail, Large-Scale Building Design, and the Historic District Design Standards for the City of Ashland. The proposed building is an efficient use of the land, allows for intensification of uses across the spectrum of allowed uses in the Employment zone including office, retail, restaurant, hotel and residential uses. The proposal provides adequate transportation for pedestrian, bicycle and vehicular access to and through the site. The proposed plaza areas encourage outdoor engagement of both the pedestrian streetscape and for the tenants and guests of the property.

**Attachments:**

- 1) AERIAL PHOTOGRAPHS OF SITE
- 2) PHOTOGRAPHS OF STREET FRONTAGES
- 3) 175 LITHIA WAY PHOTOGRAPHS
- 4) ARCHITECTURAL SITE PLAN AND ELEVATIONS
- 5) PARKING ANALYSIS METHODOLOGY MEMO

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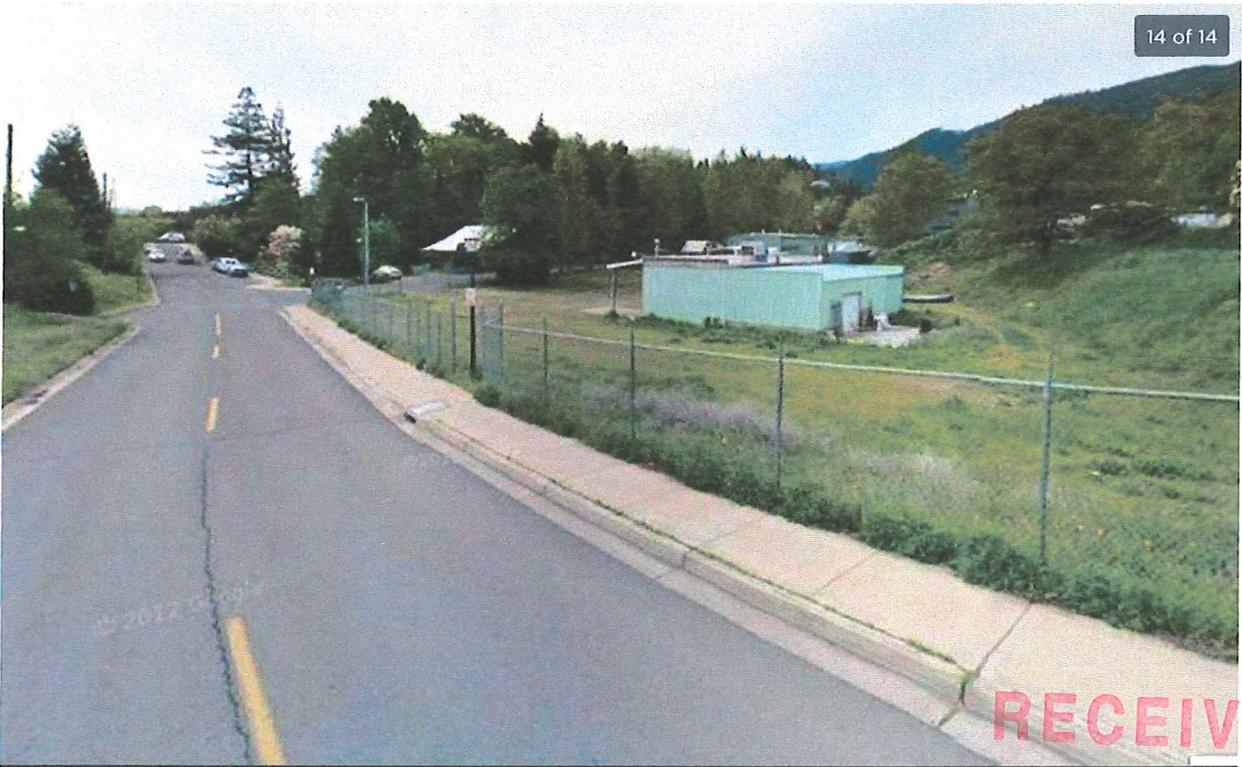
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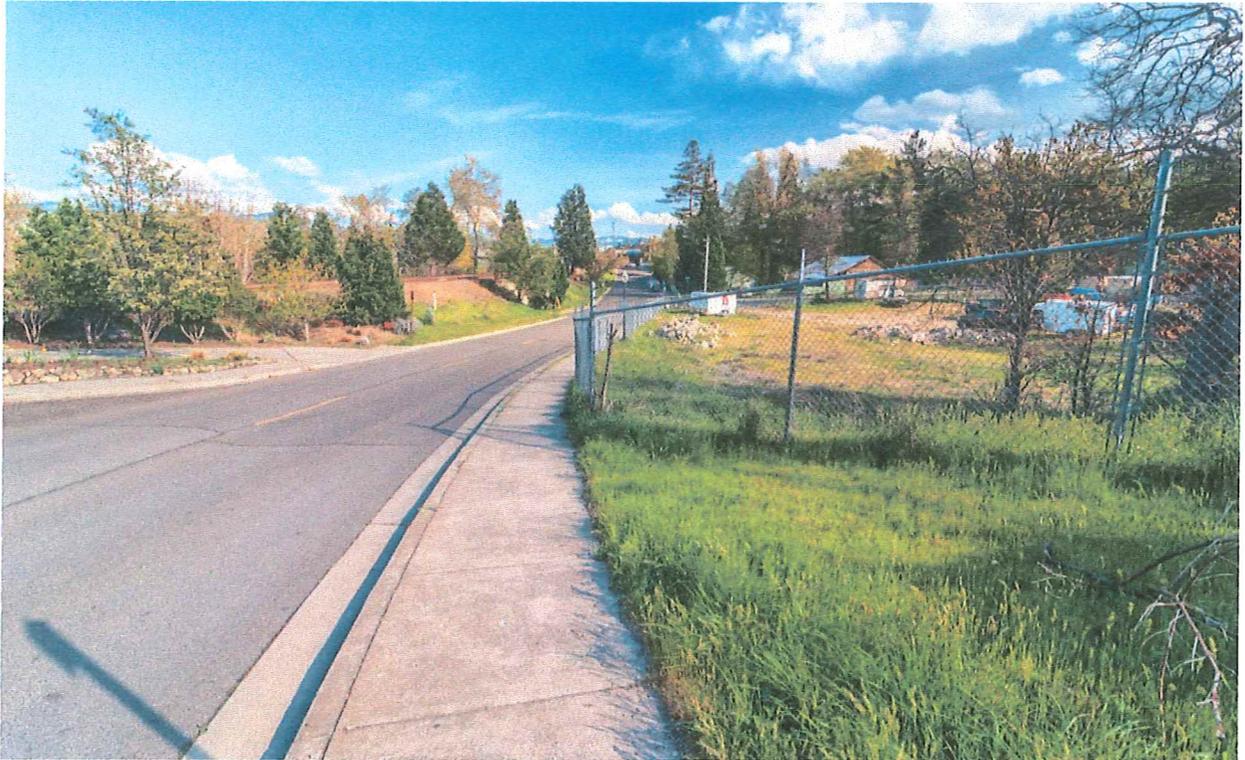


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Plaza West; First Place

175 Lithia Way



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Public plaza area at rear of city parking lot between parking lot for Plaza West, Central and East, public parking lot and Lithia Way



Public Plaza Area at rear of city parking lot between parking lot for Plaza West, Central and East, public parking lot and Lithia Way.

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**BUILDING AREAS:**

FIRST FLOOR:		
COMMERCIAL/RETAIL:	(73.92X)	6,853 S.F.
GENERAL OFFICE:		
SHORT TERM/LONG TERM RESIDENTIAL & COMMON AREAS ASSOCIATED WITH BOTH SHORT TERM & LONG TERM RESIDENTIAL:	(26.08X)	2,453 S.F.
		9,406 S.F.
SECOND FLOOR:		
(SHORT TERM RESIDENTIAL)		16,306 S.F.
THIRD FLOOR:		
(LONG TERM RESIDENTIAL)		17,129 S.F.
TOTAL AREA:		42,841 S.F.

**PUBLIC SPACE REQUIREMENT:**

TOTAL BUILDING AREA:	42,841 S.F.
PUBLIC AREA REQUIRED (10%):	4,284.1 X
TOTAL PUBLIC SPACE PROVIDED:	4,441 S.F.

(NOTE: EXCLUDES UNCONDITIONED BASEMENT PARKING)

**F.A.R. REQUIREMENTS:**

BUILDING AREA:	F.A.R.
42,841 S.F.	1.58X
	.50X MINIMUM, THEREFORE OK

(NOTE: EXCLUDES UNCONDITIONED BASEMENT PARKING)

**BUILDING SUMMARY:**

UNCONDITIONED BASEMENT PARKING:	9,576 S.F.
(NOTE: UNCONDITIONED BASEMENT PARKING IS NOT CALCULATED INTO 1ST, 2ND & 3RD FLOOR CONDITIONED FLOOR SQUARE FOOTAGE)	
FIRST FLOOR:	9,406 S.F.
SECOND FLOOR:	16,306 S.F.
THIRD FLOOR:	17,129 S.F.
TOTAL CONDITIONED FLOOR AREA:	42,841 S.F.

**BUILDING HEIGHT:**

(SEE EXTERIOR ELEVATIONS FOR LOCATIONS)

LOCATION H1:	22'-5" A.F.G.
LOCATION H2:	32'-8" A.F.G.
LOCATION H3:	40'-2" A.F.G.
LOCATION H4:	35'-2" A.F.G.
LOCATION H5:	37'-2" A.F.G.
LOCATION H6:	37'-2" A.F.G.
LOCATION H7:	34'-2" A.F.G.
LOCATION H8:	22'-5" A.F.G.

**LANDSCAPE REQUIREMENTS:**

SITE AREA:	30,863 S.F.
GRADE LEVEL PARKING AREA:	8,745 S.F.
TOTAL LANDSCAPE PROPOSED:	5,079 S.F.
LANDSCAPE NOT BLOCKED BY BUILDING CANTILEVERS OR OVERHANGS GREATER THAN 3' FOR 15X LANDSCAPE:	4,776 S.F. (16.42X)
ADDITIONAL LANDSCAPE:	+303 S.F.

**PERVIOUS/IMPERVIOUS SURFACES:**

SITE AREA:	30,863 S.F.
PERVIOUS AREA:	
TOTAL LANDSCAPE AREA:	5,079 S.F.
TOTAL PERVIOUS AREA:	5,079 S.F.
PERCENTAGE PERVIOUS AREA:	16.40X
IMPERVIOUS AREA:	
TOTAL IMPERVIOUS AREA:	25,884 S.F.
PERCENTAGE OF IMPERVIOUS AREA:	83.58X
BUILDING COVERAGE:	9,406 S.F.
CONCRETE AREA:	7,163 S.F.
ASPHALT PAVING AREA:	9,315 S.F.

**PARKING REQUIREMENTS:**

COMMERCIAL/RETAIL:	2,528/350	+722 SPACES
GENERAL OFFICE:	3,680/600	+736 SPACES
COFFEE:	1 PER 4 SEAT	+4 SPACES
SHORT TERM HOTEL:	26 UNITS/EA.	+26 SPACES
MANAGER:		+1 SPACES
CONDO/LONG TERM:		
1-BDRM +500 (2) @ 15/UNIT		+3 SPACES
2-BDRM (7) @ 175/UNIT		+12.25 SPACES
3-BDRM (1) @ 2/UNIT		+2 SPACES
TOTAL PARKING REQUIRED:		62.83 (63 SPACES)

(Minus credits below)

**SITE PARKING SPACES:**

ON SITE SURFACE:	+22 SPACES
BASEMENT PARKING:	+33 SPACES
BASEMENT MOTORCYCLE/SCOOTER PARKING:	+1 SPACES
ON STREET PARKING:	+9 SPACES
IMPROVED ALLEY PARKING:	+1 SPACES
TOTAL PROJECT PARKING PROVIDED:	+65 VEHICLE SPACES

**BICYCLE PARKING:**

COMMERCIAL/RETAIL:	
1 BIKE PARKING FOR EACH 5 VEHICLE SPACES @ 45.0	+9.1 BIKE SPACES
DWELLING UNITS:	
1 BDRM (2) UNITS @ 1 SPACE/UNIT	+2 BIKE SPACES
2 BDRM (7) UNITS @ 1.5 SPACE/UNIT	+10.5 BIKE SPACES
3 BDRM (1) UNITS @ 2 SPACE/UNIT	+2 BIKE SPACES
TOTAL BICYCLE PARKING REQUIRED:	+21.6 BIKE SPACES
TOTAL BICYCLE PARKING PROVIDED:	+31 BIKE SPACES

(1) ADDITIONAL OFF STREET CREDITS FOR (7) ADDITIONAL BIKE SPACES PROVIDED, ABOVE REQUIRED MINIMUM.

TOTAL PARKING REQUIRED:	+62 SPACES
TOTAL PARKING PROVIDED:	+64 SPACES

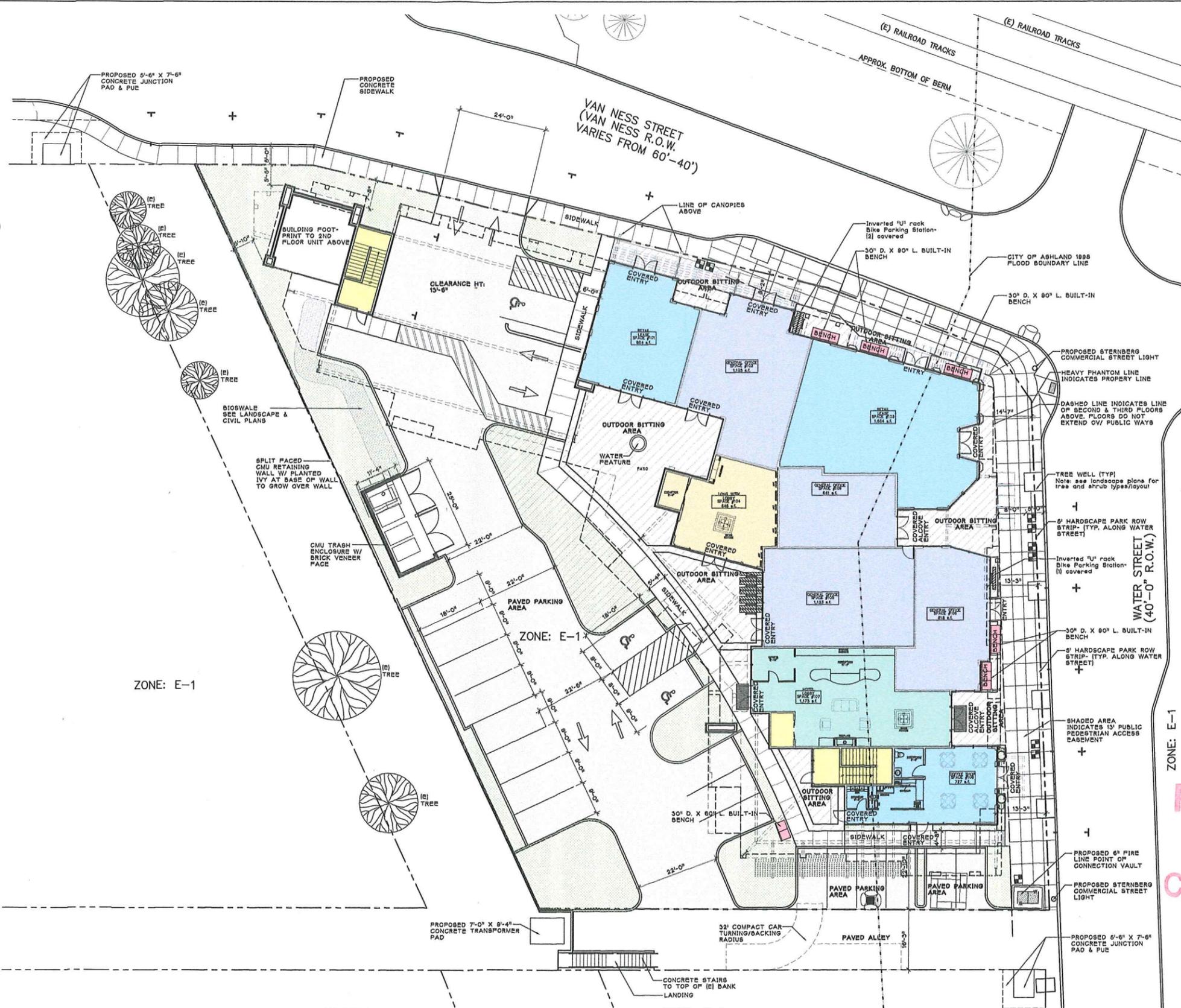
**PARKING CREDITS:**  
 ONE OFF STREET PARKING SPACE CREDIT FOR FOR ONE ON-STREET PARKING SPACE:  
 +9 OFF STREET CREDITS: +53 SPACES  
 +1 ALLEY CREDIT: +52 SPACES

**SHORT TERM & LONG TERM RESIDENTIAL UNITS:**

SHORT TERM RESIDENTIAL UNITS:	
STUDIO:	24 UNITS
1 BEDROOM:	3 UNITS
LONG TERM RESIDENTIAL UNITS:	
1 BEDROOM:	2 UNITS
2 BEDROOM:	7 UNITS
3 BEDROOM:	1 UNITS

**CONSTRUCTION TYPE:**

TYPE: V8  
 FULLY SPRINKLERED



**LEGEND:**

	LANDSCAPE AREA (PERVIOUS)		GENERAL OFFICE		LONG TERM RESIDENTIAL
	PUBLIC SPACE		COMMERCIAL/RETAIL		GROUND FLOOR COMMON AREAS
	CONCRETE SIDEWALKS		SHORT TERM RESIDENTIAL		A.C. PAVING (ALLEY TO BE PAVED NOT SHOWN HATCHED)

**OCUPANCY TYPES:**

BASEMENT:		
S-2 PARKING	9,576 S.F.	
FIRST FLOOR:		
M MERCANTILE	6,853 S.F.	
R-2 HOTEL LOBBY/COMMON AREA	2,453 S.F.	
SECOND FLOOR:		
R-2 RESIDENTIAL	16,306 S.F.	
THIRD FLOOR:		
R-2 RESIDENTIAL	17,129 S.F.	

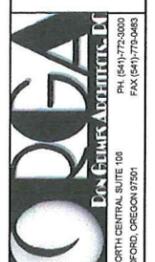
**REVISIONS**

NO.	DESCRIPTION	DATE	BY

**PROJECT NAME:** MAGNOLIA MIXED-USE DEVELOPMENT  
**ASHLAND, OREGON**

**FILE:** 1506p-A10 Site Plan  
**DATE:** 04-17-17  
**SCALE:** AS SHWN  
**DRAWN:** DLE  
**JOB #:**      **SHEET A1-P**  
**OF 7**

**1 COLORED SITE PLAN & PROJECT INFO.**  
 SCALE: 3/32" = 1'-0"



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