

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

**ASHLAND PLANNING COMMISSION
REGULAR MEETING
December 10, 2019
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. November 12, 2019 Regular Meeting
- V. **PUBLIC FORUM**
- VI. **TYPE II PUBLIC HEARINGS**

PLANNING ACTION: PA-T2-2019-00015
SUBJECT PROPERTY: 459 Russell Street
OWNER/APPLICANT: KDA Homes, LLC/Laz Ayala
DESCRIPTION: A request for Site Design Review approval to construct a 13,816 square foot, two-story mixed-use building on the property located at 459 Russell Street (Lot 2 of the Falcon Heights subdivision). The proposed building will include a 4,837 square feet of ground floor commercial space, and a total of 13 residential studio units (497 s.f.) on the ground and second floors. The application includes a Property Line Adjustment between Lots 1 and 2, and an Exception to the Site Development and Design Standards in order to utilize existing parking installed with the subdivision which does not comply with more recent parking lot treatment standards in AMC 18.4.3.080.B.5. [*The current application would supersede the previously approved PA-T2-2018-00001 which granted approval to consolidate Lots 1 and 2 of the subdivision to develop a single 22,469 square foot building. The current proposal also illustrates conceptual development of Lot 1 with floor plans, elevations and landscape details, but these are conceptual and not being reviewed or approved here.*] **COMPREHENSIVE PLAN DESIGNATION:** Employment; **ZONING:** E-1, Detail Site Review Overlay; **ASSESSOR'S MAP #:** 391E 09AA; **TAX LOT:** 2800 & 2801.
- VII. **DISCUSSION ITEMS**
 - A. Requirements for plaza space in the Downtown Detail Site Review (DSR) overlay and C-1-D zone
- VIII. **ADJOURNMENT**



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

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
REGULAR MEETING
MINUTES - *Draft*
November 12, 2019

I. CALL TO ORDER:

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

Commissioners Present:

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

Staff Present:

Bill Molnar, Director
Brandon Goldman, Senior Planner
Derek Severson, Senior Planner
Dana Smith, Executive Assistant

Absent Members:

Council Liaison:

Stefani Seffinger, absent

II. ANNOUNCEMENTS

Community Development Director Bill Molnar announced the Commission's annual report to the City Council was December 3, 2019 at 6:00 p.m.

III. AD-HOC COMMITTEE UPDATES

Commission Dawkins gave an update on the Revitalize Downtown Plan.

IV. CONSENT AGENDA

A. Approval of Minutes

1. October 8, 2019 Regular Meeting
2. October 22, 2019 Study Session

Commissioner Brown/Dawkins m/s to approve the minutes of October 8, 2019. Chair Pearce and Commissioner Harper abstained. **Voice Vote: all AYES. Motion passed.**

Commissioner Dawkins/Brown m/s to approve the minutes of October 22, 2019. Voice Vote: all AYES. Motion passed.

V. PUBLIC FORUM - None

VI. TYPE III PUBLIC HEARINGS

A. PLANNING ACTION: PA-T3-2019-00001

SUBJECT PROPERTY: 1511 Highway 99 North

OWNER: Linda Zare/Casita Developments, LLC & Kendrick Enterprise, LLC (agents)

APPLICANT: Rogue Planning & Development Services, LLC

DESCRIPTION: A request for Annexation of a 16.87-acre parcel and Zone Change from County RR-5 Rural Residential) to City R-2 (Low Density, Multi-Family Residential) for the properties located at 1511 Highway 99 North. The application also requests an Exception to Street Standards to deviate from city standard parkrow and sidewalk improvements to

respond to constraints of right-of-way width and existing encroachments. (*The application includes conceptual details for the future phased development of 196 apartments (1- and 2-Bedrooms, ranging from 480-701 square feet) in 14 two-story buildings. Outline Plan subdivision and Site Design Review approvals are not requested here, and would be applied for subsequent to annexation.*) **COMPREHENSIVE PLAN DESIGNATION: Multi-Family Residential; ZONING: Existing – County RR-5, Proposed – City R-2; ASSESSOR’S MAP: 38 1E 32; TAX LOT #'s: 1700 & 1702.**

Chair Pearce explained the hearing would be run as a Type III. The Exception to the Street Standards was a Type II. The Commission could propose to Council that the Street Standards were adequate and met the annexation standards.

Staff Report

Senior Planner Derek Severson provided a presentation (see attached):

- Descriptions of the Annexation and future development.
- Vicinity Map.
- Aerial Photos.
- Wetland Delineation Overview.
- Water Resources.
- Hillside Slopes & Severe Constraints.
- Photos of the site, northbound and southbound views.
- Annexation Criteria - AMC 18.5.5.050.
- Utilities.
- Electric Service Plan
- TIA Executive Summary
- Frontage Improvements North and South.
- RVTD bus stop locations.
- ODOT Issues and Recommendations.
- Grand Terrace Preliminary Development Plan.
- Conceptual Elevations.
- Pedestrian Circulation plan.
- Open Spaces.

For the electric service plan, the applicant agreed to extend the buffer area for the possible wetland. The TIA Executive Summary determined the application met mobility standards and would not increase queuing conditions. It recommended HWY 99 be re-stripped.

Staff supported the application and recommended adopting the P&E, Water Resources and Wildfire Lands Overlays and placing deed restrictions on the following:

- To develop at least 90% of the base density.
- The affordable housing portion.
- City water and electric, RVSS sewer and RVSS/ODOT storm drainage.
- Complete or provide adequate security regarding transportation and accommodating motor vehicles, bicycles, pedestrians and transit.

Questions of Staff

- Rogue Valley Sewer Services.

Upon annexation, the development would be under the City of Ashland’s jurisdiction with an inter-governmental agreement. The Commission could recommend a Condition.

- Pedestrian Crossing Concerns.

City staff would work with ODOT regarding crossing issues as part of the development application when the site plan came forward. The Commission could add a Condition at this time instead of waiting for the development application.

- Bus stop location.

The bus stop would be a flag stop and not marked in any way.

- The ditch would remain with the sidewalk by the road. There would be some topographical modifications.

- The easement by As-U-Stor-It and the Animal Medical Hospital.

The easement was 30-feet wide. Staff had not seen the easement document and did not know the conditions other than mutual access. Commission comment suggested the city attorney reviewed the easement. Commission concerns were functionality, width, bicycle and pedestrian circulation, and whether the present easement owners agreed with the proposal.

- The Commission did not think the Traffic Impact Analysis (TIA) addressed traffic impacts properly.
- Lighting.

The applicants would have pedestrian street lights spaced every 250-feet.

- Transportation Commission review.

The Transportation Commission reviewed the preliminary proposal and wanted to review it again but would not meet until December 19, 2019.

- Buildable Lands Inventory (BLI) calculation.

The current BLI adopted in 2011 indicated there was less than a 5-year supply of buildable land.

- Relocating the driveway if the proposed driveways could not be used would not stop the project. The applicants would obtain a different easement.

One Commission comment thought the 90% deed restriction on density should apply to any phase.

- Did the application meet the criteria for safe and accessible pedestrian facilities?

Staff thought it could be achieved with the Public Works Department, the applicant, and ODOT at the development level.

Commission concerns:

- The easement was not in the record and there was not a full description of the westerly driveway.
- The Notice indicated annexing two parcels. There were no applications from ODOT or Corp to annex their properties.

Staff explained ODOT was agreeable to the annexation of their full right-of-way. Corp had not been contacted, was private property and not contiguous.

- The applicant's base density calculations and potential inaccuracies in the TIA due to the calculations.

Applicant's Presentation

Robert Kendrick/Casita Developments/Ashland/Read from a document he submitted into the record (see attached). **Amy Gunter/Rogue Valley Planning and Development Services/Medford, OR/**Provided a presentation (see attached) that included:

- Aerial view of the subject property.
- Zoning and Comprehensive Plan.
- Conceptual Development Plan.

- Additional Housing is Needed.

Base density calculations were based on AMC 18.5.8.050.F and 18.5.8.050G.1.d.

- Conceptual elevations.
- Public Infrastructure.
 - There was enough pressure in the water main for the site. City staff would work with consultants to design a water main that could be extended as other properties annexed into the city.
 - The proposal would connect to the City's existing stormwater system.
 - RVSS will work with the property owner to address stormwater. There was adequate capacity for water, storm water and an Intergovernmental Agreement for storm drainage.
 - The grade of the driveway was not ADA accessible. The goal was having an ADA accessible route.
 - The driveway within the easement area would be widened.
 - The applicant was waiting to hear from DSL regarding the wetland. They had included a 50-foot-buffer for the wetland.
 - The proposal would add traffic calming measures that presently did not exist.
 - ODOT recommended the easterly access have limited ingress/egress.
 - The property owner was working with ODOT on attaining the remaining right-of-way once there were improvements to the frontage.
 - Street lights would be continued to the east side of Anderson Auto Body.
 - Anderson Auto Body owned the area up to the curb line. Street lighting would be modified to the public area.
- Public Infrastructure Transportation.
- Sidewalk, Park Row, Bike Lane Improvements.
- Railroad Trestle.
 - The applicants had discussed having a separate bike lane and sidewalk or a 12-foot wide multi-use path for bicycle and pedestrian traffic under the trestle.
- Rogue Valley Transit District (see attached letter submitted at the meeting).
- Billings Siphon.

The applicants understanding was if the City annexed the ODOT right-of-way it would include the road under the railroad trestle. Chair Pearce wanted the city attorney's input.

Questions of the Applicant

- Lowering the 45-mph speed limit.

ODOT was not concerned with lowering the speed limit once the road was in the City's jurisdiction.

- The location of the Billings Syphon.

The location was south of Anderson Auto Body based on information from 1958 and the 1930s. The applicant would need approval from the Talent Irrigation District and the Bureau of Reclamation to build.

- Moving pedestrians safely across the highway.

Currently, there was not a resolution. Items discussed were crossing at the intersection or installing rapid flashing beacons.

- Did the TIA include an analysis of how many people were expected to drive, bus or bicycle to the proposed site?

Kelly Sandow of Sandow Engineering explained they did not go to that level of detail at this time. They assumed the maximum density of 251 people driving cars to achieve a worst case scenario.

Ms. Gunter added the property showed as developed to multi-family standards in the recent Transportation System Plan update.

Public Testimony

Scott Knox/Ashland/Owned the Animal Medical Hospital and the As-U-Stor-It properties. He read from a letter submitted into the record (see attached). There were serious transportation issues that needed to be fixed. No one had discussed the easement with him. He urged the Commission to postpone or deny the application until the transportation issues were resolved.

LeAnn Ahlbrecht/Ashland/Owned the Animal Medical Hospital and worked there since 1992. Her concern was traffic. There were many accidents involving the blind corner. She shared her experience and two others who had car accidents in front of Butler Ford. She thought people would try and make left turns out of the easterly access. Currently, there were issues trying to make a left turn out of the Animal Medical Hospital. Bicycling out of the area was just as precarious.

Rebuttal by Applicant

Ms. Sandow addressed people taking left turns out of the easterly access. ODOT required a concrete median on the road that would prevent left turns at that location.

Ms. Gunter explained the driveway in the easement was a non-restricted ingress-egress easement 30-feet wide. The proposal would rebuild it with sidewalks and fire apparatus access. It would not exceed maximum grades of 20% for driveways. It would not be ADA accessible. The sidewalk on the southern most portion of the property would be ADA accessible.

Mr. Severson addressed the speed limit reduction. If the City annexed the right-of-way, it would remain an ODOT facility unless there was a jurisdictional exchange in conjunction with the annexation.

Mr. Severson went on to explain Notices went out to the property owners of record. The file indicated two Notices were sent to Knox Storage LLC and Knox Veterinary Properties LLC to Sutton Place on September 27, 2019. Mr. Knox clarified they had moved and the Notices were never forwarded. Mr. Severson thought it was possible the Jackson County address of record may not have updated the system at the time of the Notice.

Deliberations & Decision

Commissioner Harper/Thompson m/s to continue the meeting to January 14, 2020 to address the contiguity of the city limits, the traffic issues that were raised including the easement access. It would include a review by the Transportation Commission at their meeting in December.

DISCUSSION: Commissioner Thompson noted RVTD was interested in discussing a bus stop but it was not firm. She wanted a clear statement on what the street lighting would look like at the westerly entrance. Commissioner Brown had concerns with the calculations used for minimum density. Commissioner Harper wanted the city attorney to look at the easement and unrestricted number of units and how the transportation plan would work. Commissioner Norton read two sentences in the packet that made him question whether the project would work. He would refer to them again when the applicants brought back additional information. Commissioner Mindlin wanted the applicants to demonstrate how pedestrians would get off the bus and home safely. Commissioner Dawkins agreed. Commissioner Brown agreed there were safety issues but could see resolutions. The annexation could happen with enough caveats that would resolve those issues. Chair Pearce agreed. He addressed contiguity. He wanted the city attorney to determine if ODOT included enough land that hit the existing city limits during the annexation if it would create contiguity. Would it require an additional notice for a Type III approval? The proposal needed to show how it would provide safe bicycle and

pedestrian facilities along with adequate transit facilities. **Voice Vote on amended motion: ALL AYES. Motion passed.**

VII. LEGISLATIVE AMENDMENT

A. PLANNING ACTION: PA-L-2019-00006

APPLICANT: City of Ashland

DESCRIPTION: A request for Planning Commission Review and Recommendation relating to a proposed resolution adopting an amendment to the Ashland Comprehensive Plan updating the Buildable Land Inventory as a technical supporting document of the urbanization element.

Senior Planner Brandon Goldman provided a presentation (see attached):

- 2019 Buildable Lands Inventory.
- Ashland's Land Inventory.
- Building Permits 2011-2018.
- Buildable Lands Inventory Map 2019.
- Partially Vacant and Vacant Lands.
- 380 Clay Street/Villard Street.
- Summary Data Tables – Net/Gross Acreage.
- Dwelling Unit Capacity by Comprehensive Plan Designation (number of potential units).
- Buildable acres of land in the UGB and developable across all zone within the City.
- Unit Capacity.
- Population Projections.
- Person Per Household.
- Average Single Family Home Size 2001-2019.
- Unit Potential and People per Household.
- Next Steps – City Council 12/3/2019, Housing Needs Analysis (2020).

Commissioner Dawkins/Thompson m/s to extend the meeting. Voice Vote: ALL AYES. Motion passed.

The resolution in the packet would adopt the document as a technical supporting document to the Comprehensive Plan. The Planning Commission and Housing and Human Services Commission (HHSC) would provide a recommendation to the City Council to adopt the Buildable Lands Inventory through a resolution. The HHSC voted to make a recommendation to the City Council at their meeting, October 24, 2019.

Commissioner Thompson/Dawkins m/s approval of Resolution 2019-34 with the addition of the word 'Boundary,' to 'Urban Growth' in Recitals A before the semi-colon. Voice Vote: ALL AYES. Motion passed.

VIII. ADJOURNMENT

Meeting adjourned at 9:35 p.m.

*Submitted by,
Dana Smith, Executive Assistant*

1511 Highway 99N
"Grand Terrace" Annexation

CITY OF ASHLAND

Planning Commission
Public Hearing
November 12, 2019




1511 Highway 99N
"Grand Terrace" Annexation

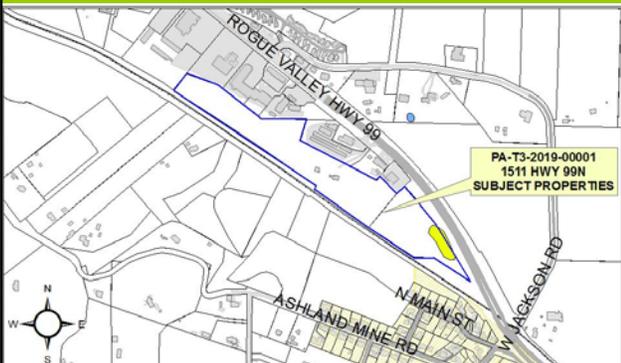
CITY OF ASHLAND

A request for **Annexation** of a 16.87-acre parcel, and **Zone Change** from County RR-5 (Rural Residential) to City R-2 (Low Density, Multi-Family Residential) for the properties located at 1511 Highway 99 North. The application also requests an **Exception to Street Standards** to allow flexibility relative to city standard parkrow and sidewalk improvements to respond to right-of-way constraints including width, grade and existing encroachments.

The application includes **conceptual** details for the future phased development of 196 apartments (One- and Two-Bedrooms, ranging from 480-701 square feet) in 14 two-story buildings. **Outline Plan subdivision and Site Design Review approvals are not requested here, and would be applied for subsequent to Annexation.**

1511 Highway 99N
"Grand Terrace" Annexation Vicinity Map

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1511 Highway 99N
Aerial Photo (2018)

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1511 Highway 99N
"Grand Terrace" Annexation

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1511 Highway 99N
Looking NB to interchange commercial

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1511 Highway 99N
Where the sidewalk ends... (looking NB)

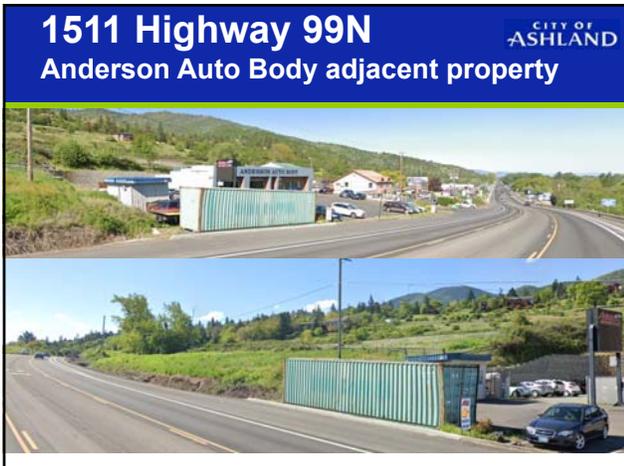
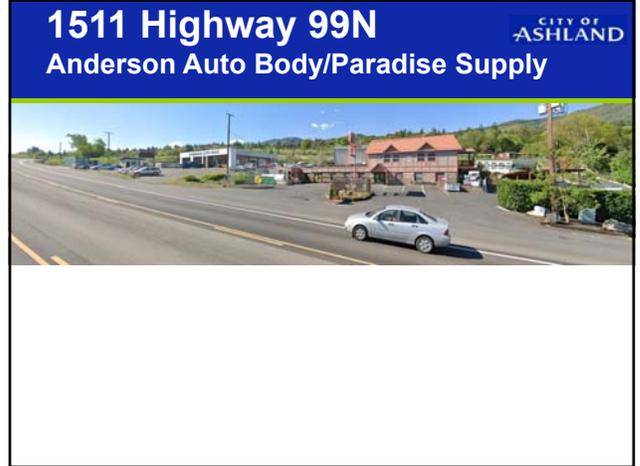
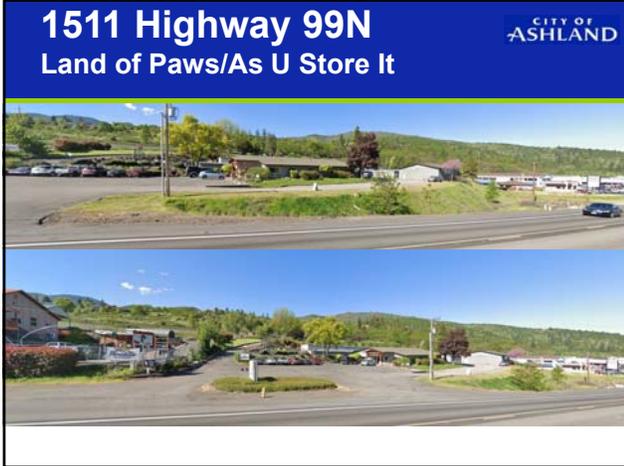
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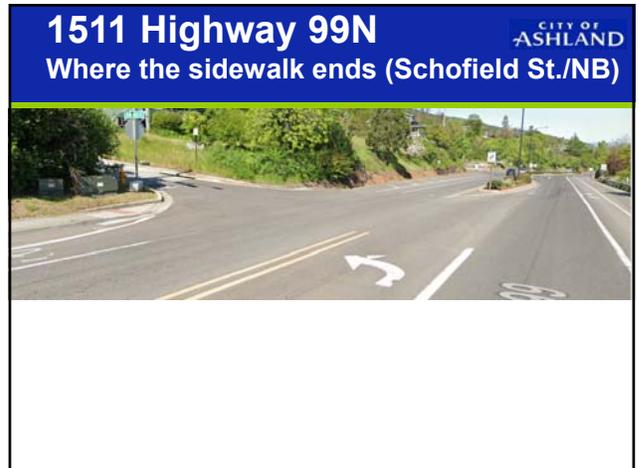


1511 Highway 99N
Where the sidewalks ends (north of site)

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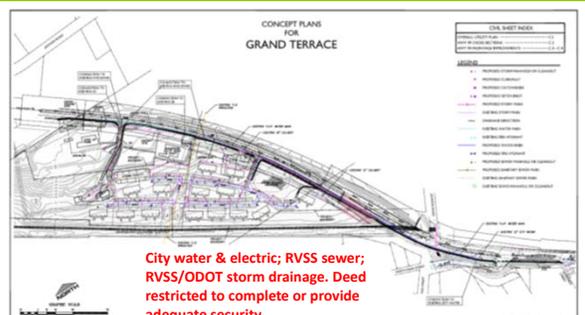
1511 Highway 99N Annexation Criteria (AMC 18.5.050)

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- ❑ That the subject property be located within the City's Urban Growth Boundary. **[Yes.]**
- ❑ That the proposed zoning for the annexed area be in conformance with the Comprehensive Plan Map designation and that the project, if proposed concurrently, is an allowed use. **[Yes.]**
- ❑ That the land is currently contiguous to the present city limits. **[With concurrent annexation of adjacent ODOT & CORP rights-of-way.]**
- ❑ That, for residential annexation, a plan shall be provided demonstrating that the development of the property will occur at a minimum of 90 percent of the base density of the property – less any reductions for natural features, topography, access limitations, or similar physical constraints – and that the owner sign and record an agreement ensuring that future development will occur in accord with this minimum density. **[To be deed restricted to develop to at least 90 percent of base density.]**
- ❑ That the proposal meet the affordability requirements set forth in AMC 18.5.8.050.G. **[To be deed restricted for affordability.]**
- ❑ That one or more of the standards in AMC 18.5.8.050.H, which includes demonstration that there is less than a five-year supply of vacant and re-developable land in the proposed land use classification within the current city limits. **[Supply: 3.5-4.8 years]**
- ❑ That adequate city facilities for water, sewer, electricity, and urban storm drainage can and will be provided. **[City water & electric; RVSS sewer; RVSS/ODOT storm drainage. Deed restricted to complete or provide adequate security.]**
- ❑ That adequate transportation can and will be provided including facilities necessary to accommodate motor vehicles, bicycles, pedestrians and transit. **[Deed restricted to complete or provide adequate security.]**

1511 Highway 99N "Grand Terrace" Utilities (C.1)

CITY OF ASHLAND



City water & electric; RVSS sewer; RVSS/ODOT storm drainage. Deed restricted to complete or provide adequate security.

EXHIBIT C.1

1511 Highway 99N "Grand Terrace" Electric Service Plan

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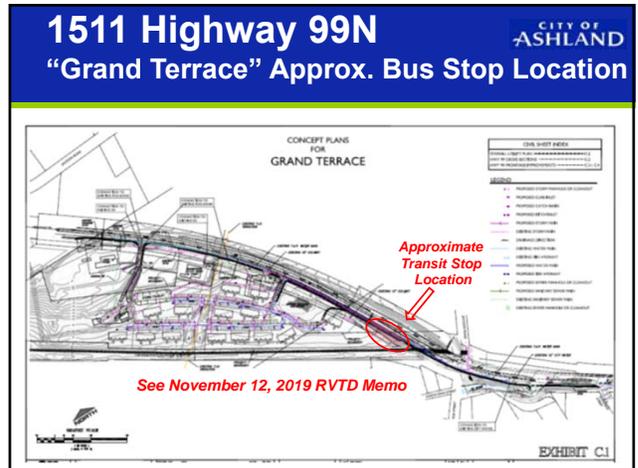
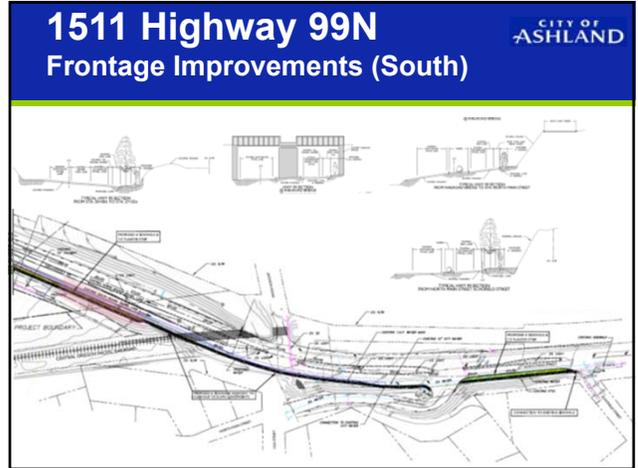
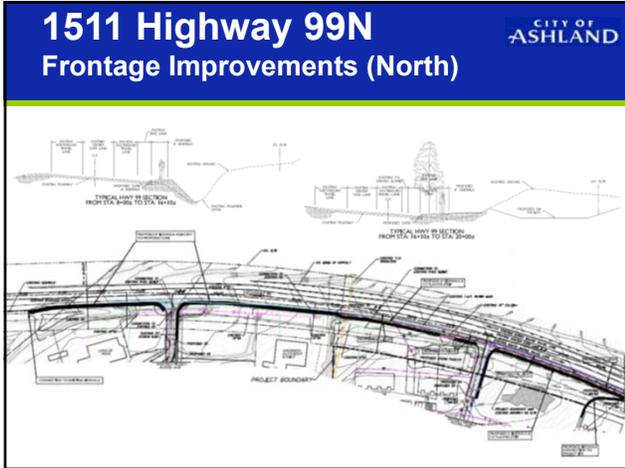


1511 Highway 99N TIA Executive Summary

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Kelly Sandow PE, of Sandow Engineering, LLC has evaluated the impacts of the proposal, and her transportation impact analysis (TIA) is provided with the application. Key findings of the TIA include:

- The TIA shows all studied intersections (Hwy 99N at South Valley View, Highway 99N at Jackson Road, North Main Street at Jackson Road, North Main Street at Maple Street, and Hwy 99N at the project access points) will meet the mobility standards through the Year 2034 with the addition of the traffic associated with anticipated development of the subject property.
- The addition of development traffic will not substantially increase queuing conditions over the background conditions.
- All site driveways are projected to operate safely and efficiently.
- The TIA recommends that Highway 99N be restriped to include a left-turn lane for vehicles entering the site.
- The TIA concludes that the Transportation Planning Rule (TPR) has been demonstrated to be met.



1511 Highway 99N
ODOT Issues Raised

CITY OF ASHLAND

- Storm drainage will need to be addressed for detention and treatment.
- ODOT permits are required for approach, access reservation indenture and miscellaneous utilities.
- ODOT suggests considering an enhanced crossing south of the trestle to a curb-protected, 12-foot multi-use path to accommodate bikes and pedestrians to the drive and into the development.
- ODOT asks to be involved in on-going transit discussions.
- Noting sight distances, ODOT recommends easterly driveway be limited to right-in/right-out and left-in movements only (*i.e. no left turns out of the easterly driveway/driveway nearest the trestle*). ODOT recommends existing vegetation be trimmed to improved sight distances at this easterly driveway.
- ODOT noted that existing queuing issues at OR99N & Valley View and N. Main & Maple intersections were in excess of TIA observations.

1511 Highway 99N
ODOT

CITY OF ASHLAND

- 1) Is ODOT agreeable to inclusion of the right-of-way of Hwy 99N to the centerline in the annexation? Our Public Works department has indicated they cannot install public utilities on private property or outside the city limits so the right-of-way would need to be brought into the city limits to enable the utility extensions.
ODOT recommends including the entire roadway in the annexation should utility service need to be extended. We have had management challenges associated with split jurisdiction roadway stretches including utility coordination, lack of clarity regarding urban/rural standards, etc.
- 2) Does ODOT believe there needs to be anything done to address the discrepancy with regard to queuing lengths between the TIA findings and ODOT observations?
Yes, ODOT views the TIA as incomplete until the queuing length discrepancy is addressed.
- 3) The current proposal has a curbside sidewalk and bikelane with a striped buffer along Hwy 99N from North Main north to beyond the railroad bridge, rather than the wide multi-use path recommended by ODOT. A multi-use path would be an exception to city street standards, and the applicant hasn't requested the exception or proposed the multi-use path. Is city approval of the curbside sidewalk and bikelane proposed going to create an issue with ODOT?
This will require further discussion.

1511 Highway 99N
ODOT

CITY OF ASHLAND

- 4) What is the potential for reducing the speeds on Hwy 99N with the anticipated increase in pedestrian traffic? I think some commissioners are likely to feel that a curbside sidewalk adjacent to a 45mph travel lane (i.e. without a planted parkway or other buffer) is questionable.
This will require further discussion.
- 5) What does the change in driveway locations from their prior reservation means in terms of the likelihood of their permit for the new location being approved by ODOT?
As long as applicant agrees to eliminate left-out movements, we do not anticipate any issues with the new access being approved.

There was a typo in the original e-mail, and the ODOT recommendation should be to allow left-in rather than left-out movements (i.e. and restrict left-out movements on the easterly drive).

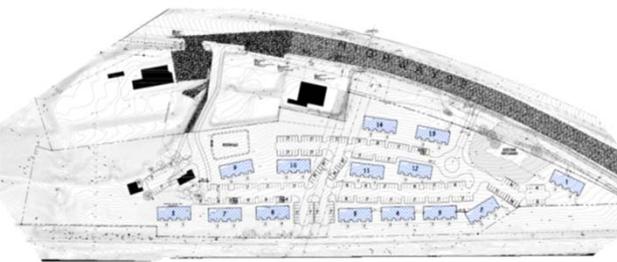
1511 Highway 99N

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The diagram shows a plan view of Highway 99N with various lanes, sidewalks, and bikelanes. A red arrow points to a location on the eastern side of the road, with a text box stating "No Left-Turn Out* of Easterly Drive". The diagram also shows "PROJECT BOUNDARY" and "W" and "E" markers.

1511 Highway 99N "Grand Terrace" Prelim. Development Plan

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This plan and the associated details are conceptual. If Annexation is approved, Outline Plan subdivision and Site Design Review approvals would be requested subsequent to Annexation

1511 Highway 99N "Grand Terrace" Conceptual Elevations

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View	Notes
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1511 Highway 99N "Grand Terrace" Pedestrian Circulation

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1511 Highway 99N "Grand Terrace" Open Spaces

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1511 Highway 99N Staff Recommendations	
<p>Staff are generally supportive of the request, and believe that the phased approach separating the annexation and development applications are appropriate. We have included a number of recommended conditions with deed restrictions to ensure minimum density, affordability, installation of utilities and completion of frontage improvements will be addressed with Annexation.</p> <p>Should Commissioners agree and believe that with the recommended conditions there is adequate information in the recommendations to satisfy the approval criteria, staff recommends that the Planning Commission forward a favorable recommendation to Council.</p>	

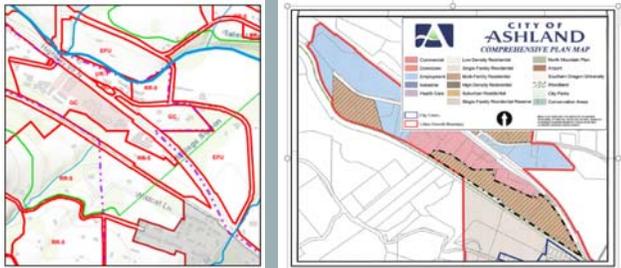
1511 Highway 99N “Grand Terrace” Annexation	
Planning Commission Public Hearing November 12, 2019	
	

GRAND TERRACE

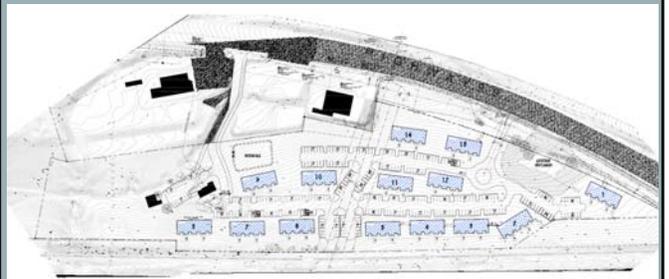
ANNEXATION AND SITE DESIGN REVIEW
FOR THE PROPERTY AT 1511 HWY. 99 N



ZONING AND COMPREHENSIVE PLAN



CONCEPTUAL DEVELOPMENT PLAN



ADDITIONAL HOUSING IS NEEDED



ROGUE VALLEY TRANSIT DISTRICT

- According to RVT, the north side of the Railroad trestle appears to be the most logical location of the potential bus stop for south bound riders.
- There are merging safety concerns and portions of the steep hill that may require removal, but, with a merging lane, a bus stop is possible and RTVD is willing to facilitate bus service to the property.

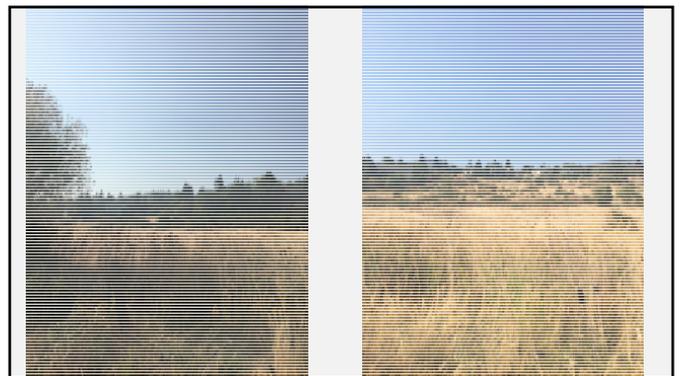
BILLINGS SIPHON

High Pressure Irrigation Siphon Line

- Talent Irrigation District and Bureau of Reclamation, stated it is acceptable to develop crossing agreements and perform construction within the Billings Siphon 100-foot wide easement when in accordance with the Reclamation Guidance for Crossings.
- Each utility that crosses the easement requires a separate crossing agreement and an SR-299 (Application for Transportation and Utility Systems and Facilities on Federal Lands) is required.
- Some modifications to the infrastructure has been suggested and the project team has another meeting with the reps from TID and BoR next week.

CRITERIA FOR ANNEXATION

- That the subject property be located within the City's Urban Growth Boundary;
- That the proposed zoning for the annexed area be in conformance with the Comprehensive Plan Map designation and that the project, if proposed concurrently, is an allowed use;
- That the land is currently contiguous to the present city limits;
- That adequate city facilities for water, sewer, electricity, and urban storm drainage can and will be provided;
- That adequate transportation can and will be provided including facilities necessary to accommodate motor vehicles, bicycles, pedestrians and transit;
- That, for residential annexation, a plan shall be provided demonstrating that the development of the property will occur at a minimum of 90 percent of the base density of the property – less any reductions for natural features, topography, access limitations, or similar physical constraints – and that the owner sign and record an agreement ensuring that future development will occur in accord with this minimum density;
- That the proposal meet the affordability requirements set forth in AMC 18.5.8.050.G;
- That one or more of the standards in AMC 18.5.8.050.H, which includes demonstration that there is less than a five-year supply of vacant and re-developable land in the proposed land use classification within the current city limits.





Good Evening Commissioners
November 11, 2019

Robert Kendrick 153 Will Dodge, Casita Developments LLC partner, and Kendrick Enterprise LLC developer.

There are people in our town tonight in fear of rising rents and having to relocate because they can't afford to live in Ashland anymore.

Starting six years ago our goal was to provide housing to these community members that are rent burdened because of escalating rents.

Now we are proposing 196 rental units that are all workforce affordable, that include Thirty 30 units which will be dedicated as affordable housing units and rent at \$554 per month. Our development offsite work consists of 3100 lineal feet of sidewalk, curb and parkway with landscaping beginning south of the animal clinic and terminating onto Schofield St which will connect the development to the city. The highway will come under the authority of the city after annexation and we would like to see the reduced speed limit sign moved north of our development. With that and our offsite improvements the traffic will calm considerably.

As far as I can determine there is no place in the city that can provide this type of development at these rental levels.

The Buildable Lands Inventory includes 312 units of R-2 to R-3 land in the city and 180 units of R-2 in the UGB, which is our land. The R-3 & R-2 land in the city would likely be developed to for sale units due to the high cost of land. The Ashland Triangle is intended to encourage hundreds of housing units but the development methodology of the Triangle is based on mixed use, and residential high density overlays with tax and building incentives. This development type will require a predominant amount of platform buildings which increase the cost 20-30%. The cost of land will likely experience a speculative increase too, and with the higher construction cost added those developments will not generate any workforce housing. To recover the investment a developer would have to look at higher rents or higher sales cost.

Our present workforce members and those rent burdened can't afford this. We have to protect these community assets who are the people who hold the history and knowledge of our town, those who provide services, teach your children, work in your offices, and stores, schools, and, the retired on fixed income.

Many live doubled up with others, some of these units are in reconstructed garages, and substandard dwellings. Many are scared of rent increases that will force them to leave town. If your supportive of retaining our community assets, then you will support this project. There are very little resources of development land that can accommodate this type of project.

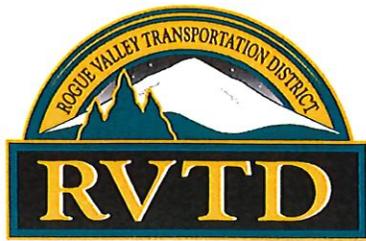
Supporting the project is to support the workforce, the rent burdened and our town members. I encourage a unanimous vote for annexation that will be sent to the city council with your recommendation.

Also, if you have any remarkable ideas or questions I hope you bring them up before the meeting is closed and allow us the opportunity to comment on the ideas, and or questions. I will now defer the remainder of our time to my process representative Amy Gunter. And Kelly Sandow our traffic engineer for your questions.

Thank you
Robert Kendrick

City of Ashland Planning Exhibit

Exhibit # P-002
PA # PA-T3-2019-00001
Date 11/12/19
Staff RJK



Rogue Valley Transportation District

From the Desk of Paige West, Senior Planner

3200 Crater Lake Avenue • Medford, Oregon 97504-9075

Phone (541) 608-2429 • Fax (541) 773-2877

Visit our website at: www.rvtd.org

Date: 11/12/2019
To: City of Ashland
CC: Jennifer Boardman
From: Paige West
RE: Grand Terrace

The proposed Grand Terrace development provides a unique opportunity to accommodate a bus stop with the steep hill heading south on Hwy 99. However, RVTD believes it can site a bus stop just to the north of the railroad trestle adjacent to the southbound lane if the following accommodations can be met.

There are safety considerations for how the bus will accelerate in the travel lane itself. In our internal staff report we found we can reach 20 mph in the travel lane once we reach the trestle. To site a stop at this location we believe a bus merge lane adjacent to the travel lane will be necessary for approximately 60 feet but perhaps longer to gain enough speed to safely enter the travel lane at 25 or 30 mph prior to the trestle. There are portions of the steep hill that may require removal, but, with a merging lane, a bus stop is possible and RVTD is willing to facilitate bus service to the property. RVTD would prefer to further examine this location with assistance from City and ODOT engineers to see if this is can be accommodated. The bus stop itself would be approximately 150-200 feet north of the trestle. RVTD also requests that in addition to the planned sidewalk a concrete pad for a shelter of 10 feet wide by 8 feet deep is provided.

Additional considerations are the provision of a pedestrian ramp nearby but connected to the sidewalk leading to the bus stop to meet ADA compliance and a staircase to or nearby the bus stop for ambulatory passengers to reach the transit stop.

Thank you,

Paige West
RVTD Strategic Programs and Planning Manager

City of Ashland Planning Exhibit

Exhibit # P-001
PA # PA-T3-2019-00001
Date 11/12/19
Staff JW



November 12, 2019

To: Ashland Planning Commission

Fr: Scott Knox

I own property located at 1525 Hwy 99 and 1515 Hwy 99, adjacent to the subject property. While I generally support increased density in the City of Ashland, I have some concerns about the proposal in this particular location.

NOTICE:

First, I am concerned I did not receive notice of this hearing, and only learned of it over the weekend. As a result I have not had an opportunity to fully analyze these materials.

INADEQUATE TRANSPORTATION:

Second, there are inadequate transportation facilities which can and will be provided to the site. In particular:

AMC 18.5.8.050(E) requires that adequate transportation can and will be provided to and through the subject property.

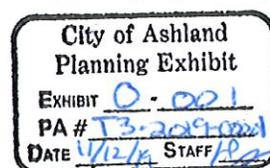
Similarly, AMC 18.5.2.050 Site Design and Use Standards, provides that the proposal shows there is adequate capacity of city facilities for paved access to and throughout the property and adequate transportation can and will be provided to the subject property.

In reviewing the subject application, it appears there are only two proposed accesses to the site, one of which is along an easement through private property. Due to last minute discovery of this hearing, I was unable to review the easement to determine whether it would allow access to a 196-unit apartment complex, but I have concerns that the easement does not legally allow such a broad expansion of its use.

Second, the physical easement access is steep and consists of only approximately 10-feet of paved travel lane width. In the event of snow and inclement weather, it is unlikely vehicles could traverse that steep access creating safety issues, and potential traffic issues that would affect my business, should vehicles be forced to park in my private parking lot. This also create a safety hazard in the event of wildfires or other emergencies in which a large number of vehicles would attempt to use this access.

EXCEPTIONS:

Additionally, it appears that the applicant seeks a number of exceptions to the site development and design standards in order to develop this property with 196 units. To approve such exceptions, the applicant must show that it will not substantially negatively impact adjacent properties (AMC



18.5.2.050E). In this case, such significant densification of the adjacent property is likely to have significant negative impacts to neighboring property in that: a) the traffic study shows a significant increase in traffic along an already busy road; b) there is a legitimate question as to traffic queuing as a result of this development. Although the TIA does not indicate significant increases in queuing, ODOT's report seems to question this finding. On page 10 of the staff report, it notes that "ODOT noted existing queuing issues at OR99 & Valley View and Main & Maple intersections which were in excess of the TIA's observations"; c) one of only two major accesses to the site would take access along an easement on private property, for which such easement was not designed; and d) the slopes in this area are steep making it likely that in inclement weather vehicles would have trouble accessing the subject property via the easement thereby causing further impact to my property.

I urge you to this postpone consideration, or deny, this application until the applicant can show that these transportation issues can be resolved, that the easement will be legally and physically sufficient to support such a high density development, and that the project will not negatively impact neighboring properties.

Sincerely,

Scott Knox



CITY OF ASHLAND
Buildable Lands Inventory
 Planning Commission
 11/12/2019

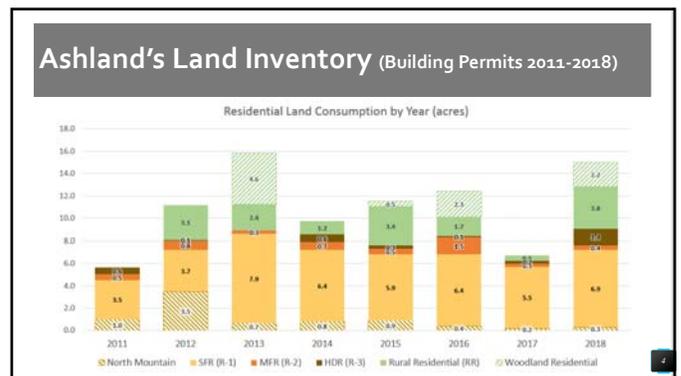
2019 Buildable Lands Inventory

- **Replaces 2011 BLI**
 - Technical Document
- **Evaluates Land Consumption**
 - Jan 2011-June 2019 Building Permit Issuance
- **Additional Information**
 - People Per Household
 - Housing Characteristics
 - Informs Future Housing Needs Analysis



Ashland's Land Inventory

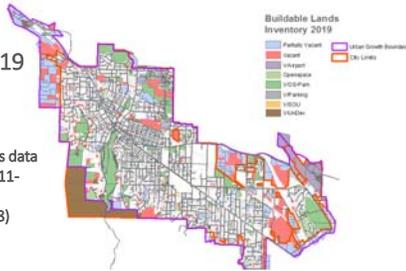
- Identify developed property throughout the City and Urban Growth Boundary (building permits issued)
- Evaluate future development potential parcel-by-parcel:
 - single-family residential lots
 - multifamily housing units
 - commercial lands
- Quantify physical constraints to development to refine estimated development capacity

Ashland's Land Inventory

Buildable Lands Inventory Map 2019

- Geographic Information System (GIS)
- Jackson County Assessors data
- Building Permit Data (2011-2019)
- Aerial Photographs (2018)
- 2011 BLI



Ashland's Land Inventory

Buildable Lands Inventory 2019

- Partially Vacant
- Vacant
- V/Airport
- Openspace
- V/OS-Park
- V/Parking
- V/SOU
- V/UnDev



Ashland's Land Inventory

Buildable Lands Inventory 2019

- Partially Vacant
- Vacant
- V/Airport
- Openspace
- V/OS-Park
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- V/UnDev



Ashland's Land Inventory

Buildable Lands Inventory 2019

- Partially Vacant
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Ashland's Land Inventory

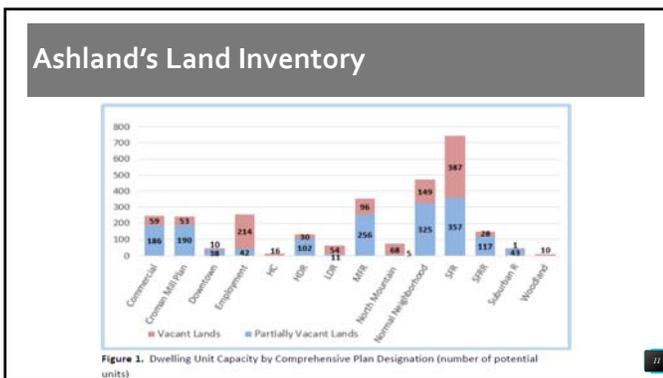
Vacant Land Capacity
380 Clay Street Example:

- 2 lots – 3.35 acres combined
- R-2 zoned- 13.5 unit per acre
- 45 unit Adjusted Dwelling Unit Potential
- 60 unit development approved (Housing Authority) using affordable housing density bonus

Ashland's Land Inventory

Summary Data Tables

- Net/Gross Acreage
- UGB
- City Limits
- Comprehensive Plan
- Zoning



Ashland's Land Inventory

- 733 net buildable acres of land within the UGB that are developable (across all Comprehensive Plan designations).
- 368 net buildable acres that are classified as developable across all zones within the City.

Ashland's Land Inventory

- 1,563 new dwelling units could be accommodated upon lands within the existing City Limits using current zoning and density assumptions.
- 2847 new dwellings could be accommodated in the entire UGB



33

Ashland's Population & Household Characteristics

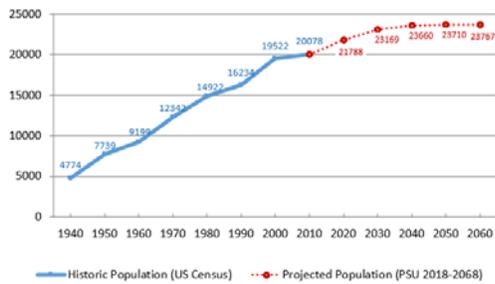
- Population Projections
- Persons Per Household
- Housing Unit Sizes



34

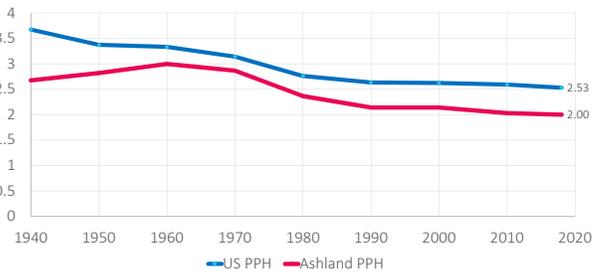
Population Projections

Ashland Population Change – Historic and Projected by 10-year intervals

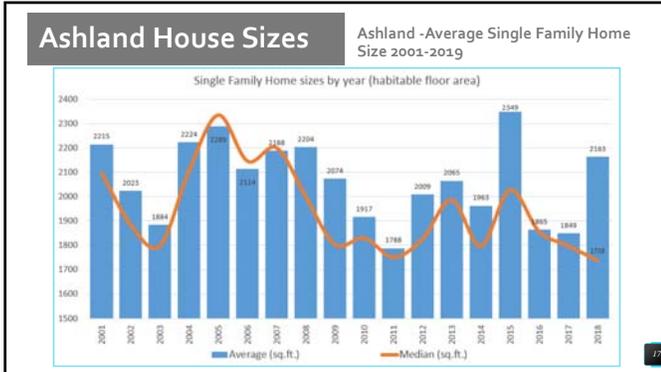


35

Persons Per Household



36



Unit Potential and People per household



- 1,563 new dwelling units could be accommodated upon lands within the existing City Limits
- At 2.0 people per household this capacity would accommodate approximately 3126 future residents.

Unit Potential and People per household

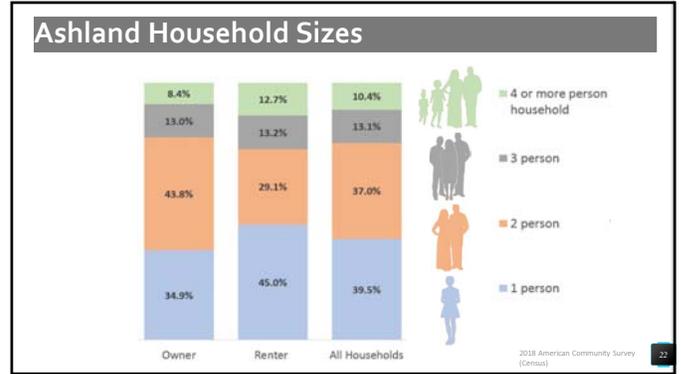
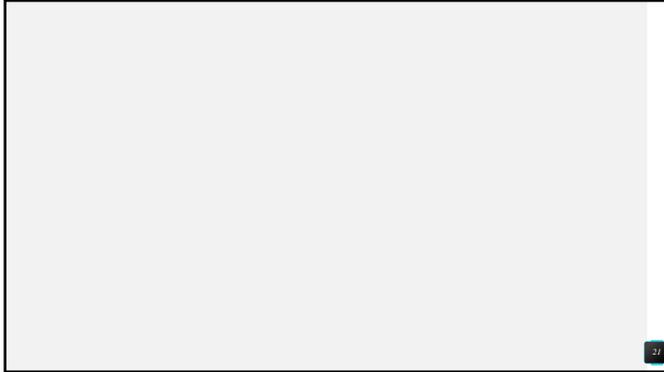
- 2847 new dwellings could be accommodated in the entire UGB
- At 2.0 people per household this would accommodate up to 5694 future residents.
- A population increase of 2,676 people is expected by 2068 (PSU projection)

Next Steps

City Council
12/3/2019

Housing Needs Analysis (2020)

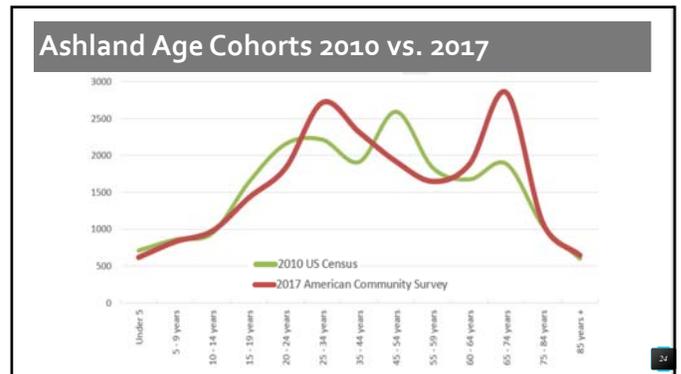




Population Projections

Jackson County and Ashland Average Annual Growth Rates

	Jackson County	Ashland
2018 (pop.)	219,270	21,501
2043 (pop.)	272,226	23,625
2068 (pop.)	320,852	24,177
Total change (pop.)	101,582	2,676
AAGR 2010-2018	0.90%	0.50%
AAGR 2018-2043	0.90%	0.40%
AAGR 2043-2068	0.30%	0.10%



A1 Author, 11/7/2019



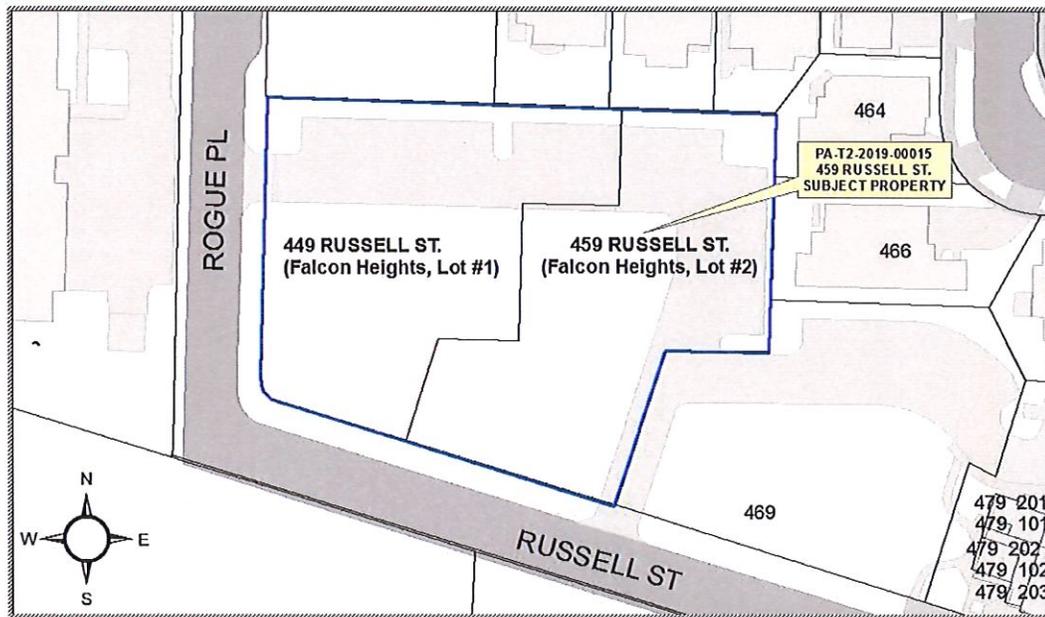
PLANNING ACTION: PA-T2-2019-00015

SUBJECT PROPERTY: 459 Russell Street

OWNER/APPLICANT: KDA Homes, LLC/Laz Ayala

DESCRIPTION: A request for Site Design Review approval to construct a 13,816 square foot, two-story mixed-use building on the property located at 459 Russell Street (Lot 2 of the Falcon Heights subdivision). The proposed building will include a 4,837 square feet of ground floor commercial space, and a total of 13 residential studio units (497 s.f.) on the ground and second floors. The application includes a Property Line Adjustment between Lots 1 and 2, and an Exception to the Site Development and Design Standards in order to utilize existing parking installed with the subdivision which does not comply with more recent parking lot treatment standards in AMC 18.4.3.080.B.5. *[The current application would supersede the previously approved PA-T2-2018-00001 which granted approval to consolidate Lots 1 and 2 of the subdivision to develop a single 22,469 square foot building. The current proposal also illustrates conceptual development of Lot 1 with floor plans, elevations and landscape details, but these are conceptual and not being reviewed or approved here.]* **COMPREHENSIVE PLAN DESIGNATION:** Employment; **ZONING:** E-1, Detail Site Review Overlay; **ASSESSOR'S MAP #:** 391E 09AA; **TAX LOT:** 2800 & 2801.

ASHLAND PLANNING COMMISSION MEETING: *Tuesday, December 10, 2019 at 7:00 PM, Ashland Civic Center, 1175 East Main Street*



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

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

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

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

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

If you have questions or comments concerning this request, please feel free to contact Derek Severson in 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.

PROPERTY LINE ADJUSTMENTS

18.5.3.120.B

The Staff Advisor shall approve or deny a request for a property line adjustment in writing based on all of the following criteria.

1. **Parcel Creation.** No additional parcel or lot is created by the lot line adjustment.
2. **Lot Standards.** Except as allowed for nonconforming lots, pursuant to chapter 18.1.4, or as required by an overlay zone in part 18.3, all lots and parcels conform to the lot standards of the applicable zoning district, including lot area, dimensions, setbacks, and coverage, per part 18.2. If a lot does not conform to the lots standards of the applicable zoning district, it shall not be made less conforming by the property line adjustment. As applicable, all lots and parcels shall identify a buildable area free of building restrictions for physical constraints (i.e., flood plain, greater than 35 percent slope, water resource protection zones).
3. **Access Standards.** All lots and parcels conform to the standards in section 18.4.3.080 Vehicle Area Design. Lots and parcels that do not conform to the access standards shall not be made less conforming by the property line adjustment.

449-459 Russell Street

PA-T2-2019-00015 – Site Review to construct a 13,816 square foot, mixed-use building on Lot 2 of the Falcon Heights Subdivision.



Proposal Details

Site Description/History

The subject properties are Lots 1 & 2 of the seven-lot Falcon Heights subdivision, which was approved in 2002-2003. Some utilities, parking & circulation, common area landscaping and street improvements were installed in 2003.

Proposal

Site Review approval to construct a 13,816 square foot, two-story mixed-use building on the property located at 459 Russell Street (Lot 2 of the Falcon Heights subdivision) consisting of 4,837 square feet of ground floor commercial space, and a total of 13 residential studio units (497 s.f.) on the ground and second floors. The application includes a Property Line Adjustment between Lots 1 and 2, and an Exception to the Site Development and Design Standards in order to utilize existing parking installed with the subdivision which does not comply with more recent parking lot treatment standards. *The current application supersedes PA-T2-2018-00001 which granted approval to consolidate Lots 1 and 2 to develop a single 22,469 square foot building. The current proposal illustrates conceptual development of Lot 1 but the current request is limited to the proposed building for Lot 2.*

Landscaping & Trees

Existing perimeter landscaping will be upgraded, and new landscaping and street trees will be installed adjacent to the building. No tree removal is proposed.

Key Issues

Density

Density would be considered for the combined 0.86 acre lot area of both parcels. Lot 2 considered here would be allowed 13 studio units of less than 500 square feet, and Lot 1 to be developed later would be allowed up to 3 standard or 4 studio units.

Parking

As proposed 43 off-street parking spaces would be provided between Lots 1 & 2. The building proposed on Lot 2 requires 23 parking spaces, and there would be 20 off-street spaces remaining to serve the future building on Lot 1.

Exception Request/Parking Lot Treatment

An Exception is required to use the existing parking installed with the subdivision, which does not comply with more recent parking lot treatment standards. Given the parking location on the shady side of the building, the use of bio-swales elsewhere in the subdivision, the existing infrastructure already installed and the restoration of landscaping buffers staff believe the Exception is appropriate.

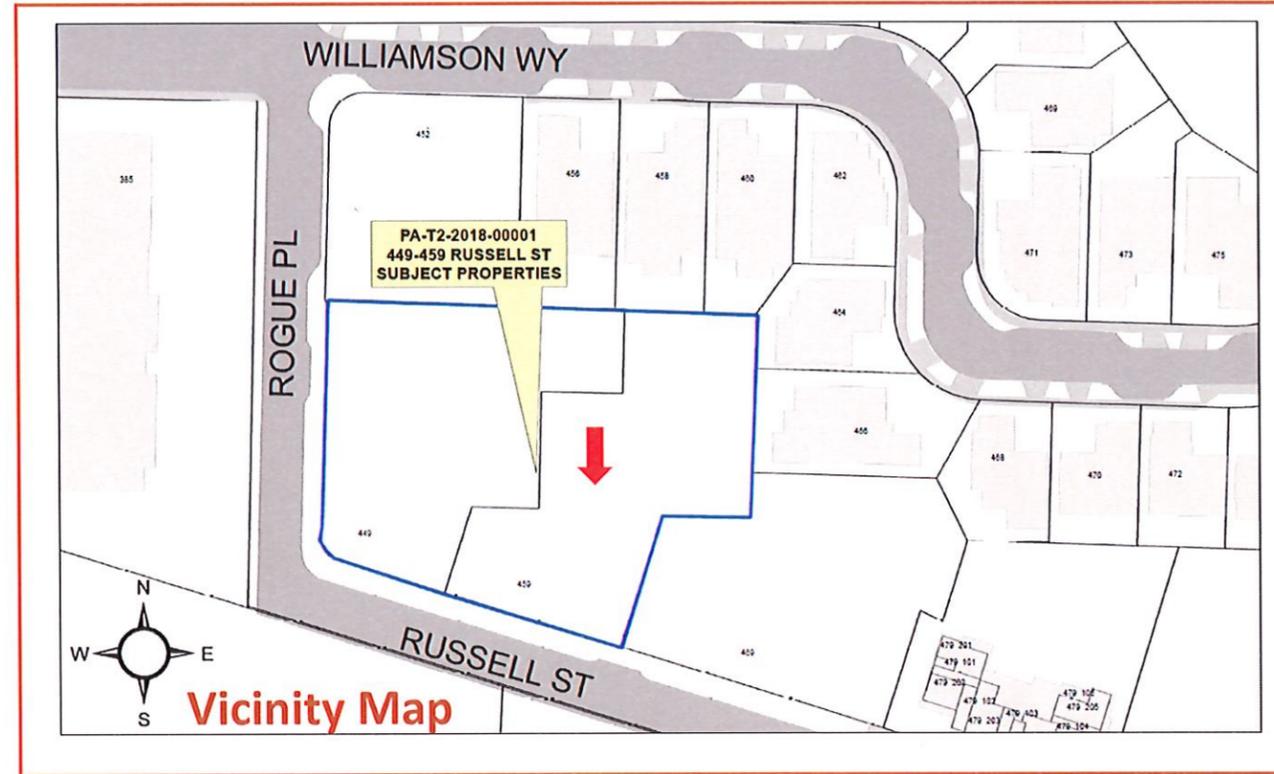
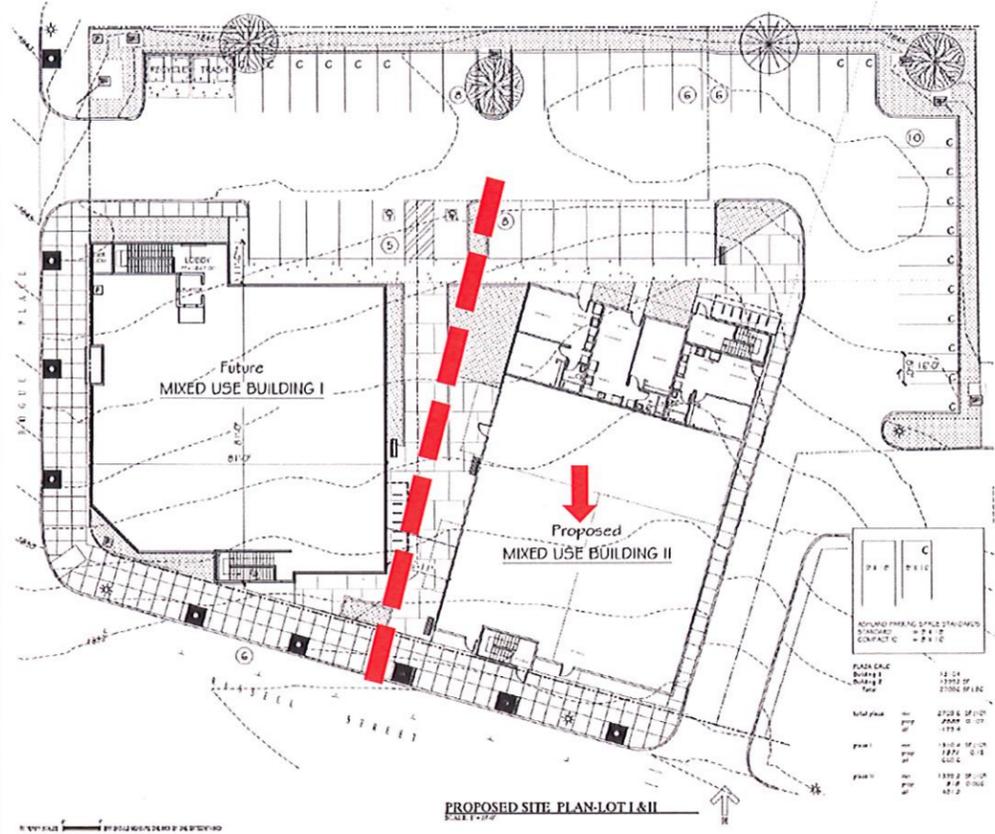
On-Going Landscape Maintenance

Some landscaping is not well-maintained, and a condition is recommended to require that required screening and buffering landscaping be replaced and maintained.

Staff Recommendation

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

449-459 Russell Street



Conceptual Future Building



(Future Building I)
Final Design TBD

Currently Proposed



Building II

BEFORE THE PLANNING COMMISSION
December 10, 2019

(NOTE: These DRAFT findings reflect the Planning staff's recommendations with regard to the application, and will change with the Planning Commission's decision following a public hearing.)

IN THE MATTER OF PLANNING ACTION PA-T2-2019-00015, A REQUEST FOR)
SITE DESIGN REVIEW APPROVAL TO CONSTRUCT A NEW 13,816 SQUARE)
FOOT, TWO-STORY MIXED-USE BUILDING ON LOT 2 OF THE FALCON)
HEIGHTS SUBDIVISION AT 459 RUSSELL STREET. THE PROPOSED BUILDING))
WILL INCLUDE 4,837 SQUARE FEET OF GROUND FLOOR COMMERCIAL)
SPACE, AND A TOTAL OF 13 RESIDENTIAL STUDIO UNITS (497 SQ. FT.) ON)
THE GROUND AND SECOND FLOORS. THE APPLICATION INCLUDES A PROP-))
ERTY LINE ADJUSTMENT BETWEEN LOTS 1 AND 2, AND AN EXCEPTION TO)
THE SITE DEVELOPMENT AND DESIGN STANDARDS IN ORDER TO UTILIZE) **DRAFT**
EXISTING PARKING INSTALLED WITH THE SUBDIVISION WHICH DOES NOT) **FINDINGS,**
COMPLY WITH MORE RECENT PARKING LOT TREATMENT STANDARDS IN) **CONCLUSIONS**
AMC 18.4.3.080.B.5. THE CURRENT APPLICATION WOULD SUPERSEDE THE.) **& ORDERS**
THE PREVIOUSLY APPROVED PA-T2-2018-00001 WHICH GRANTED APPROV-))
AL TO CONSOLIDATE LOTS 1 AND 2 OF THE SUBDIVISION TO DEVELOP A)
SINGLE 22,649 SQUARE FOOT BUILDING. THE CURRENT PROPOSAL ILLUS-))
STRATES CONCEPTUAL DEVELOPMENT FOR LOT 1 WITH FLOOR PLANS,)
ELEVATIONS, AND LANDSCAPE DETAILS, BUT THESE ARE CONCEPTUAL.)
AND ARE NOT BEING REVIEWED OR APPROVED HERE.)
)
)
OWNER/APPLICANT: Laz Ayala/KDA Homes, LLC)
)
)

RECITALS:

- 1) Tax lots #2800 and #2801 of Map 39 1E 09 AA are located at 449 and 459 Russell Street within the E-1 Employment zoning district and the Detail Site Review and "R" Residential overlays.

- 2) The applicants are requesting Site Design Review approval to construct a 13,816 square foot, two-story mixed-use building on the property located at 459 Russell Street (Lot 2 of the Falcon Heights subdivision). The proposed building will include 4,837 square feet of ground floor commercial space, and a total of 13 residential studio units (497 s.f.) on the ground and second floors. The application includes a Property Line Adjustment between Lots 1 and 2, and an Exception to the Site Development and Design Standards in order to utilize existing parking installed with the subdivision which does not comply with more recent parking lot treatment standards in AMC 18.4.3.080.B.5. *The current application would supersede the previously approved PA-T2-2018-00001 which granted approval to consolidate Lots 1 and 2 of the subdivision to develop a single 22,469 square foot building. The current proposal illustrates conceptual development of Lot 1 with floor plans, elevations and landscape details, but these are conceptual and not being reviewed or approved here – the current request is limited to the proposed*

building and site improvements for Lot 2. The proposal is outlined on plans on file at the Department of Community Development.

3) 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.*

4) The criteria for Property Line Adjustment approval are described in **AMC 18.5.3.120.B** as follows:

- 1. **Parcel Creation.** *No additional parcel or lot is created by the lot line adjustment.*
- 2. **Lot Standards.** *Except as allowed for nonconforming lots, pursuant to chapter 18.1.4, or as required by an overlay zone in part 18.3, all lots and parcels conform to the lot standards of the applicable zoning district, including lot area, dimensions, setbacks, and coverage, per part 18.2. If a lot does not conform to the lots standards of the applicable zoning district, it shall not be made less conforming by the property line adjustment. As*

applicable, all lots and parcels shall identify a buildable area free of building restrictions for physical constraints (i.e., flood plain, greater than 35 percent slope, water resource protection zones).

3. **Access Standards.** *All lots and parcels conform to the standards in section 18.4.3.080 Vehicle Area Design. Lots and parcels that do not conform to the access standards shall not be made less conforming by the property line adjustment.*

5) The Planning Commission, following proper public notice, held a public hearing on October 8, 2019 at which time testimony was received and exhibits were presented. Subsequent to the closing of the hearing, the Planning Commission approved the application subject to conditions pertaining to the appropriate development of the site.

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

SECTION 1. EXHIBITS

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

Staff Exhibits lettered with an "S"

Proponent's Exhibits, lettered with a "P"

Opponent's Exhibits, lettered with an "O"

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

SECTION 2. CONCLUSORY FINDINGS

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

2.2 The Planning Commission finds that the proposal for Site Design Review approval meets all applicable criteria for Site Design Review approval described in AMC Chapter 18.5.2.050 and that the proposal for a Property Line Adjustment meets all applicable criteria for Property Line Adjustment approved described in AMC Chapter 18.5.3.120.B.

2.3 The Planning Commission notes that the first approval criterion for Site Design Review 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 Planning Commission further notes that the application materials provided indicate that all of the applicable provisions of the property's E-1 zoning from AMC 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 are being complied with. The application does involve a single Exception to the Site Development and Design Standards – discussed later in this document - because the proposal would continue to utilize the parking lot installed with the subdivision, which does not comply with the parking lot treatment standards in AMC 18.4.3.080.B.5 that were adopted subsequent to the subdivision approval.

The Planning Commission finds that the subject property's underlying zone is E-1 (Employment) and that within this zone, there is no minimum lot area, width, or depth; no minimum front, side or rear yard area except where abutting a residential zone to the side or rear; no maximum lot coverage; and no minimum residential density. The subject property partly abuts residential zones to the rear along the north property line and as such AMC 18.2.6.030 requires that a ten-foot per story rear yard be provided. In addition, as part of the creation of the subdivision, the original applicant agreed to a "Standard A" solar setback between the subdivision and the residential properties to the north. The application indicates that the building will comply with Standard A, and the applicants' sheet "A0.3 Shadow Study" illustrates that the building has been designed with a Standard A setback in mind. Russell Street is not classified as an arterial street, and as such no arterial setback requirements come into play. The maximum building height is limited to 40 feet, and the proposed 26-foot 10-inch height here complies with the applicable E-1 height limit.

2.4 The Planning Commission notes that the second Site Design Review approval criterion is that, "*The proposal complies with applicable overlay zone requirements (part 18.3).*" The Planning Commission further notes that the application materials explain that the proposal complies with the Residential Overlay regulations found in AMC 18.3.13.010, including but not limited to commercial and residential ground floor ratios as well as permissible residential densities.

The applicant emphasizes that the "*project is for an attractive and well thought-out mixed use development that will not only provide the City with needed small-unit housing and new office space close to the downtown core, but is also in keeping with the original subdivision's envisioned concept plans and is contextually compatible with the existing building on Lot #4, the two new buildings across the street on Lot #6, and the recently approved building on Lot #3.*" The applicant further explains that they have tried to provide conceptual information on the likely development for Lot #1 to aid in considering the proposal in context, and the plans include building footprints, parking and the shared circulation pattern through the shared plaza.

For properties within the E-1 zoning district's Residential Overlay, residential development is allowed at a density of 15 dwelling units per acre¹. The application proposes to adjust the property line between the two lots so that Lot #1 would be reduced in area from its current 19,278 square feet to 17,478 square feet, and Lot #2 would be increased from its current 18,377 square feet to 20,177 square feet. At the same time, the applicant proposes to consider the density for the combined area of Lots #1 and #2 to allow the building proposed here for Lot #2 to have 13 dwelling units less than 500 square feet in area ($\frac{3}{4}$ units for density purposes), and to place a deed restriction on Lot #1 to limit its future residential development to

no more than 3.2 dwelling units.

Lot	Adj. Area	Density
449 Russell Street (Lot #1)	17,478 0.401 acres	6.019 d.u. density by adjusted lot area 3.2 d.u. limit proposed (3 units or 4 '¼-units')
459 Russell Street (Lot #2)	20,177 0.463 acres	6.948 d.u. density by adjusted lot area 9.75 d.u. proposed (13 x '¼-units')
Total	37, 655 s.f. 0.864 acres	12.96 dwelling units At E-1 density of 15 d.u./acre

The Commission finds that the two lots are contiguous units of land under a single ownership and are as such considered a single lot for planning purposes². As proposed, the effect of this density allocation is to allow 2.8 additional dwelling units on Lot #2 while limiting the future development of Lot #1 to three dwelling units (or four “¼-dwelling units”). This remains within the allowable density based on the combined area of the two contiguous lots. A condition has been included below to require that the deed restriction proposed by the applicant be signed and recorded prior to the issuance of a building permit for either lot.

Staff Notes

- 1) Density/Base Density:** The concept of “base density” within the Ashland Land Use Ordinance is applied to residential developments, and provides a baseline density for the purposes of determining the various density bonuses available under AMC 18.2.5.080.F and 18.3.9.050. As explained in AMC 18.3.13.010, in the E-1 zone, those areas within the Residential (R-) Overlay, are not to exceed a residential density of 15 dwelling units per acre (*i.e. there are no provisions for density bonuses within the R-Overlay, and as such there is effectively no base density*). However, as is the case elsewhere, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit for density calculations.
- 2) Contiguous Lots:** In ruling on the appeal of the Rogue Credit Union project at 1651-1661 Ashland Street (PA #2016-01894) with regard to consideration of a shadow plan for development that would occur at a future date after lots had potentially changed ownership, the Council determined that two contiguous units of land under an applicant’s single ownership at the time of application were to be considered as a single lot for development purposes.

Affordability: In discussing the project density, the application includes reference to providing for ‘affordable housing’. ‘Affordable Housing’ as defined in the Ashland Land Use Ordinance is based on specific standards for income-qualified tenants and limited purchase prices/monthly rental rates tied to area median incomes. “Affordable housing” is deed restricted to remain affordable for a specified period (*i.e. typically 60 years*). It is staff’s understanding that the proposal here is seeking to provide smaller units - *identified as needed in both the Housing Needs Analysis and the Rental Needs Analysis* - which

would be *more* affordable on a cost per square foot basis than a larger unit, but which are not intended to provide "Affordable Housing" as defined in the Ashland Land Use Ordinance.

The Commission further notes that both AMC 18.2.3.130.B.1 "*Dwelling in a Non-Residential Zone*" and AMC 18.3.13.010.C.1 "*Residential Overlay Regulations*" provide that, "*If there is one building on a site, ground floor residential uses shall occupy not more than 35 percent of the gross floor area of the ground floor. Where more than one building is located on a site, not more than 50 percent of the total lot area shall be designated for residential uses. At least 65 percent of the gross floor area of the ground floor shall be designated for permitted uses and uses permitted with special use standards, not including residential uses.*" For Lot #2, the ground floor will be 6,840 square feet with 2,003 square feet, or 29.28 percent, dedicated to residential use. The Commission therefore finds that the ground floor commercial/residential split complies with the applicable standard for the ground floor. However, because the applicant is considering the site's density and plaza space based on the two contiguous lots under a single ownership representing being a single lot for planning purposes, and this combined lot will ultimately involve more than one building, the Commission has included a condition below to require that the building permit submittal include a demonstration that not more than 50 percent of the total combined lot area shall be designated for residential uses.

2.5 The Planning Commission notes that the third approval criterion is that, "*The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.*" Generally, these Site Development & Design Standards seek to improve each project's appearance; to create a positive, human scale relationship between proposed buildings and the streetscape which encourages bicycle and pedestrian travel; to lessen the visual and climatic impacts of parking; and to screen adjacent uses from adverse impacts of development. To these ends, buildings are to have their primary orientation to the street rather than to parking areas, with visible, functional and attractive entrances oriented to the street, placed within 20 feet of the street, and accessed directly from the public sidewalk. Sidewalks and street trees are to be provided along subject properties' frontages, and automobile parking and circulation areas are not to be placed between buildings and the street. The Commission notes that the application materials assert that the proposal complies with the applicable Site Development and Design Standards of AMC Chapter 18.4.

Basic Site Review

The Planning Commission notes that with regard to the Basic Site Review standards, the application materials note that the site's parking areas sits behind the proposed building and will be screened from the front of the property by the building. The applicants assert that the proposed building occupies the majority of the streetscape.

The application further explains that the building's primary commercial entrance has been designed to face the primary street (Russell Street) and its public sidewalk, and that the entrance is designed to be clearly visible, functional and will remain open to the public during typical business hours. The residential entrances have been placed on secondary elevations. The applicants explain that the design will accommodate an array of uses including commercial offices and service businesses that will benefit from

the building design and accessible public sidewalks. The proposal includes a public sidewalk built to current city street standards, and street trees selected from the approved street tree list are to be installed at one per 30 feet of frontage.

The applicant further notes that all site and building lighting will meet requirements not to directly illuminate adjacent properties and noise ordinance requirements as well. The applicant emphasizes that they have an interest in minimizing any typical nuisance issues related to lighting or noise in order to provide the expected quality of living to the project's residents, and to that end all lighting is to be down-directed to minimize any potential glare. The application materials provided include landscaping and site plans identifying a screened trash and recycling area.

The Planning Commission finds that the application satisfies the standards for Basic Site Review.

Detail Site Review

With regard to the Detail Site Review Overlay standards, the Planning Commission notes that the application materials identify Lot #2 as adjusted herein to be 20,177 square feet in area, and the proposed building for Lot #2 is to be 13,816 square feet. This equates to a Floor Area Ratio (F.A.R.) of 0.68, not including the plaza space or any pedestrian areas, for Lot #2. This Planning Commission finds that this exceeds the minimum requirement for a 0.50 F.A.R., however because the two contiguous lots under a single ownership are being considered together with regard to density and shared plaza space, the Planning Commission finds that the combined lots also need to be considered together for planning purposes with regard to Floor Area Ratio (F.A.R.). As such, the combined Floor Area Ratio (F.A.R.) of the two buildings will need to meet the minimum 0.50 F.A.R. when considered in terms of the combined lot area. This means that 0.50 F.A.R. x the 37,655 square foot combined lot area would equal 18,828 square feet, less the 13,816 square foot building area proposed here would require at least a 5,012 square foot area for the future building on Lot #1. The Planning Commission finds that the conceptual building design illustrated here exceeds 13,000 square feet and as such the F.A.R. requirement can and will be addressed with the future building on Lot #1. A condition has been included below to require that compliance with the F.A.R. on this basis be provided with the Site Design Review application for Lot #1.

The applicant notes that the building frontage has a variety of jogs and other distinctive changes in the façade for the purpose of creating an attractive street façade, and that the walls facing the street and plaza space will have displays, windows and doorways for at least 20 percent of the wall area. The buildings' working areas, pedestrian entrances and display areas are to be transparent while also addressing current building code and conservation standards relating to energy efficiency. The applicant explains that the building incorporates lighting and changes in mass, surface and finish to give emphasis to the entrances, and that the buildings' elevations illustrate awnings between windows and vertical forms of the building that not only accentuate the building's design, but also protect pedestrians from the rain and sun, and will provide a minimum seven-foot covered area (awning and recessed entry) at the doorway entrance for pedestrians to assemble. The applicant further notes that the buildings will front onto a 13-foot sidewalk with street trees planted in irrigated five-foot by five-foot tree wells that, along with the building awnings, provide relief from inclement weather and in return promote walking and 'people areas', and explains that

the design of the plaza space will enhance the “people” area and make the building more pleasant for both visitors and residents.

The landscape plan includes landscaping between the existing driveway and the neighboring residences to the north. The applicant explains that the landscaping and irrigation in these areas were installed with the subdivision infrastructure in 2003-2004 and have since matured, but that in some areas the landscaping has been vandalized or has died, and that any missing landscaping materials will be replaced prior to occupancy to ensure that required sight-obscuring screening is maintained. A condition to this effect has been added below. The application materials point out that the building materials include changes in relief for at least 15 percent of the exterior wall area, and that bright paint colors or significant amounts of glass are not to be incorporated in the buildings’ facades.

The Planning Commission finds that the application satisfies the standards for Detail Site Review.

Large Scale Development

The Commission notes that in terms of the Additional Standards for Large Scale Developments in AMC 18.4.2.040.D., the proposed building has been designed to divide large building masses into heights and sizes that relate to human scale, and that the design incorporates changes in building masses, has sheltering awnings and recessed entrances, and includes a distinct pattern of divisions on surfaces. In addition, the design includes windows, small scale lighting and trees that will be planted along the property’s frontage.

The subject property is outside the Downtown Design Standards Overlay, and as such is subject to standards which limit the building area and length. The application explains that the total square footage of the proposed building is 13,816 square feet, and the frontage is 67 lineal feet, and as such the buildings comply with the standards limiting their footprints and areas to less than 45,000 square feet and their lengths to no more than 300 feet.

The Commission notes that the project proposes to provide an approximately 2,889 square foot shared central plaza space to address a combined building area of up to 28,890 square feet between the two parcels to satisfy the minimum ten percent plaza space requirement. The applicant emphasizes that the plaza was designed to serve multiple purposes ranging from a view corridor, a break in the building mass, a place for gathering and recreation, a wind break, and an area for seating, dining and general relaxation for both the commercial and residential tenants. The applicant emphasizes that the design here generally seeks to mimic the space on Parcel #6 across the street which is noted as functioning well and being used often. The plaza incorporates five of the required elements for plaza space – sitting spaces, a mixture of sunlight and shade, outdoor eating areas, protection from wind, and trees. The general layout accommodates siting in various locations (benches, seating wall, planter seats) while retaining an open, central plaza to accommodate assembly.

Given that the proposal involves shared plaza space between the two buildings to meet the combined plaza

space requirement, and that the applicant recognizes the importance of coordinating the building elevation, material treatment, and pedestrian circulation so this space will cohesively function with the eventual development of a building on Lot #1, even if developed by a different party, a condition has been included below to require that, “Prior to the issuance of a building permit for Lot #2, the applicant shall provide a revised plan for the shared plaza space which shall serve as the approved plan for the coordinated development of a cohesive plaza space for the two lots and which includes improvement details with consistent material treatment and includes grading details which ensure that the buildings’ finished floor elevations and plaza elevation are generally consistent. While the conceptual building design for Lot #1 is not approved here, the shared plaza space plan shall be considered the guiding document for the plaza space with the development of the two buildings. In addition to this plan, the applicant shall provide easements and agreements necessary to address the shared use of the plaza space between the two lots.”

Automobile Parking

The Planning Commission finds that the applicants have provided the following parking calculations to address the city’s parking requirements, which are detailed in AMC 18.4.3.040:

459 Russell Street – Mixed-Use Lot #2

13 One-bedroom units < 500 s.f. @ 1.0 space per unit	=	13.0 spaces
4,837 s.f. of general office @ 1 space per 500 sq. ft.	=	9.674 spaces
Total Parking Required Lot #2	=	22.674 spaces

Surface Parking Provided (Off-Street):	43	spaces (including two ADA-accessible)
Parking Required for Lot #2	23	spaces
Remaining Off-Street Parking for Lot #1:	20	spaces (subject to future Site Review)
On-Street* Parking Available:	9	spaces (*no credit requested)

The Planning Commission finds that a total of 30 off-street parking spaces were installed as part of the subdivision’s original infrastructure installation, and that the applicant proposes to construct 13 additional off-street parking spaces here to provide a total of 43 off-street parking spaces. The Commission notes here that all parking spaces originally provided as part of the subdivision are required to remain open and available to tenants and customers from all lots within the subdivision. The Commission finds that, as detailed above, the total parking required for the proposed development of Lot #2 is 23 spaces, which will leave 20 spaces to accommodate the future development of Lot #1. At the time of development of Lot #1, a Site Design Review application would need to demonstrate that the available parking remaining will accommodate the proposed uses. No on-street parking credits are requested with the current application, but credits could be requested at a future date should the proposed uses ever be intensified.

Bicycle Parking

The Planning Commission also finds that the required bicycle parking for the proposal includes 13 required covered bicycle parking spaces for the 13 proposed one-bedroom residential units, and at least two additional covered bicycle parking spaces for the proposed 4,837 square feet of office space. The applicants have proposed to provide 15 covered bicycle parking spaces between two locations, with 12 spaces to be placed on the north side of the building and three spaces to be placed in the common hallway of the building's ground floor. All proposed bicycle parking spaces are to be designed in compliance with the Bicycle Parking Design Standards noted in AMC 18.4.3.070.

Vehicle Area Design

The Planning Commission finds that the subject property's parking lot is pre-existing, and was constructed in 2003-2004 in conjunction with the other subdivision improvements. The curbing, drainage, landscaping areas, irrigation conduit, asphalt thickness, etc. met the Building and Planning standards at the time, and the applicant intends to utilize the parking lot as originally constructed, completing the necessary landscaping and irrigation improvements shown in the landscape plans, and has not proposed to bring the parking lot into compliance with the more recently adopted parking area design requirements from AMC 18.4.3.080.B.5, which would require substantial modifications to the parking lot's surfacing and stormwater drainage provisions. An Exception to these standards is therefore required, and is discussed under section 2.7 below.

2.6 The Planning Commission notes that the fourth criterion for Site Design Review approval is that, *"The proposal complies with the applicable standards in section 18.4.6 Public Facilities and that adequate capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property and adequate transportation can and will be provided to the subject property."* The Commission further notes that the application materials indicate that all key facilities are available to service the proposed buildings and were installed during the subdivision's initial construction in 2003-2004. The application further explains that all utilities to service the buildings are available within the adjacent Russell Street right-of-way or are already stubbed to the property, but that if necessary, services will be installed at the time of construction in accordance with Ashland Public Work Standards. The applicant indicates that in meetings with the various city utilities, it has been indicated that adequate City facilities are available to serve the subject property.

The Commission further finds that Planning staff has noted that in discussing the available public facilities with the Public Works, Fire and individual utility departments they have determined the following:

- **Water** – There are eight-inch water mains in place in the adjacent rights-of-way for Russell Street and Rogue Place, and another eight-inch water main is in place along the northern property line. The applicant will need to extend services and pay any applicable service and connection fees required for any new water services installed as part of this project. The Fire Department has also indicated that because the project is mixed-use, monitored fire sprinklers will be required.

- **Sanitary Sewer** – There is an eight-inch sanitary sewer main in Russell Street and an eight-inch main in Rogue Place.
- **Electricity** – The Electric Department has indicated that capacity was sufficient at the time of the subdivision although anticipated loads may have changed based on the level of development proposed here. The applicants will need to work with the Electric Department to arrive at a final service plan addressing the service needs of the proposed building and its tenants.
- **Urban Storm Drainage** – The Public Works Department noted that stormwater issues were considered in the subdivision infrastructure installation, and there is an 18-inch storm sewer main in Russell Street, along with 12-inch mains in Rogue Place and along the northern property line.
- **Paved Access & Adequate Transportation** – Russell Street is a commercial neighborhood collector street, and was improved to city street standards as part of the subdivision infrastructure installation, with the exception of sidewalks and street trees which were to be installed as each lot develops. The Engineering Division has noted that with sidewalk installation along the frontage of Lots #1 and #2, an ADA-accessible ramp will be required at the corner of Russell Street and Rogue Place. The street standards call for a five-foot hardscape parkrow with tree wells, five-foot by five-foot city-standard tree grates, and irrigated street trees and an eight- to ten-foot sidewalk. The applicant has proposed to meet these standards with the installation of a 13-foot sidewalk corridor.

With the construction of subdivision infrastructure, a pedestrian bridge over Mountain Creek was constructed to provide a link for pedestrian connectivity to the adjacent residential subdivision (Mountain Creek Estates) and down through the subdivision via Thimbleberry Lane to the North Mountain Park area. A future street connection will extend Russell Street to connect with Clear Creek Drive as part of the adopted street dedication map for the area, and the original subdivision's developer was required to sign in favor of a Local Improvement District (L.I.D.) to participate in the cost of constructing a future railroad crossing at Fourth Street.

The application materials further indicate that a Traffic Engineer enlisted to review traffic-related issues concluded that based on the low volume of vehicle trips and proximity to multi-modal facilities and service, a traffic impact analysis (T.I.A.) was not required. In the TIA review prepared by Alex Georgevitch Consulting based on the previous proposal for the site (PA-T1-2018-00001) which involved 11,241 square feet of commercial space and ten condominiums rather than the 4,837 square feet of commercial space and 13 studios proposed here, Alex Georgevitch, P.E. concluded that the site was estimated to generate approximately 21 trips during both the A.M. and P.M. peak hours, and further noted that there would be a less than 2.6 percent increase in PM Peak Hour traffic on East Hersey Street in 2034 and a 0.9 percent increase in PM Peak Hour traffic along North Mountain Avenue in the same period. Georgevitch indicated that these volumes were

very low and would not in his opinion warrant analysis of any signalized or stop controlled intersections or turn lanes. As such, he found that a traffic impact analysis was not merited.

Based on the above information, the Planning Commission finds that existing public facilities and utilities are in place and available to serve the project, and have been preliminarily identified on the Site Plan provided and discussed in the narrative. Utilities and street improvements were largely installed with the subdivision: water service, sanitary sewer and storm drainage are available in Russell Street, and the applicant has indicated that services will be extended as necessary to connect to the proposed buildings. Conditions have been included below requiring that final electrical distribution, utility, storm drainage, and street improvement plans be provided for review and approval prior to building permit submittal, and that any fees for necessary service upgrades or connection to address specific service requirements for the proposed buildings be paid for prior to permit issuance.

2.7 The Planning Commission finds that the final criterion for Site Design Review approval provides that the Planning Commission may approve Exceptions to the Site Development and Design Standards of part 18.4 if certain circumstances are found to exist. In this instance, an Exception to the Site Development and Design Standards is necessary for the applicant to utilize existing parking and parking lot improvements which were installed with the subdivision but do not comply with more recent parking lot treatment standards in AMC 18.4.3.080.B.5.

In considering an identical request for the adjacent Lot #3 at 469 Russell Street in 2018, the Planning Commission noted that AMC section 18.4.3.080.B.5 requires that parking areas of more than seven spaces minimize the adverse microclimatic impacts of the parking through design and materials by utilizing light-colored paving, using at least 50 percent porous paving materials or providing 50 percent of the parking area shaded with trees or solar carports, and by capturing and treating stormwater run-off in landscaped medians and swales. The Commission found that these standards had taken effect subsequent to the subdivision approval and the installation of the subdivision infrastructure, including parking. The Commission further noted that there was a landscaped swale in place off of the parking lot between the existing building on Lot #4 and the then-proposed building on Lot #3, and in addition an existing storm drain and catch basin were also in place in the parking area behind the buildings. The Commission found that modification of the existing parking surfacing or drainage facilities to comply with the new standards would pose a difficulty given that the parking and underlying infrastructure are already in place and in use as originally approved, and that reliance on the existing facilities is the minimum necessary to alleviate this difficulty and will not substantially negatively impact adjacent properties given that microclimatic impacts will be minimized by the location of the existing improvements on the north (shady side) of the building, the presence of the existing drainage swale, and the perimeter landscaping which was to be restored and maintained in areas where there had been deferred maintenance. Here, the Commission believes that an identical finding is appropriate, and a condition of approval has been included below to require that any required perimeter landscaping or screening materials that has declined or died be replaced prior to the issuance of a certificate of occupancy.

2.8 In considering the requested property line adjustment, the Planning Commission finds that no additional lots are being created with the proposal, and that the resultant lot configuration will conform to the standards of the E-1 zoning district which does not have minimum lot area or dimensional

requirements. The Commission further finds that development of the resultant lots will be required to comply with applicable setback and lot coverage standards, which will not change with the adjustment. Neither the current configuration nor the proposed adjustment involve physical constraints as both lots are free of floodplain corridor lands, severe constraints slopes and water resource protection zones. In terms of the vehicle area design standards of AMC 18.4.3.080, neither lot shall be made less conforming with the requested adjustment and the Commission has considered and approved an Exception, discussed above, to allow the applicant to utilize the parking lot originally designed, approved and installed with the subdivision rather than requiring compliance with the more recent standards in AMC 18.4.3.080.B.5 addressing the adverse environmental and microclimatic impacts of surface parking.

2.9 The Planning Commission finds that utilities and street improvements were largely installed with the subdivision creating the lot, and that the applicant proposes to complete these by extending services to the building proposed and installing city standard frontage improvements. The proposed new building has been designed with city standards in mind, with the primary orientation to the street rather than to parking areas; visible, functional and attractive entrances oriented to and placed along Russell Street with a shared plaza space between the proposed building and the building to be built on Lot #1. Parking is located behind the building and surface parking will be visible from the second-story windows. The Commission finds that with the conditions attached below, the proposal seems well-suited to the standards, the site and the vicinity.

SECTION 3. DECISION

3.1 The Planning Commission concludes that based on the record of the Public Hearing on this matter, the proposals for Site Design Review approval for a new two-story mixed-use building at 459 Russell Street and Property Line Adjustment are supported by evidence contained within the whole record.

Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, the Planning Commission approves Planning Action #T2-2019-00015. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2019-T2-00015 is denied. The following are the conditions attached to the approval:

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise specifically modified herein, including but not limited to that, as proposed by the applicant, prior to the issuance of a building permit for either lot, the applicant shall provide a signed deed restriction agreement which limits the density of Lot #1 to 3.2 dwelling units and allows 9.75 dwelling units for Lot #2. This would allow three standard units, or four $\frac{3}{4}$ -units that were less than 500 square feet in gross habitable floor area, for the future building on Lot #1 and thirteen $\frac{3}{4}$ units on Lot #2.
- 2) That the plans submitted for the building permit shall be in conformance with those approved as part of this application. If the plans submitted for the building permit are not in conformance with those approved as part of this application, an application to modify this approval shall be submitted and approved prior to the issuance of a building permit.
- 3) 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).

- 4) That all requirements of the Fire Department shall be satisfactorily addressed, including approved addressing; commercial fire apparatus access including angle of approach and any necessary easements; provisions for firefighter access pathways; fire flow; fire hydrant clearance; fire department connection (FDC); fire extinguishers; a Knox key box; and monitored fire sprinklers for mixed-use buildings.
- 5) That mechanical equipment shall be screened from view from Russell Street, and the location and screening of all mechanical equipment shall be detailed on the building permit submittals.
- 6) That the front business entrance(s) adjacent to Russell Street shall remain functional and open to the public during all business hours, and the windows on the ground floor shall not be tinted so as to prevent views from outside of the building into the interior of the building.
- 7) The Site Design Review application for the future development of Lot #1 shall include calculations demonstrating compliance with the standards for mixed-use developments in AMC 18.3.13.010.C.1 and for Floor Area Ratio (F.A.R.) based on multiple buildings on the combined lot area of Lots #1 and #2 which are, at the time of this approval, contiguous lots under a single ownership being considered as one for planning purposes. Similarly, the traffic impacts considered in reviewing Lot #1 shall consider the combined impacts of Lot #2.
- 8) That building permit submittals for Lot #2 shall include:
 - a) The identification of all easements, including but not limited to public or private utility or drainage easements, mutual access 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 Landscape and Irrigation Plans shall be provided for the review and approval of the Staff Advisor with the building permit submittals. These revised plans shall address: 1) required size and species specific replacement planting details and associated irrigation plan details, including the requirements for programmable automatic timer controllers and a maintenance watering schedule with seasonal modifications. Street trees should be watered regularly for two to three years to ensure they can fully establish themselves; 2) 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.
 - e) Final 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 do 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.
- g) A final 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.
- h) That the applicants shall provide engineered plans for the installation of city-standard street frontage improvements for the full frontage of the subject property, including five-foot width hardscape parkrows with irrigated street trees with city standard five-foot by five-foot square metal tree grates, eight-foot sidewalks, and city-standard pedestrian scale street lighting for the review of the Planning and Public Works/Engineering Departments. If necessary to accommodate city standard street frontage improvements, the applicant shall dedicate additional right-of-way or provide public pedestrian access easements. Any necessary easements or right-of-way dedications shall be submitted for the review and approval of the Planning and Public Works/Engineering Departments.
- i) Identification or required bicycle parking, which includes 15 covered bicycle parking spaces as proposed by the applicants. Inverted u-racks shall be used for the outdoor bicycle parking, and bicycle parking within a building shall be a minimum of six feet long by three feet wide by four feet high and clearly marked and reserved for bicycle parking only. The building permit submittals shall verify that the bicycle parking spacing and coverage requirements are met.
- j) That the building permit drawings shall clearly demonstrate that an area of at least seven feet in depth is provided at the front entries to provide pedestrians with protection from rain and sun as required in AMC 18.4.2.040.C. This depth may be met by a combination of any entry recess and the depth of an awning or other covering.
- k) Final solar setback calculations demonstrating that all new construction complies with Solar Setback Standard A as proposed by the applicants. Calculations shall be in the formula $[(\text{Height} - 6) / (0.445 + \text{Slope}) = \text{Required Solar Setback}]$ and elevations or cross section drawings shall be provided clearly identifying the highest shadow producing point(s) and the height(s) from natural grade.
- l) A revised plan for the shared plaza space which shall serve as the approved plan for the coordinated development of a cohesive plaza space for the two lots and which includes

improvement details with consistent material treatment and grading details which ensure that the buildings' finished floor elevations and plaza elevation are generally consistent. While the conceptual building design for Lot #1 is not approved here, the shared plaza space plan shall be considered the guiding document for the plaza space with the development of the two buildings. In addition to this plan, the applicant shall provide easements and agreements necessary to address the shared use of the plaza space between the two lots.

- m) Demonstration that with the ultimate development of the two contiguous lots (Lot #1 and Lot #2), not more than 50 percent of the total combined lot area shall be designated for residential uses as required in AMC 18.3.13.010.C.1.
- 9) That prior to the issuance of the building permit or commencement of site work including staging or the storage of materials, 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.
- 10) That prior to the final approval of the project, signature of the final plat or issuance of a certificate of occupancy:
- a) All hardscaping including the sidewalk corridor, parking lot and driveway; landscaping; required buffers between zones, and the irrigation system shall be installed according to the approved plan, inspected, and approved by the Staff Advisor. Any irrigation, landscaping or other screening required on the subject property in the subdivision's landscaping plan which has died or been removed shall be replaced to insure that the required sight-obscuring screening and buffer between zones is provided and maintained.
 - b) All utility service and equipment installations shall be completed according to Electric, Engineering, Planning, and Building Departments' specifications, inspected and approved by the Staff Advisor.
 - c) 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 prior to signature of the final survey plat or issuance of a certificate of occupancy.
 - d) That all exterior lighting shall be directed on the property and shall not directly illuminate adjacent residential properties.
 - e) All required street frontage improvements, including but not limited to the sidewalk, parkrow with irrigated street trees spaced at one tree per 30 feet of frontage, and street lighting, shall be installed under permit from the Public Works Department and in accordance with the approved plans, inspected and approved by the Staff Advisor.
 - f) The CC&Rs for the Homeowner's Association 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, 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.

- g) 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.
- h) 15 required covered bicycle parking spaces shall be installed according to approved plan, inspected and approved by the Staff Advisor.

Planning Commission Approval

December 10, 2019

Date

“FALCON II – A MIXED-USE DEVELOPMENT”
SITE REVIEW - ADDENDUM

A PROPOSAL FOR

**A SITE REVIEW PERMIT IN ORDER TO CONSTRUCT A
TWO-STORY 13,816 SQUARE FOOT MIXED-USE BUILDING
WITHIN AN EMPLOYMENT (E-1) ZONING DISTRICT (FALCON
HEIGHTS SUBDIVISION, PARCEL #2). THE PROPOSAL ALSO
INCLUDES A LOT LINE ADJUSTMENT**

SUBMITTED TO

CITY OF ASHLAND

FOR

**KDA HOMES, LLC
604 FAIR OAKS COURT
ASHLAND, OR 97520**

BY

**URBAN DEVELOPMENT SERVICES, LLC.
604 FAIR OAKS COURT
ASHLAND, OR 97520**

NOVEMBER 21ST, 2019

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I. PROJECT INFORMATION:

PROJECT NAME: "Falcon II - Addendum"

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

ARCHITECT
Oregon Architecture
132 W. Main Street
Medford, OR 97501

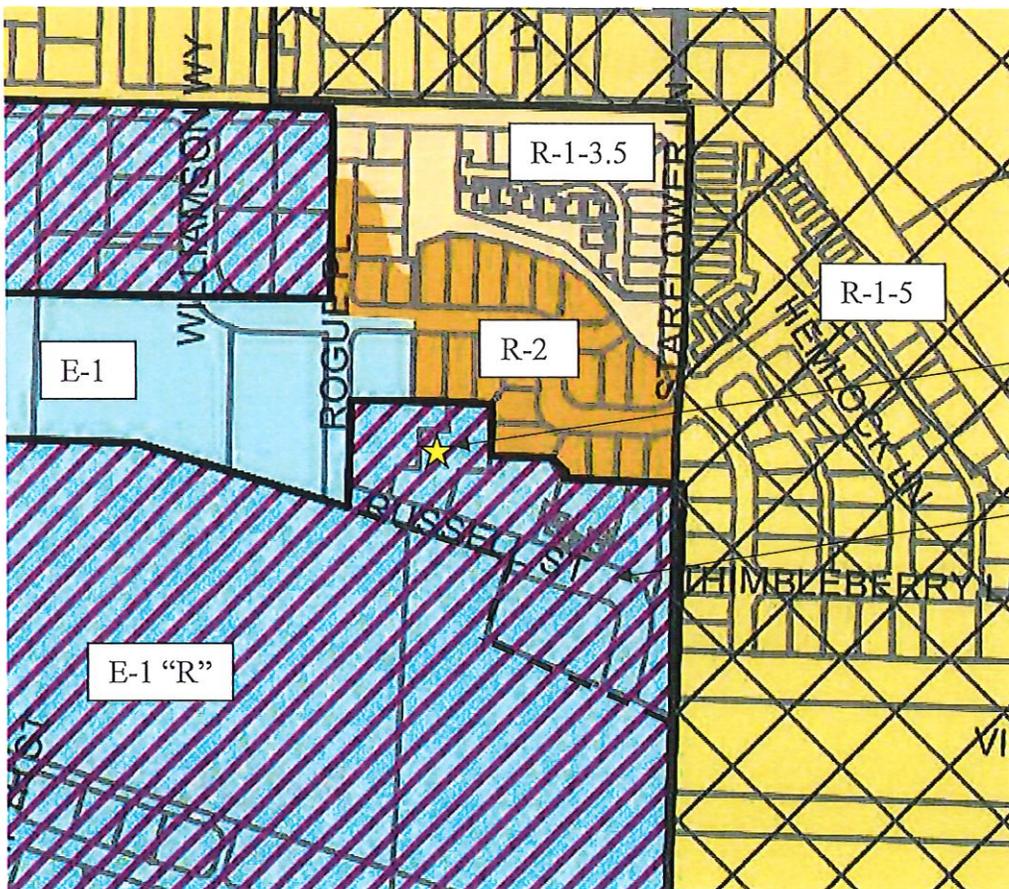
LANDSCAPE DESIGN
Madara Design, Inc.
2994 Wells Fargo Road
Central Point, OR 97502

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

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

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

PROJECT ZONING: As illustrated in the inserted Zoning Map (below), the property is zoned Employment (E-1) with a Residential Overlay. The subject property is regulated by the Ashland Municipal Code, Chapters 18.2.6 (Zoning), 18.3.13 (Residential Overlay) and 18.4.2 (Site Design Standards, Non-Residential Development – Basic, Detail & Large Scale design standards).

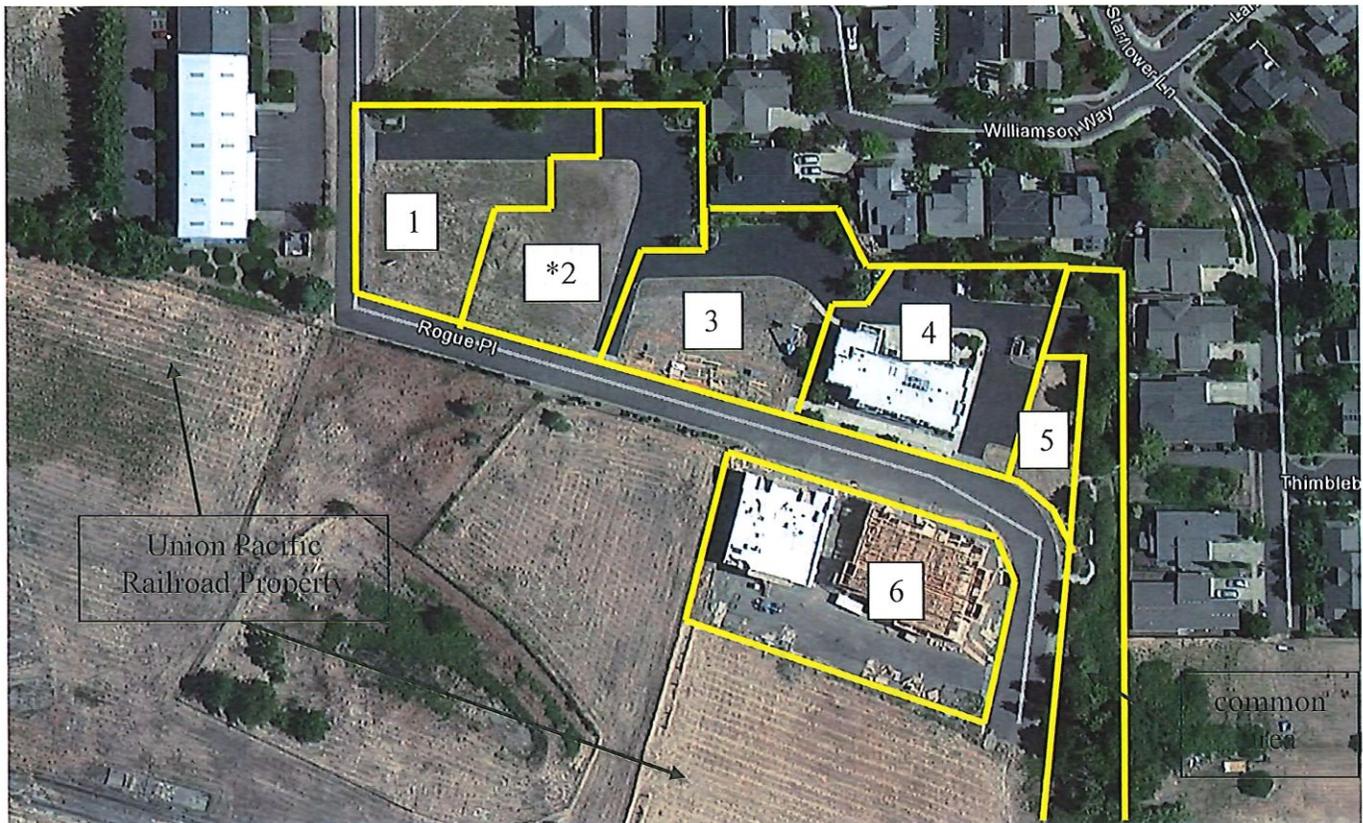


Subject Property (Lot #2)

Falcon Heights Subdivision (six lots)

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City Zoning Map



Falcon Heights Subdivision

ADDENDUM: The following information is an addendum to the application submittal on September 6th, 2019 and attempts to outline items needing clarification so that the application is deemed complete.

Addendum Submittals: Provided with the addendum is a Proposed Site Plan for Lot #1 and #2 of the Falcon Heights Subdivision. The applicants are specifically requesting Site Review approval for a mixed-use building on Lot #2, but include illustrations of a potential future building on Lot #1. The addendum submittal also includes Building #2 floor plans, Elevations and a Landscape Plan. The September 6th, 2019 submittal also included a Site and Utility Drainage Plan (still applicable, but for contour error as noted below), a shadow study (still applicable) and trash and bike details (still applicable).

Site Plan: The previous submittal did not identify the compact vs. standard parking spaces. The current site plan does illustrate the two types of parking spaces with no more than 50% of the spaces being compact. The majority of the parking is pre-existing and generally is at the back or side of the building, limited visibility from the street.

Building Size (Building #2): The proposed building size has been reduced from 14,012 square feet to 13,816 square feet. As further clarified below, Building #1 is illustrated and included within the application materials for preliminary assessment and coordination purposes only. At the time of the building permit for Building #2, additional details for the two buildings relating to consistent grade transitions, pedestrian mobility, refinements to plaza space and coordination of materials within the plaza area will be better understood and memorialized.

Contour Details: The previous Utility Drainage Plan submittal identified contour lines as being in 5' increments and was incorrect and should have been 1' contour line increments. Also, preliminary grading

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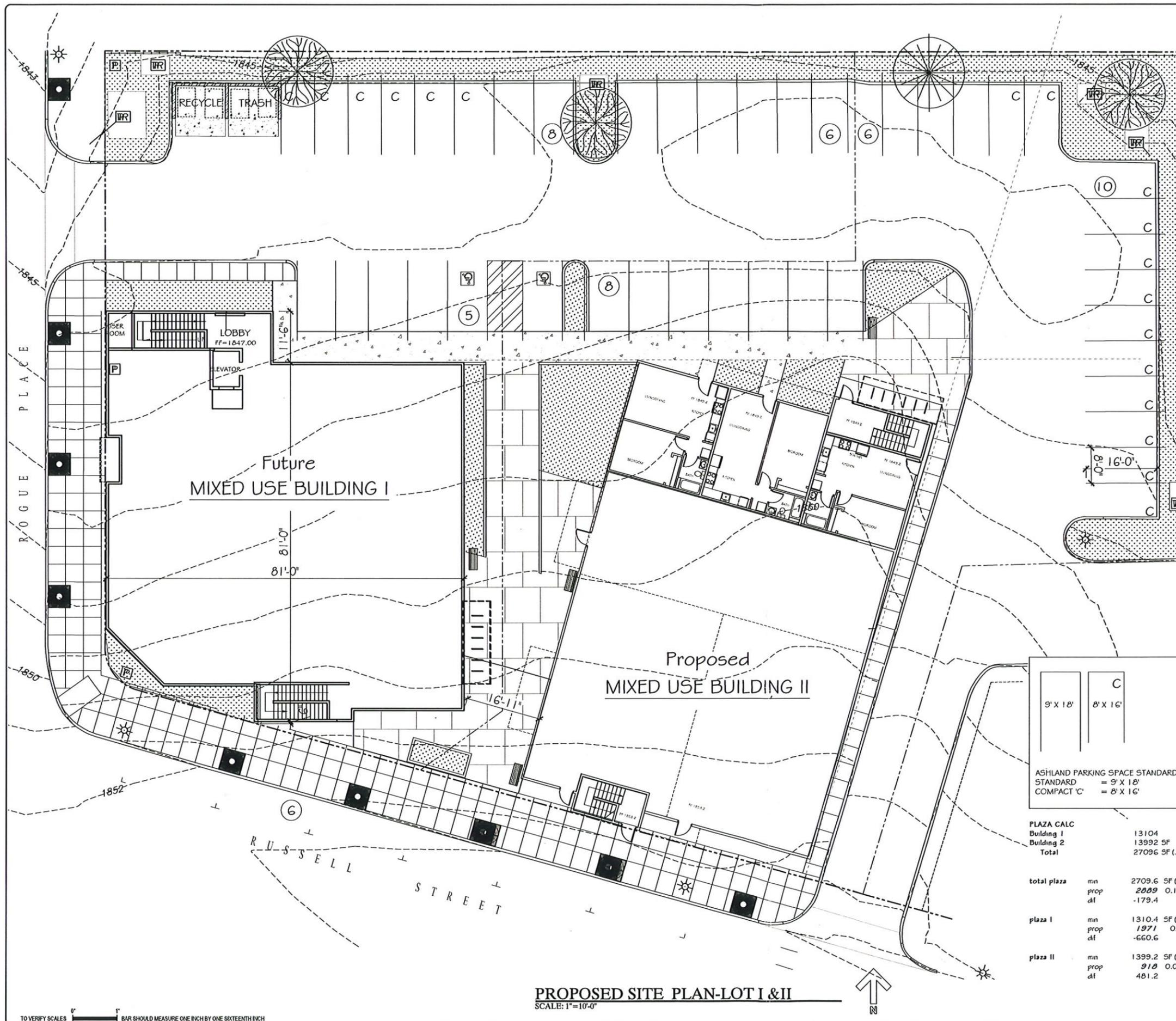
details are better illustrated on the site plan to show how the finished grade relates to the surrounding sidewalks, plaza and parking area.

Site Plan – Landscaping: The proposal includes 15% landscaping which includes a portion in plaza space as permitted for soft edging and shading.

Parking: A total of 43 parking spaces are proposed on-site and there are nine on-street parking spaces. The proposed building, Building #2, has a parking demand of 22.44 (23) parking spaces. A total of 13 parking spaces for each residential unit and 9.44 parking spaces for the office area.

The amount of available parking spaces for Building #1 will be 20 spaces, not including on-street parking spaces. At the time of that building's Site Review Permit request, justification will be necessary that illustrates the remaining available parking spaces on site will be satisfactory to the size and/or use proposed for Building #1. In the applicant's best judgement, the 20 parking spaces, plus the available on-street parking spaces, will easily accommodate a logical building footprint of one or two-stories and most uses.

Adjacent Lot Coordination (plaza): As noted previously, the applicants are aware of the importance of ensuring the plaza space is coordinated with the building elevation, use of materials, pedestrian circulation and function of the eventual building to be built on Lot #1. In this regard, the applicants have requested the project Architects and Landscape Designer provide preliminary drawings of a building on Lot 1 (Building #1) in an attempt to illustrate potential issues at this preliminary stage. As such, at the time of a building permit for the subject building (Building #2), the site's final surveying, civil engineering and circulation details will be fully understood which will allow the applicants to provide additional clarity and any necessary coordination agreements so that the subject plaza will cohesively function at the time Building #1 is constructed. In this regard, the applicants feel compelled to point out that based on unforeseeable market conditions, coupled with rapidly increasing material and labor costs, the building on Lot #1 may be years away, may be owned by a different party and certainly may be substantially different than what is preliminary illustrated herein.



PROJECT DATA

OWNER: Laz Ayala
 132 W. Main Street,
 Medford, OR 97501
 541-772-4198

ADDRESS: 459 Russell Street
 Ashland, OR 97520

MAP/TAX LOT: 39 1E 09AA
 /2801 (Lots 2)

ZONING: E-1
 SETBACK: NO FRONT SETBACK

SITE AREA: Existing
 Lot 1 19,278 SF
 Lot 2 18,377 SF
 Total 37,655 SF (.86 AC)

SITE AREA: Proposed
 Lot 1 17,478 SF
 Lot 2 20,177 SF
 Total 37,655 SF (.86 AC)

LOT II COVERAGE:
 Building II 6,840 SF (30%)
 Landscaping 3,120 SF (12%)
 Paving 13,021 SF (54%)
 Plaza II 918 SF (3%)

* (Min. 10% of gross building (1,399 SF min.)
 see Plaza calc for total sqft. min.)

BUILDING II AREAS:
 First Floor 6,840 SF
 Second Floor 6,976 SF
 Total 13,816 SF

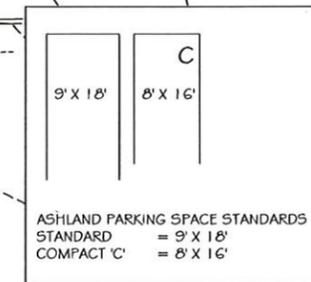
FIRST FLOOR
 Office 4,837 SF
 Dwelling Units 2,003 SF

SECOND FLOOR
 Dwelling Units 5,096 SF
 Common 1,880 SF

DWELLING UNITS
 1-Bed = 13
 Total = 13
 Dwelling Units 6,461 SF

PARKING REQUIRED: LOT II
 Offices 10 spaces (2)
 Residential 13 spaces (13)
 Total Car Spaces 23 spaces
 (Bike Spaces) (15 spaces)

PARKING PROVIDED: TOTAL
 Standard 13 spaces
 Compact 12 spaces (50% max)
 Accessible 1 space
 Street 1 space
 Total 27 spaces
 Bike 16 spaces (16 covered)



PLAZA CALC

Building 1	13104
Building 2	13992 SF
Total	27096 SF (.86)

total plaza	mn	2709.6 SF (10%)
	prop	2889 0.107
	dl	-179.4

plaza I	mn	1310.4 SF (10%)
	prop	1971 0.15
	dl	-660.6

plaza II	mn	1399.2 SF (10%)
	prop	918 0.066
	dl	481.2

*Parking requirements based on the following:
 Office - 1 space per 500 SF
 - 1 bike per 5 spaces w/ 50% covered
 Residential
 - 1 space per Studio or 1 Bedroom <500 SF
 - 1.5 spaces for 1 Bedroom >500 SF
 - 1.75 spaces for 2 Bedroom
 - 1 covered bike space per unit

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OREGON ARCHITECTURE
 132 W. Main Street, Suite 101
 Medford, Oregon 97501
 PH. 541 772-4372 | OREGONARCHITECTURE.BIZ

Project Description:
**Proposed Mixed Use Development:
 FALCON HEIGHTS I & II
 The Solomon Building**

Project Location:
 449 & 459 Russell Street Ashland, Oregon 97520
 Parcels: MAP: 39 1E 09AA and TAX LOT: 2800 & 2801

Approved for the Owner By: _____ Date: _____

REVISIONS

NO.	DATE	BY

PLOT DATE: 11/19/19
 ISSUE DATE:
 DRAWN BY:
 JOB NO.:
 SHEET

A0.1
 SITE PLAN

PLANNING REVIEW

PROPOSED SITE PLAN-LOT I & II
 SCALE: 1"=10'-0"

TO VERIFY SCALES 0' 1' BAR SHOULD MEASURE ONE INCH BY ONE SIXTEENTH INCH

“FALCON II – A MIXED-USE DEVELOPMENT”

A PROPOSAL FOR

**A SITE REVIEW PERMIT IN ORDER TO CONSTRUCT A
TWO-STORY 14,012 SQUARE FOOT MIXED-USE BUILDING
WITHIN AN EMPLOYMENT (E-1) ZONING DISTRICT (FALCON
HEIGHTS SUBDIVISION, PARCEL #2). THE PROPOSAL ALSO
INCLUDES A LOT LINE ADJUSTMENT**

SUBMITTED TO

CITY OF ASHLAND

FOR

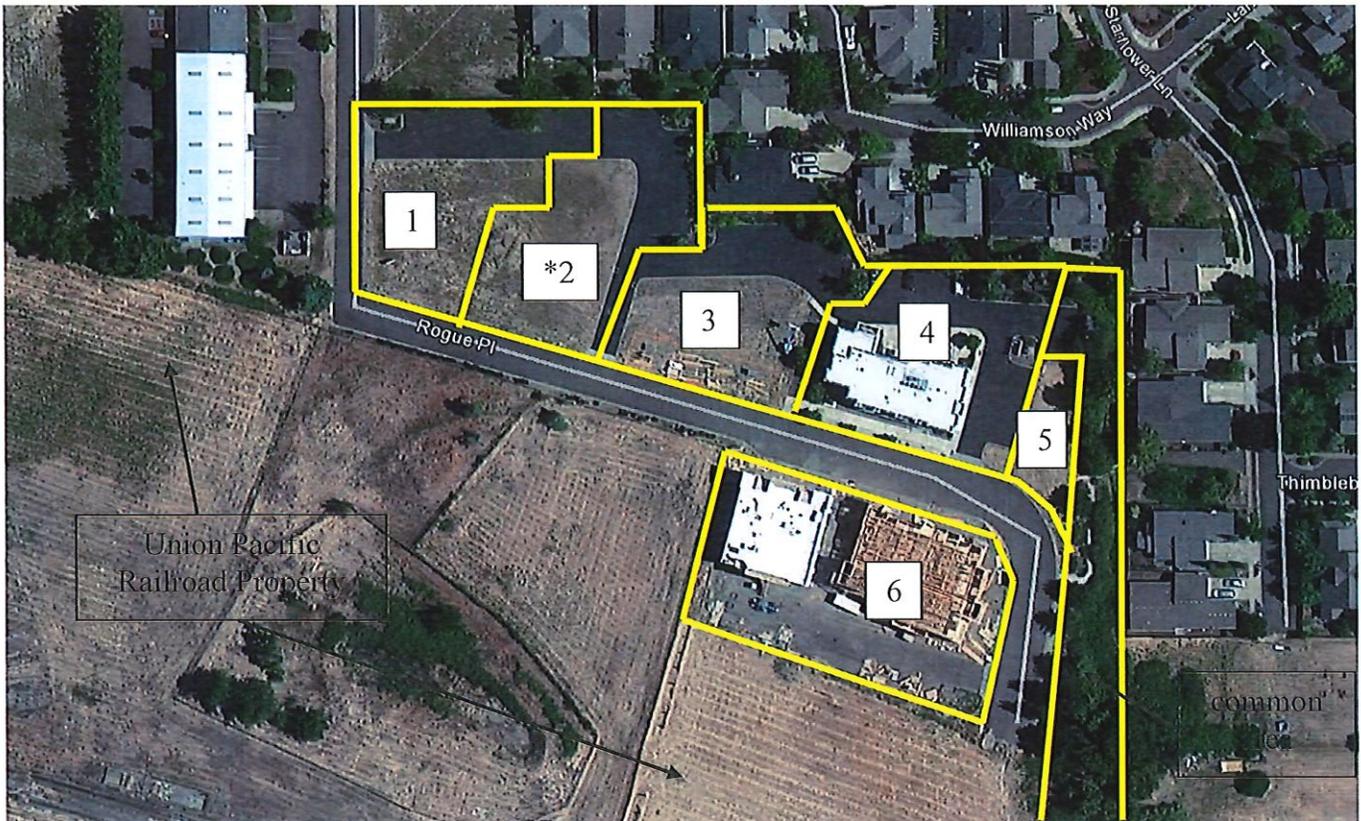
**KDA HOMES, LLC
604 FAIR OAKS COURT
ASHLAND, OR 97520**

BY

**URBAN DEVELOPMENT SERVICES, LLC.
604 FAIR OAKS COURT
ASHLAND, OR 97520**

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Falcon Heights Subdivision

PROPERTY BACKGROUND: *In 1991* a proposal was made for the development of not only the subject property, but also the residential properties to the north. The proposal was initially approved by the Planning Commission; however, a neighborhood group appealed the decision to the City Council and eventually to the Land Use Board of Appeals (LUBA). The project was remanded back to the City and a mediation process was initiated. The result of the mediation produced a mixture of land use types from Single-Family Suburban Residential (R-1-3.5) along Heresy Street, Medium Density (R-2) along Williamson Way and Employment with a Residential Overlay (E-1) along Rogue Place. The R-1-3.5 and R-2 properties have been divided, sold, constructed upon and occupied. A total of 27 single-family and 22 multi-family parcels were developed.

In 2001, the City completed a “draft” Master Plan for the Railroad Property (now Union Pacific’s). The subject property was included in the plan where it identified conceptual street layouts, street designs, street connections, building placements and designs. The Master Plan was never officially adopted, but from the plan came the current street layout now adopted as part of the City’s Transportation System Plan as well as certain building and lot configurations (see insert next page).

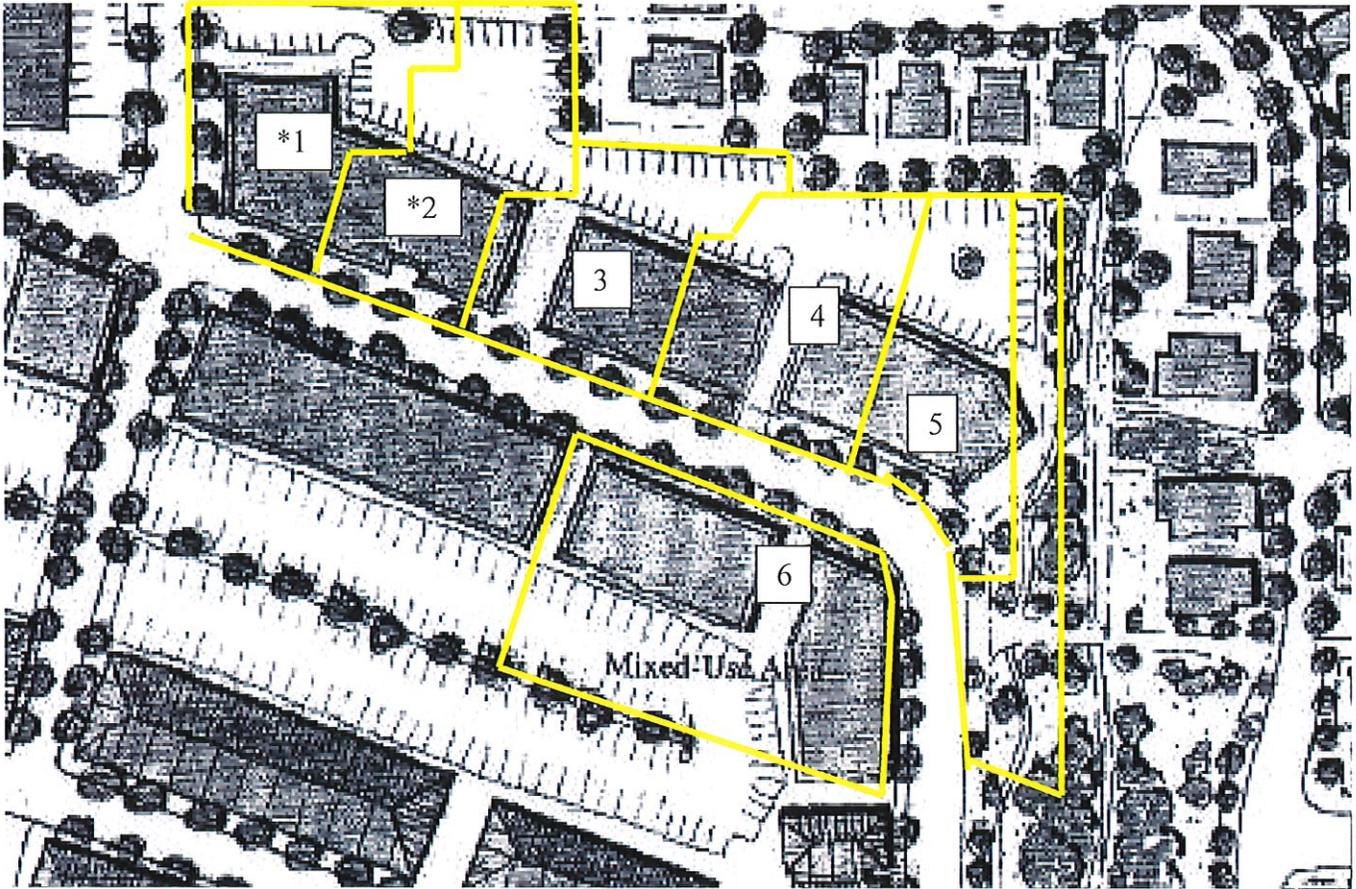
In 2002, the property was part of a 13-lot subdivision, but modified in 2003 to seven lots. The seven lot subdivision was then recorded with various improvements including roads, electrical, storm water, bio-swales, sewer, curbs (no sidewalks), street lights and parking areas installed. The property, in its existing condition today, is generally how it has been since 2004, other than a new two-story mixed-use building on Lot #6. All of the properties have been reasonably maintained over the years primarily due to the subdivision’s Ownership Association.

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3 | Page

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Railroad Master Plan – 2001

In 2006, an application was made for the first building within the subdivision on Lot #4, a two-story mixed-use building consisting of 7,762 square feet comprised of business professional office space, retail on the ground floor and five residential condominiums on the second floor (see insert above). At the time of its approval, parking was added to the rear of the building, mixed-use parking credits were granted and an on-street parking credit was granted.



479 Russell Street – Lot #4

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SEP 06 2019 4 | Page

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In December of 2015, the Planning Commission approved a Site Review Permit to allow the construction of two mixed-use buildings, connected by a sky-walk bridge, on the property across the street, 474 Russell Street, Lot #6 (Planning Action #2015-01284). Building “A” is 8,688 square feet consisting of ground floor offices and garages and four residential condominiums on the second floor. Building “B” is 12,617 square feet consisting of ground floor offices and garages and six residential condominiums on the second floor. In April of 2017, a Conditional Use Permit to allow the four second floor units within Building “A” to be used for short-term corporate rental housing (hotel/motel) (Planning Action 2017-00016). The subject buildings are currently under construction, expected to be completed and occupied in May of 2018 (see photo below).



474 Russell Street – Under Construction (2.28.18)

In April of 2018, the Planning Commission approved a Site Review Permit to allow the construction of a new two-story, mixed use 11,296 square foot building at 469 Russell Street (Lot #3) with ground-floor commercial space and seven second floor residential units (Planning Action #2018-429). The construction drawings are now being generated and should be submitted for the Building Department’s review in May with the expectation that construction would begin in July of 2018.

In October of 2018, the Planning Commission approved a Site Review Permit to construct a single building consisting of 22,469 square feet on the properties located at 469 and 459 Russell Street (Lots #1 and #2). The building was to be a mixed-use building with ground floor being a mixture of office and light manufacturing and the second floor consisting of ten residential condominiums ranging in size from

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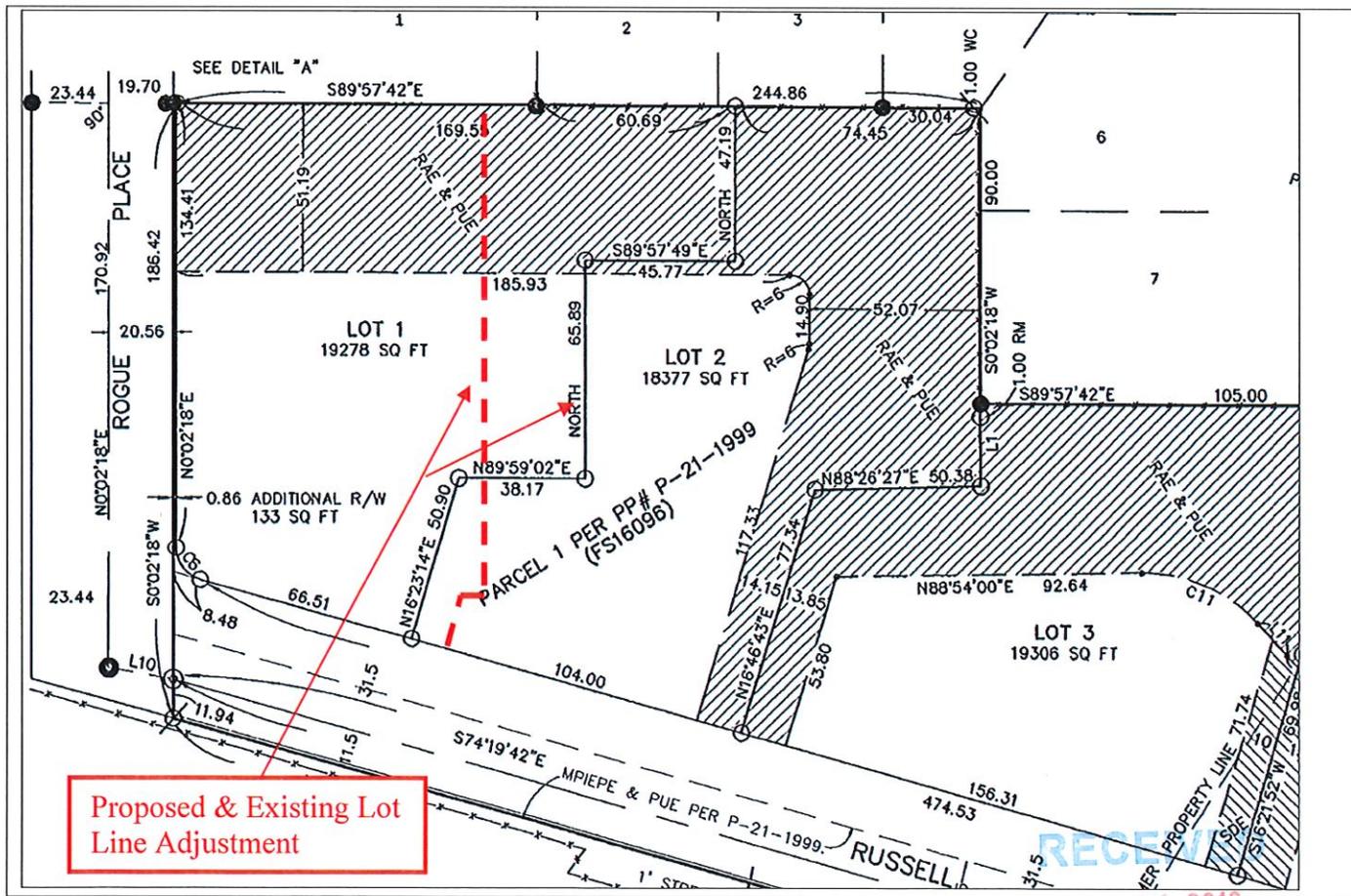
SEP 06 2018 5 | Page

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814 square feet to 1,094 square feet. The proposal also included a Lot Line Adjustment to consolidate the two parent parcels to accommodate the single building and an exception to have the building's entrances greater than 20' from the public sidewalk (PA-T2-2018-00001). NOTE: The subject application herein, if approved, will supersede PA-T2-2018-00001.

PROPERTY DESCRIPTION: The subject Parcel #2 is located at 459 Russell Street. The parcel has sat vacant since 2002 and is .42 acres in size and zoned E-1 with a Residential Overlay. The abutting property, Parcel #1 of the Falcon Heights Subdivision, is .44 acres in size with the same zoning. As previously described, the site's parking lot (storm water drain, paving and curbing) have been installed as well as the site's perimeter curbing, street lights, fire hydrants, cable conduit and transformer boxes. Parking lot landscaping exists along the north side of the property where it abuts neighboring residences and another vacant E-1 zoned lot. Some landscaping updates will likely be necessary as some plants have died.

PROJECT PROPOSAL: Due to unexpected slow market demand for commercial space, the applicants are proposing to void Planning Action PA-T2-2018-00001 in order to construct a single building on Parcel #2 as explained above. The applicants are now requesting a Site Review Permit to construct a 14,012 square foot mixed-use commercial office building on "only" Parcel #2 of the Falcon Heights Subdivision and defer the eventual development and Site Review Permit for a building on Parcel #1 until a later date. However, the submittals identify the intended building footprint planned for Parcel #1 for the sole purpose of understanding how the two buildings will eventually relate, how reciprocal access will occur and how the overall architecture will flow along the streetscape.



As illustrated above, the current proposal also includes a Lot Line Adjustment to the existing parcel line between Parcels #1 and #2 in order to better accommodate the proposed design with a plaza between the proposed building on Parcel #2 and the eventual building on Parcel #1. Parcel #1 is currently 19,278 sq. ft. and will be reduced to 13,755 sq. ft. or .315 acres. Parcel #2 is currently 18,377 square feet and will be increased to 23,899 square feet or .548 acres. The applicant's own both parcels and contend the original lot line was not based on any specific building design, long term plan, and any physical characteristics of the site or for any municipal code reasons.

Finally, the current proposal includes a request to allocate a portion of the density from Parcel #1 to Parcel #2. Based on the property's Employment Zone's base density of 15 dwelling units per acre, Parcel #1's base density is 4.73 dwelling units (.315 acres x 15 = 4.73) and Parcel #2's is 8.22 dwelling units (.548 acres x 15 = 8.22 units). The allocation request would be to increase the base density of Parcel #2 from Parcel #1 by an additional 1.53 units for a total of 3.2 dwelling units on Parcel #1 and 9.75 dwelling units on Parcel #2. The allocation will be memorialized via a deed restriction on Parcel #1, but the overall purpose of the density allocation is to build smaller and more affordable rental units within one building, versus spread out over two buildings or one large building with excess office space where there is little demand for.

Units less than 500 sq. ft.: In accordance with AMC 18.2.3.130 B.2, dwellings in non-residential zones, such as the subject E-1 Zoned property, units less than 500 square feet are considered .75 units for the purpose of calculating density. As such, the building on Parcel #2 is proposed to have a total of 13 dwelling units, each under 500 square feet in area and meet its base density of 9.75 residential units (13 x .75 = 9.75). The proposed units are spread between the two floors with three on the ground floor and ten on the second floor. Each residential unit will have a single bedroom and bathroom. Overall, the applicants contend the smaller mixed-use residential units provide much needed housing in Ashland, consistent with the City of Ashland's 2012 Housing Needs Analysis and 2007 Rental Needs Analysis.

Zoning & Railroad District Master Plan: In addition to the Site Design & Review Standards, the project complies with the City's E-1 zoning standards for parking, number of parking spaces, setbacks, solar access, building heights, etc. Further, the subdivision's original design and concepts clearly follow the 2001 Railroad District Master Plan (draft) as illustrated above on Page #4. In addition, suggestions within the master plan, such as encouraging multi-story developments and following the provisions of the zoning code.

Building Architecture: The building's architecture is a reflection of certain mass, scale and material components of the recently approved and existing buildings to the east (Lots #3 and #4) as well as the two buildings recently completed across the street (Lot #6). The building's architecture is also in accordance with the regulations noted in the Basic, Detail and Large Scale design standards (Site Design & Use Standards). Such standards do *not* require a certain design style such as Downtown Ashland, but do require large building masses to be divided into heights and sizes that relate to human scale by incorporating changes in building masses or direction, sheltering roofs, a distinct pattern of surfaces, windows, trees, and small scale lighting. In this proposal's case, the building has been articulated in both mass, volume and material and no one wall is a voided plane. Each wall includes symmetrically balanced

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components for a positive streetscape rhythm which is further enhanced by the large plaza between the sidewalk and street for public assembly opportunity and human scale design. In this regard, the applicants and Architect have amended the elevations multiple times in an attempt to make sure the design complements the existing buildings, but is also a building that expands the architecture and palate of colors and materials for future buildings planned for the Falcon Heights Mixed-Use Subdivision and neighboring developments.

Parking: A total of 30 “unmarked” parking spaces are currently provided on both Parcels #1 and #2 and another 13 parking spaces are proposed to be added during the initial construction stages. An additional nine parking spaces are located along the Russell Street frontage (AMC 18.4.3.060 A.) for a total of 43 on-site spaces and 51 overall spaces on or immediately adjacent to Parcels #1 and #2.

In accordance with AMC, Table 18.4.3.040 – Automobile Parking Spaces by Use, the parking demand for the proposed building on Parcel #2 is as follows:

Parcel #1 Parking Requirements =	<i>Pending future Site Review</i>	
Parcel #2 Parking Requirements =	22.46 (23)	
13 1-bedroom units < 500 sq. ft. =	1 space per unit	= 13 parking spaces
4,724 sq. ft. General Office =	1 space per 500 sq. ft.	= 9.48 parking spaces
Total provided on-site:	=	43 parking spaces (includes two handicap spaces)
Total for Parcel #2	=	22.48 (23) parking spaces
Total remaining for Parcel #1	=	20.52 (20)
Requested on-street credits:	=	0

Note: The property’s parking lot is pre-existing, constructed in 2003/2004 with all of the improvements for curbing, drainage, landscaping area, irrigation conduit, asphalt thickness, etc. The entire parking lot and access aisles, from Parcel #1 to Parcel #4, are jointly shared by all of the lot owners. The applicants intend to utilize their portion of the parking lot as originally constructed, add the additional 13 parking spaces as illustrated, but also complete the striping, handicap graphics and “update” some of the landscaping areas that look stale and need replenishing in accordance with the submitted landscape plans.

Bike Parking Required / Proposed: A total of 15 covered bike parking spaces will be provided for Parcel #2 – one bike space for each one bed-room unit (13 total) and one for every five required office parking spaces (two total) for a total on-site requirement of 15 bike parking spaces. Two areas are proposed for the planned bike parking – 12 covered spaces on the north side of the building facing the parking lot and another three covered spaces within the common hallway area of the building’s ground floor. All bike parking spaces will be designed in compliance with the Bicycle Parking Design Standards noted in AMC 18.4.3.070 and specifically the covered bike standards as illustrated in Figure 18.4.3.070.I.10 a. and b. of the Ashland Municipal Code.

Signs: The buildings’ signage is intended to be mounted on the front of the building and within the window areas of the front façade. Prior to installation, permits for any signage will be applied for in

accordance with AMC 18.4.7.020 B. and all standards for commercially zoned signs will be in accordance with AMC 18.4.7.080.

Solar Access: The proposal complies with the City's adopted Solar Access Ordinance, AMC 18.4.8, specifically a Class "A" standard which is the City's residential solar classification. However, during the initial planning of the subdivision, the developer committed to the neighbors to the north that "all" of the commercial lots within the subdivision would be deed restricted to a Class "A" standard. As such, the subject building has been designed to meet the Class "A" standard as illustrated on the submitted plans (Sheet A0.3).

Trash & Recycling: In accordance with 18.4.4.040 G., the project's trash and recycling area is to be within a combined enclosure, 5' in height, accessed from the rear parking lot. The enclosed structure is aligned directly with the driveway's opening for easy access allowing for convenient and quick service by Ashland Recology. The enclosure provides screening from all adjoining neighbors and rights-of-way. Note: The location of the trash enclosure has been chosen so that it is NOT adjacent to any residential property or below the proposed tenant spaces, but is "adjacent" to another E-1 lot that is currently vacant.

Buffering: The original subdivision was fully improved with streets, curbs, parking and fencing. In some areas where the fencing is less than 5' along a residentially zoned section of property (6' wall, fence, hedge, etc. is required), the applicants will provide additional screening and/or fencing at the time of the building's occupancy.

Landscaping: The applicants also agree that since the original installation, some landscaping and irrigation has either died or appears weathered. The supplicants agree to plant or replant in the areas where this is an issue.

Commercial Occupants: The applicants do not yet have a lease with a commercial tenant. In general, it takes *14 to 16 months of construction time to have a typical mixed-use building ready for occupancy which is often too long of a period for a commercial tenant to commit. However, once construction begins and the construction schedule better understood (roughly 12 months to complete), commercial applicants are more apt and capable of securing an agreement. As such, the applicants have designed the building and site to be flexible and accommodating for numerous uses - including office, medical, retail and manufacturing which may have to adapt to particular parking constraints, building codes, sign regulations, etc. *It should be noted there is roughly 2,700 square feet of remaining "vacant" commercial space within the ground floor of the recently constructed mixed-use building across the street on Lot #6. The second floor residential space has remained fully occupied since completion, but the commercial space has remained vacant for over a year which illustrates the limited demand for office space and significant need for small apartment housing units.

CONCLUSION: The applicants contend the proposal is well thought-out and consistent with the original vision the draft Railroad District Master Plan and contextually compatible with the street's most recent developments. The applicants believe the opportunity to build a mixed-use building and provide the

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9 | Page

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Ashland real estate market with additional commercial and residential options is a positive step in realizing Ashland's land use and development strategies.

II. FINDINGS OF FACT:

The required *findings of fact* have been provided to ensure the proposed project meets the requirements and procedures outlined in the Ashland Municipal Code (AMC) pertaining to the site's zoning, applicable overlay zones, site development and design regulations. The Planning Action is based on the Ashland Municipal Code (AMC) 18.5.2.030 B and D. and subject to AMC Chapter 18, specifically Sections 18.2.3.130 (Dwellings in Non-Residential Zones), 18.2.6.030 (Unified Standards for Non-Residential Zones), 18.3.13.010 (Residential Overlay Regulations), 18.4.2.040 (Non-Residential Development), 18.4.2.040 B. (Basic Site Review Standards); 18.4.2.040 C. (Detail Site Review), 18.4.2.040 D. (Large Scale Standards), 18.4.3 (Parking, Access & Circulation), 18.4.4 (Landscaping, Lighting & Screening), 18.4.8 (Solar Access) and 18.5.2.050 (Site Review Criteria).

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

18.2.3.130 Dwelling in Non-Residential Zone

Where dwellings are allowed in non-residential zones, they are subject to all of the following requirements.

A. Dwellings in the E-1 zone are limited to the R-overlay zone. See chapter 18.3.13 Residential Overlay.

The subject property is within an E-1 Residential Overlay Zone as noted on the inserted map on Page #2 of this document.

B. Dwellings in the E-1 and C-1 zones shall meet all of the following standards:

1. If there is one building on a site, ground floor residential uses shall occupy not more than 35 percent of the gross floor area of the ground floor. Where more than one building is located on a site, not more than 50 percent of the total lot area shall be designated for residential uses.

The proposal is for a single mixed-use building on one site. The ground floor of the building is 4,724 square feet and the office space is 67% of the ground floor area and the residential, including common hallways, is 33%.

2. Residential densities shall not exceed 15 dwelling units per acre in the E-1 zone, 30 dwelling units per acre in the C-1 zone, and 60 dwelling units per acre in the C-1-D zone. For the purpose of

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density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit.

Parcel #2 is zoned E-1 and will be .54 acres and as requested herein will have a base density of 9.75 dwelling units or 13 small units, all less than 500 square feet.

3. Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the underlying zone.

The proposed residential uses have been designed to comply with the underlying E-1 zoning standards. However, it should be noted the original developer and the adjacent neighbors to the north agreed on a more stringent Solar Access factor (Standard "A") and thus the subject building's 2-story height is roughly one entire floor less than what it could be.

4. Off-street parking is not required for residential uses in the C-1-D zone.

Not applicable

18.3.13.010 Residential Overlay Regulations

Note: The standards below appear to be duplicating the standards noted in 18.2.3.130, above, but there are differences. Nevertheless, the purpose of these Findings of Fact is to ensure the application meets all of the applicable criteria and development standards.

C. Requirements. The Residential overlay requirements are as follows.

1. If there is one building on a site, ground floor residential uses shall occupy not more than 35 percent of the gross floor area of the ground floor. Where more than one building is located on a site, not more than 50 percent of the total lot area shall be designated for residential uses.

The proposal is for a single mixed-use building on one site. The ground floor of the building is 4,724 square feet and the office space is 67% of the ground floor area and the residential, including common hallways, is 33%.

2. Residential densities shall not exceed 15 dwelling units per acre. For the purpose of density calculations, units of less than 500 square feet of gross habitable floor area shall count as 0.75 of a unit.

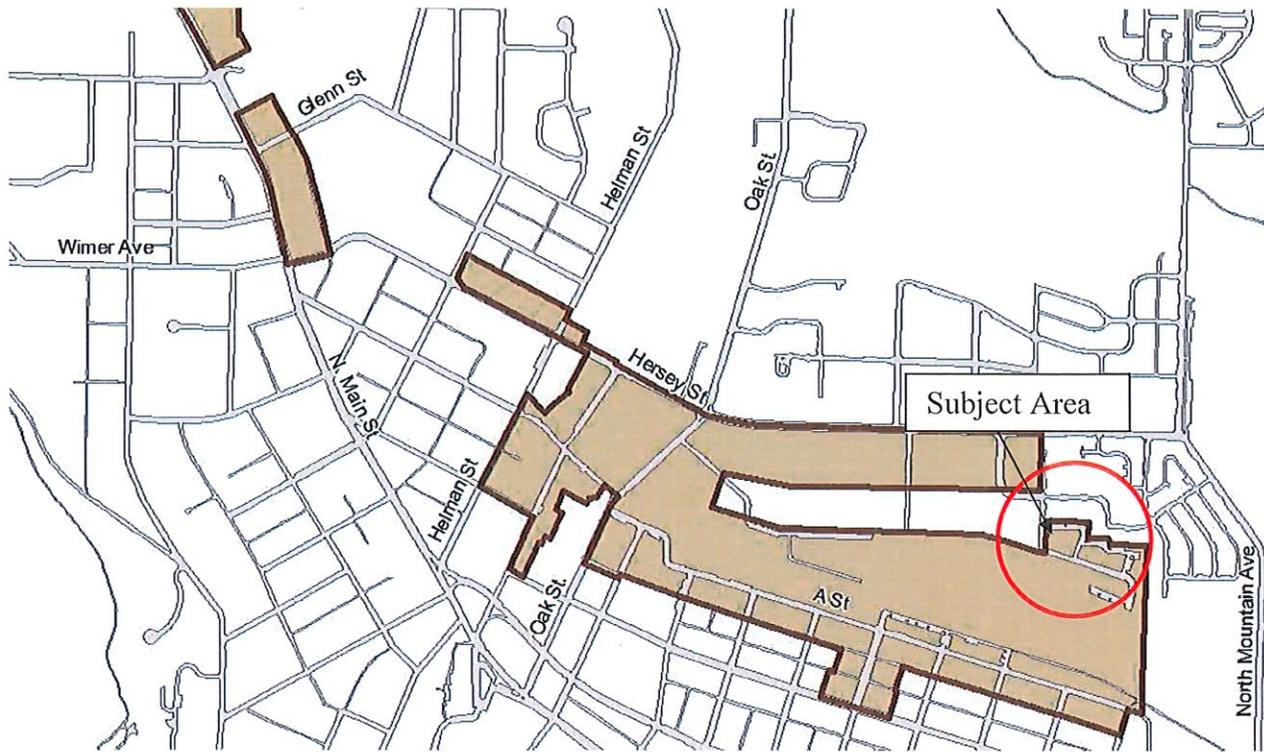
Parcel #2 is zoned E-1 and will be .54 acres and as requested herein will have a base density of 9.75 dwelling units or 13 small units, all less than 500 square feet.

3. Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the E-1 District.

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The proposed residential uses have been designed to comply with the underlying E-1 zoning standards.



AMC 18.3.13.010 Residential Overlay Map (1 of 2)

18.4.2.040 Non-Residential Development

A. Purpose and Intent. Commercial and employment developments should have a positive impact upon the streetscape. For example, buildings made of unadorned concrete block or painted with bright primary colors used to attract attention can create an undesirable effect upon the streetscape.

The proposal will have a positive impact upon the streetscape with its varying use of materials, colors and large store-front windows. The buildings have been designed in context with the neighboring mixed-use buildings with the long-term goal of creating a cohesive and enjoyable street to work or live on.

Landscaping and site design for commercial and employment zones is somewhat different from that required for residential zones. The requirement for outdoor spaces is much less. The primary function is to improve the project's appearance, enhance the City's streetscape, lessen the visual and climatic impact of parking areas, and to screen adjacent residential uses from the adverse impacts which commercial uses may cause.

The design team contends the proposal enhances the streetscape with the installation of added landscaping and plaza area. The design provides for urban streetscape diversity, but also lessens the visual and climatic impact of parking areas – especially those on the north side of the two story building. Also, because the previous property owners installed the parking areas, installed the infrastructure, pre-planted

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the landscaping around the perimeter and agreed to reduce the building heights within the subdivision to Class “A” solar access standards, the most restrictive class, the typical adverse impacts commercial uses may cause on a neighboring residence have been clearly mitigated.

One area in which Ashland’s commercial differs from that seen in many other cities is the relationship between the street, buildings, parking areas, and landscaping. The most common form of modern commercial development is the placement of a small buffer of landscaping between the street and the parking area, with the building behind the parking area at the rear of the parcel with loading areas behind the building. This may be desirable for the commercial use because it gives the appearance of ample parking for customers. However, the effect on the streetscape is less than desirable because the result is a vast hot, open, parking area which is not only unsightly but results in a development form which the City discourages.

The alternative desired in Ashland is to design the site so that it makes a positive contribution to the streetscape and enhances pedestrian and bicycle traffic. The following development standards apply to commercial, industrial, non-residential and mixed-use development. The application of the standards depends on what area of the City the property is located. Generally speaking, areas that are visible from highly traveled arterial streets and that are in the Historic District are held to a higher development standard than projects that are in manufacturing and industrial area.

The project site is not within a Historic District. However, the project planning for this development, including the initial site and street layout phase, has clearly attempted to make a positive contribution to the streetscape as well as the residential neighborhood it abuts. As the subdivision and adjoining properties develop and the City continues to enforce its Transportation Plan objectives with connected streets and positive multi-modal developments, the subject property and the properties within the vicinity will continue to make a positive contribution towards Ashland’s livability.

18.4.2.040 B. Basic Site Review Standards

Except as otherwise required by an overlay zone or plan district, the following requirements apply to commercial, industrial, non-residential and mixed-use development pursuant to section 18.5.2.020.

1. Orientation and Scale.

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

The site’s parking area sits behind the proposed building and will be screened from the front of the property by the building.

b. A building façade or multiple building facades shall occupy a large majority of a project’s street frontage as illustrated in Figure 18.4.2.040.B, and avoid site design that incorporates extensive gaps

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SEP 06 2013 | Page
City of Ashland

between building frontages created through a combination of driveway aprons, parking areas, or vehicle aisles. This can be addressed by, but not limited to, positioning the wider side of the building rather than the narrow side of the building toward the street. In the case of a corner lot, this standard applies to both street frontages. Spaces between buildings shall consist of landscaping and hard durable surface materials to highlight pedestrian areas.

In keeping with the above standard, the proposed building façade and plaza occupy the majority of the streetscape.

c. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk. The entrance shall be designed to be clearly visible, functional, and shall be open to the public during all business hours.

The building's primary commercial entrance has been designed to face the primary street and its public sidewalk. The entrance is designed to be clearly visible, functional, and will remain open to the public during typical business hours. The residential entrances have been placed on secondary elevations.

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

As noted, the buildings' primary commercial entrance is located on the ground level adjacent to the public sidewalk and plaza and within 20' of the public sidewalk.

e. Where a building is located on a corner lot, its entrance shall be oriented toward the higher order street or to the lot corner at the intersection of the streets. The building shall be located as close to the intersection corner as practicable.

The subject property is not on a corner lot.

f. Public sidewalks shall be provided adjacent to a public street along the street frontage.

The proposal includes a public sidewalk, in accordance with the City's Street Design Standards and the Subdivision's originally conceived plan along the Russell Street frontage.

g. The standards in a-d, above, may be waived if the building is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices, and automotive service stations.

Although warehouses and some industrial/manufacturing uses are permitted in the E-1 zone, the applicants have designed the building to accommodate an array of uses which include commercial office and service businesses that will benefit from an attractive building design and accessible public sidewalks.

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2. Streetscape. One street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street pursuant to subsection 18.4.4.030.E.

In accordance with AMC 18.4.4.030 E., one street tree chosen from the street tree list shall be placed for each 30 feet of frontage for that portion of the development fronting the street.

3. Landscaping.

a. Landscape areas at least ten feet in width shall buffer buildings adjacent to streets, except the buffer is not required in the Detail Site Review, Historic District, and Pedestrian Place overlays.

The property is within the Detail Site Review Overlay and not subject to the standard.

b. Landscaping and recycle/refuse disposal areas shall be provided pursuant to chapter 18.4.4.

The attached landscaping and site plans identify a screened recycling and refuse area.

4. Designated Creek Protection. Where a project is proposed adjacent to a designated creek protection area, the project shall incorporate the creek into the design while maintaining required setbacks and buffering, and complying water quality protection standards. The developer shall plant native riparian plants in and adjacent to the creek protection zone.

Not applicable as the property does not abut a designated creek protection area.

5. Noise and Glare. Artificial lighting shall meet the requirements of section 18.4.4.050. Compliance with AMC 9.08.170.c and AMC 9.08.175 related to noise is required.

Site and building lighting will meet the requirements of AMC 18.4.4.050 as well as adopted building codes and any noise will comply with AMC 9.08.175. The applicants have an interest in minimizing any typical nuisance issues related to lighting or noise in order to provide a desirable quality of living to the project's residents. All lighting will be down-lit so as to minimize any potential glare from adjoining properties.

6. Expansion of Existing Sites and Buildings. For sites that do not conform to the standards of section 18.4.2.040 (i.e., nonconforming developments), an equal percentage of the site must be made to comply with the standards of this section as the percentage of building expansion. For example, if a building area is expanded by 25 percent, then 25 percent of the site must be brought up to the standards required by this document.

Not applicable as the property is currently vacant.

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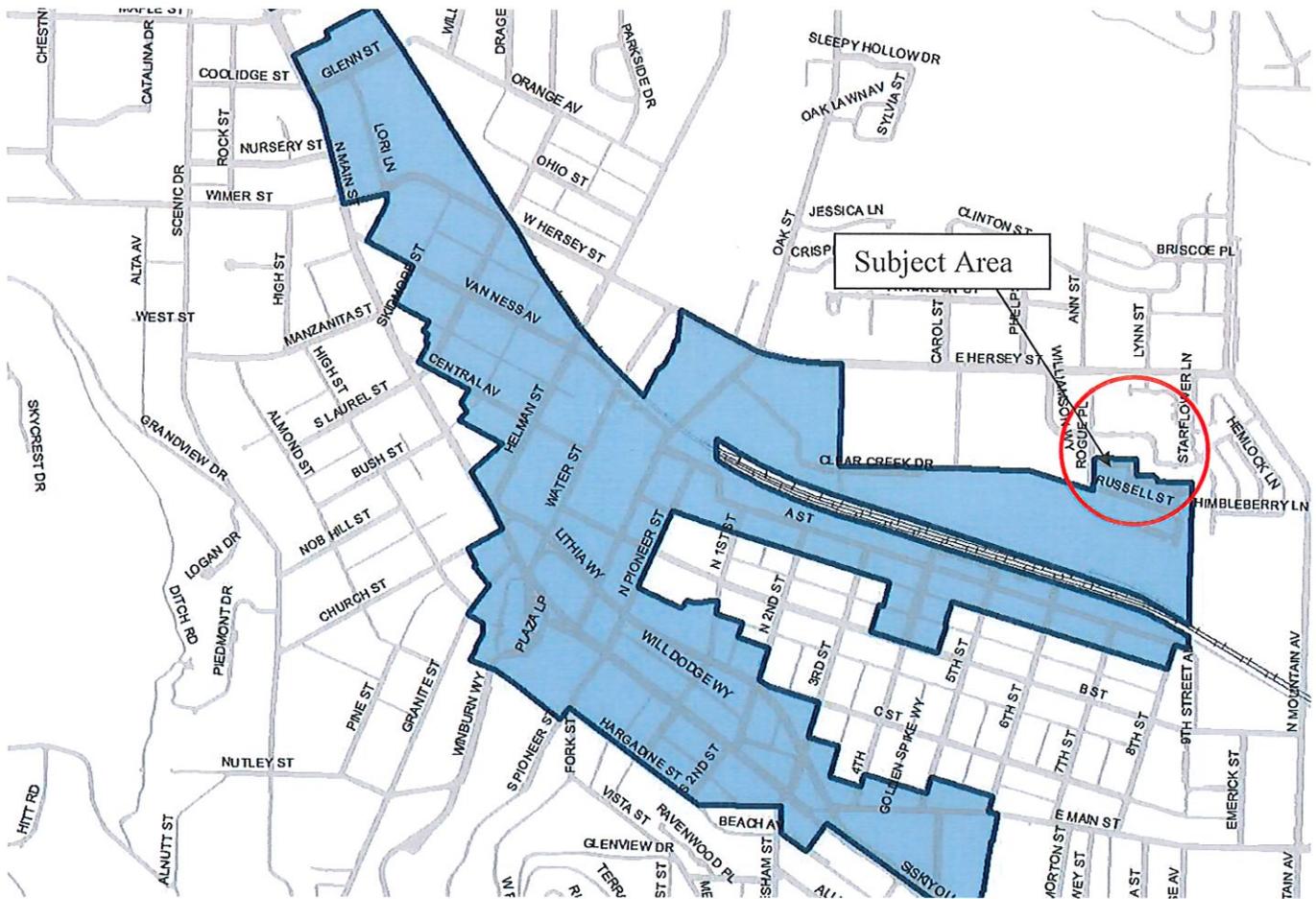
18.4.2.040 C. Detailed Site Review Standards

Development that is within the Detail Site Review overlay shall, in addition to the complying with the standards for Basic Site Review in 18.4.2.040.B, above, conform to the following standards. See conceptual site plan of detail site review development in Figure 18.4.2.040.C.1 and maps of the Detail Site Review overlay in Figures 18.4.2.040.C.2-5.

1. Orientation and Scale.

a. Developments shall have a minimum Floor Area Ratio (FAR) of 0.50. Where a site is one-half an acre or greater in size, the FAR requirement may be met through a phased development plan or a shadow plan that demonstrates how development may be intensified over time to meet the minimum FAR. See shadow plan example in Figure 18.4.2.040.C.1.a. Plazas and pedestrian areas shall count as floor area for the purposes of meeting the minimum FAR.

The subject site is proposed to be .54 acres (23,899 sq. ft.) and the proposed building has a total floor area of 14,012 sq. ft. for a .58 FAR, not including the identified plaza space or any pedestrian areas.



AMC 18.4.2.040.C.2 Detail Site Review Overlay Map (1 of 4)

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

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The subject building's frontage is 67', but still has a variety of jogs and other distinctive changes as depicted in Sheet A2.1, South East 3D View2 for the purpose of creating an attractive street facade.

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

The building walls facing the street all have windows of at least 20% in display, windows and doorways. The buildings' working areas, pedestrian entrances and display areas will be transparent, but also address current building code and conservation standards relating to energy efficiency.

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

The buildings' Architects have incorporated lighting and changes in mass, surface and finish giving emphasis to the entrances.

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

The application complies with this standard.

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

The building elevations illustrate a plane of awnings between windows and other vertical forms of the building that not only accentuate the building's design, but also protect pedestrians from the rain and sun. The doorway entrance area is a minimum of 7' and provides a cover area for pedestrians to assemble which a policy is recently created by the Ashland Planning Commission.

2. Streetscape.

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

The building on Parcel #2 will front onto a 13' wide sidewalk with street trees planted within 5' x 5' irrigated tree wells that along with the building awnings provide relief from inclement weather and in return promote walking and "people" areas. Further, the design of the integration of the front plaza space between the street and sidewalk will enhance the "people" area and make the building more pleasant for pedestrians and residences.

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SEP 01 2019

17 | Page

City of Ashland

b. A building shall be setback not more than five feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas, or for a required public utility easement. This standard shall apply to both street frontages on corner lots. If more than one structure is proposed for a site, at least 65 percent of the aggregate building frontage shall be within five feet of the sidewalk.

The building will sit directly adjacent to the front sidewalk.

3. Buffering and Screening.

a. Landscape buffers and screening shall be located between incompatible uses on an adjacent lot. Those buffers can consist of either plant material or building materials and must be compatible with proposed buildings.

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

The landscape plan includes landscaping between the existing driveway and the neighboring residences to the north. The landscaping and irrigation in these areas have existed since 2003/2004 and have matured in that time. In some areas the landscaping has been vandalized and/or died but will be replaced by the applicant prior to occupancy.

4. Building Materials.

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

The building materials include changes for relief for at least 15 percent of the exterior wall area.

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

Bright paint colors or significant amounts of glass are not to be incorporated in the facade.

18.4.2.040 D. Additional Standards for Large Scale Projects

In the Detail Site Review overlay, developments that are greater than 10,000 square feet in gross floor area or contain more than 100 feet of building frontage shall, in addition to complying with the standards for Basic (18.4.2.040.B) and Detail (18.4.2.040.C) Site Review, above, conform to the following standards. See conceptual elevation of large scale development in Figure 18.4.2.040.D.1 and conceptual site plan of large scale development in Figure 18.4.2.040.D.2.

1. Orientation and Scale.

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

The proposed building has been designed to divide large building masses into heights and sizes that relate to human scale. The design incorporates changes in building masses, have sheltering awnings and recessed entrances and include a distinct pattern of divisions on surfaces. The design includes windows, small scale lighting and street trees to be planted along the frontage.

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

- i. Buildings sharing a common wall or having walls touching at or above grade shall be considered as one building.**
- ii. Buildings shall not exceed a building footprint area of 45,000 square feet as measured outside of the exterior walls and including all interior courtyards. For the purpose of this section an interior courtyard means a space bounded on three or more sides by walls but not a roof.**
- iii. Buildings shall not exceed a gross floor area of 45,000 square feet, including all interior floor space, roof top parking, and outdoor retail and storage areas, with the following exception. Automobile parking areas located within the building footprint and in the basement shall not count toward the total gross floor area. For the purpose of this section, basement means any floor level below the first story in a building. First story shall have the same meaning as provided in the building code.**
- iv. Buildings shall not exceed a combined contiguous building length of 300 feet.**

The subject property is outside the Downtown Design Standards Overlay. The building's gross square footage is 14,012 square feet and its frontage 67 lineal feet.

2. Public Spaces.

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

As noted, the project has been designed with a plaza area of roughly 1,400 square feet or 10% of the building's gross floor (10%). The plaza is designed to serve multiple purposes ranging from a view corridor, a break in the building mass, a place for gathering and recreation, wind break, seating, possible dining area and general relaxation area for both the commercial and residential tenants. The general layout has been designed where people could sit in various locations within the plaza. The overall design of the plaza was derived by mimicking the plaza space on Parcel #6 across the street, which functions well and is often used. Finally, it should be noted the final design will most likely be finalized during the actual building design process and construction phase as the concrete forms are installed and detail surveying occurs.

b. A plaza or public spaces shall incorporate at least four of the following elements.

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- i. **Sitting Space** – at least one sitting space for each 500 square feet shall be included in the plaza. Seating shall be a minimum of 16 inches in height and 30 inches in width. Ledge benches shall have a minimum depth of 30 inches.
- ii. **A mixture of areas that provide both sunlight and shade.**
- iii. **Protection from wind by screens and buildings.**
- iv. **Trees** – provided in proportion to the space at a minimum of one tree per 500 square feet, at least two inches in diameter at breast height.
- v. **Water features or public art.**
- vi. **Outdoor eating areas or food vendors.**

The plaza does and will incorporate four of the above elements, including sitting spaces, mixture of sunlight and shade, outdoor eating areas, protection from wind and trees and art.

3. Transit Amenities. Transit amenities, bus shelters, pullouts, and designated bike lanes shall be required in accordance with the Ashland Transportation Plan and guidelines established by the Rogue Valley Transportation District.

In review of the City’s Transportation System Plan and through discussions with the Rogue Valley Transportation District, there are no planned services for this area.

18.5.2.050 Site Review Permit – Approval Criteria

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

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

To the best of the applicant’s and design team’s knowledge, all of the applicable provisions of the property’s E-1 zone (Chapter 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 are being complied with. No exceptions or variances are proposed with this development.

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

The proposal complies with the Residential Overlay for this site which is regulated by AMC Chapter 18.3.13.010, including but not limited to commercial and residential ground floor ratios as well as permissible residential densities. Prior to issuance of a building permit, a deed restriction will be provided limiting the base density on Parcel #1 to 3.2 dwelling units (or 4 if all units are less than 500 square feet).

The project is for an attractive and well thought-out mixed use development that will not only provide the City with needed small unit housing and new office space close to the downtown core, but is also in keeping with the original subdivision's envisioned concept plans and is contextually compatible with the existing building on Lot #4, the two new buildings across the street on Lot #6 and the recently approved building on Lot #3. Finally, the applicants have attempted to provide a significant amount of plan information that is realistically possible for an eventual building on Parcel #1. The plans outline the building footprint, parking and shared circulation pattern through the shared plaza. The plans also outline the two parcels base density and provide a provision so that the base density remains in compliance with the City's zoning codes and still provides for affordable housing as deemed necessary by the City of Ashland's 2012 Housing Needs Analysis and 2007 Rental Needs Analysis.

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.

The proposal complies with the applicable Site Development and Design Standards of AMC Chapter 18.4, as addressed above. To the best of the applicant's and design team's knowledge, no exceptions to the Site Development and Design Standards are proposed with this application.

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.

All key facilities are available to service the proposed buildings and were installed during the subdivision's initial construction in 2003/2004. All utilities to service the buildings are within the adjoining rights-of-way and stub to the property or if necessary, will be installed at the time of construction in accordance with Ashland Public Work Standards. The applicant, Planning Agent and project Civil Engineer have met with the various utility departments to verify if there were any capacity issues. The results of the meetings were that adequate City facilities are available to the subject site. Further, a Traffic Engineer was obtained to review traffic related issues and it was concluded that based on the low volume of vehicle trips and proximity to multimodal facilities and services, a traffic impact analysis was not necessary.

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May 3, 2018

Mrs. Maria Harris, Planning Manager
City of Ashland Planning Division
51 Winburn Way
Ashland, OR 97520

RE: Traffic Impact Analysis Review for The Solomon Building, 449 Russell Street, a Mixed Use Building

Dear Mrs. Harris:

KDA Homes has retained my services to determine if a traffic impact analysis should be required for their proposed development located at 449 Russell Street. The building site is located on Lots 1 and 2 of Falcon Heights, a Planned Community recorded in 2005. The proposed building is two stories with approximately 11,241 square feet of commercial on the bottom floor and ten (10) residential condos on the second floor.

Existing Traffic Conditions

The project is located at 449 Russell Street located in the northern quadrant of Ashland and southwest of the intersection of North Mountain Avenue and East Hersey Street. Lower order streets surround the development with connectivity to both North Mountain Avenue and East Hersey Street via Williamson Way, Starflower Lane, and Larkspur Lane. Both East Hersey Street and North Mountain Avenue are listed in the current Transportation System Plan (TSP) as major corridors (Avenues). Their intersection is all way stop controlled and is shown to operate at Level of Service (LOS) B during the PM Peak Hour. Current day delay is shown to be 10.2 seconds and future year 2034 delay only increases to 13.0 seconds, still LOS B.

Traffic volumes along East Hersey Street are only 265 PM Peak hour approaching the intersection with North Mountain Avenue in 2034. North Mountain Avenue has a low PM Peak Hour volume as well with 165 vehicles approaching southbound and 375 vehicles northbound.

Major intersection west of the development also operate well within standard. East Hersey Street at Oak Street operates at LOS B in 2034. The other major street located to the south is North Mountain Avenue at East Main Street and it operates at LOS B in 2034 as well. Both intersections are over half a mile from the development.

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Both North Mountain Avenue and East Hersey Street have bicycle and pedestrian facilities. All lower order streets to the site have sidewalks along all built frontages and will eventually be served by full sidewalks. Just to the east of the site is a multi-use path and small bridge for bicycle and pedestrian access to the residential subdivision to the east and provides full pedestrian and bicycle access to Thimbleberry Lane which connects to North Mountain Avenue.

Estimated Trip Generation

Estimates of daily vehicle trip ends for the proposed development were based on empirical observations at similar developments. These observations are summarized in the standard reference *Trip Generation, 9th Edition*, published by the Institute of Transportation Engineers.

The proposed development is anticipated to include 10 new residential condos and approximately 11,241 square feet of commercial office in a two-story configuration with access to Russell Street and Rogue Place via an existing parking lot that is already build and provides cross access to lots 1 through 3 of Falcon Heights. The overall building is anticipated to generate 179 daily trips; 21 PM Peak Hour trips; and 21 AM Peak Hour trips. The full trip generation is listed in the tables below as well as the detailed and summary trip generations reports attached.

Proposed Trip Generation Estimates for Residential					
Townhouse/Condo (ITE Code 230)	Trips/Dwelling Unit (DU)	No. DU	Trips		
			Total	Enter	Exit
				50%	50%
Daily	5.81	10	58	29	29
				75%	25%
PM Peak Hour	0.52	10	5	3	2
				33%	67%
AM Peak Hour	0.44	10	4	1	3

Proposed Trip Generation Estimates for Commercial Office					
General Office (ITE Code 730)	Trips/Thousand Square Feet (TSF)	No. TSF	Trips		
			Total	Enter	Exit
				50%	50%
Daily	11.03	11.2	121	61	60
				14%	86%
PM Peak Hour	1.49	11.2	16	3	13
				87%	13%
AM Peak Hour	1.56	11.2	17	15	2

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Proposed Trip Generation Totals			
Time Period	Trips		
	Total	Enter	Exit
		50%	50%
Daily	179	90	89
		36%	64%
PM Peak Hour	21	6	15
		73%	27%
AM Peak Hour	21	15	5

Estimate Trip Distribution and Assignment

The site trip distribution is based upon existing traffic counts as well as engineering judgment and knowledge of the area. During the PM Peak hour volumes split approximately 65% to East Hersey Street and 35% to North Mountain Avenue.

The site is estimated to generate approximately 21 PM Peak hour trips and 21 AM Peak hour trips coming or going from the site. Both the AM and PM Peak hour will increase total trips along East Hersey Street by 14 peak hour trips and North Mountain Avenue by 7 peak hour trips. This represents less than 2.6% of PM Peak Hour traffic along East Hersey Street in 2034 (525 PM Peak Hour trips from attached figure 5-5 from the adopted TSP) and approximately 0.9% of PM Peak Hour traffic along North Mountain Avenue (740 PM Peak Hour trips).

Recommendation

The proposed mixed-use building will generate 21 PM Peak hour and 21 AM Peak hour trips on a daily basis. This volume is very low and would not warrant an analysis at any signalized or stopped controlled intersection near the project following typical best practices of between 25 and 100 peak hour trips as a threshold for analysis. Critical movements entering and exiting the site are very low and do not warrant turn lane analysis. All surrounding major intersections currently operate well within the requested LOS D and continue to operate well below LOS D in 2034 according to the adopted transportation system plan.

The site is well served by multimodal facilities. Sidewalks exist around all frontages and continue into downtown; schools; shopping; Siskiyou Boulevard where there is transit that serves the entire Rogue Valley; and Southern Oregon University. Both East Hersey Street and North Mountain Avenue have bike lanes that tie into a regional bicycle network that also serves the entire Rogue Valley.

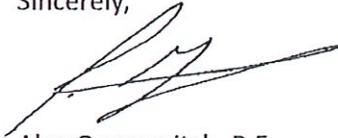
Based on the low vehicles volumes generated in the peak hours and the proximity to multimodal facilities and services I do not recommend requiring a traffic impact analysis for this project. Further, no alternative access is being proposed as the driveways for the proposed development and parking lots have already been built with the Falcon Heights Planned Community.

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May 3, 2018

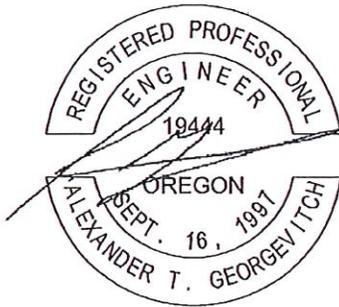
Thank you and if you have any comments or questions, please let me know at your earliest convenience.

Sincerely,



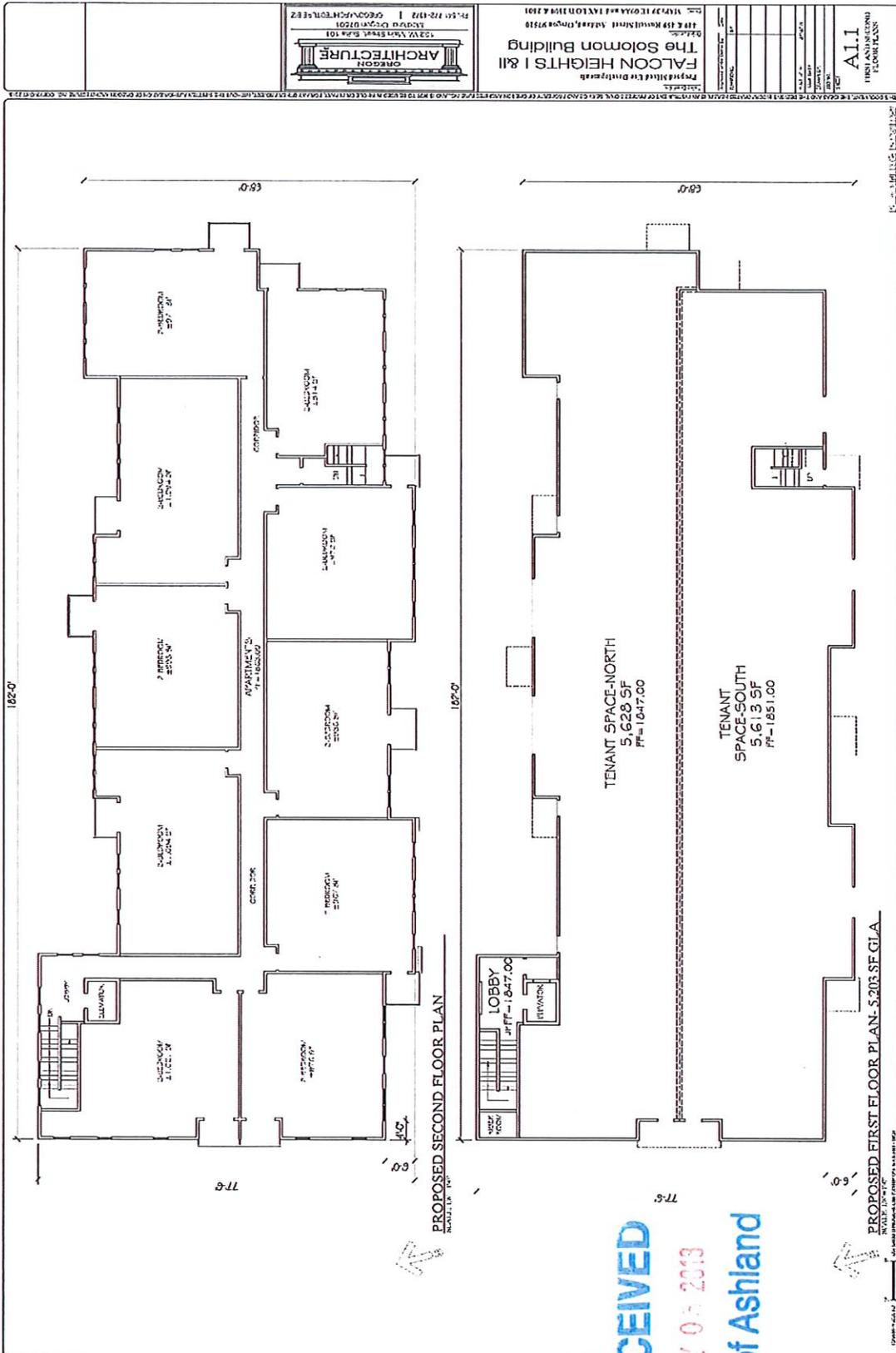
Alex Georgevitch, P.E.

Attachments: Site Plan
Trip Generation Summary
Driveway volumes



RENEWAL DATE: 06/30/2019

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 City of Astoria

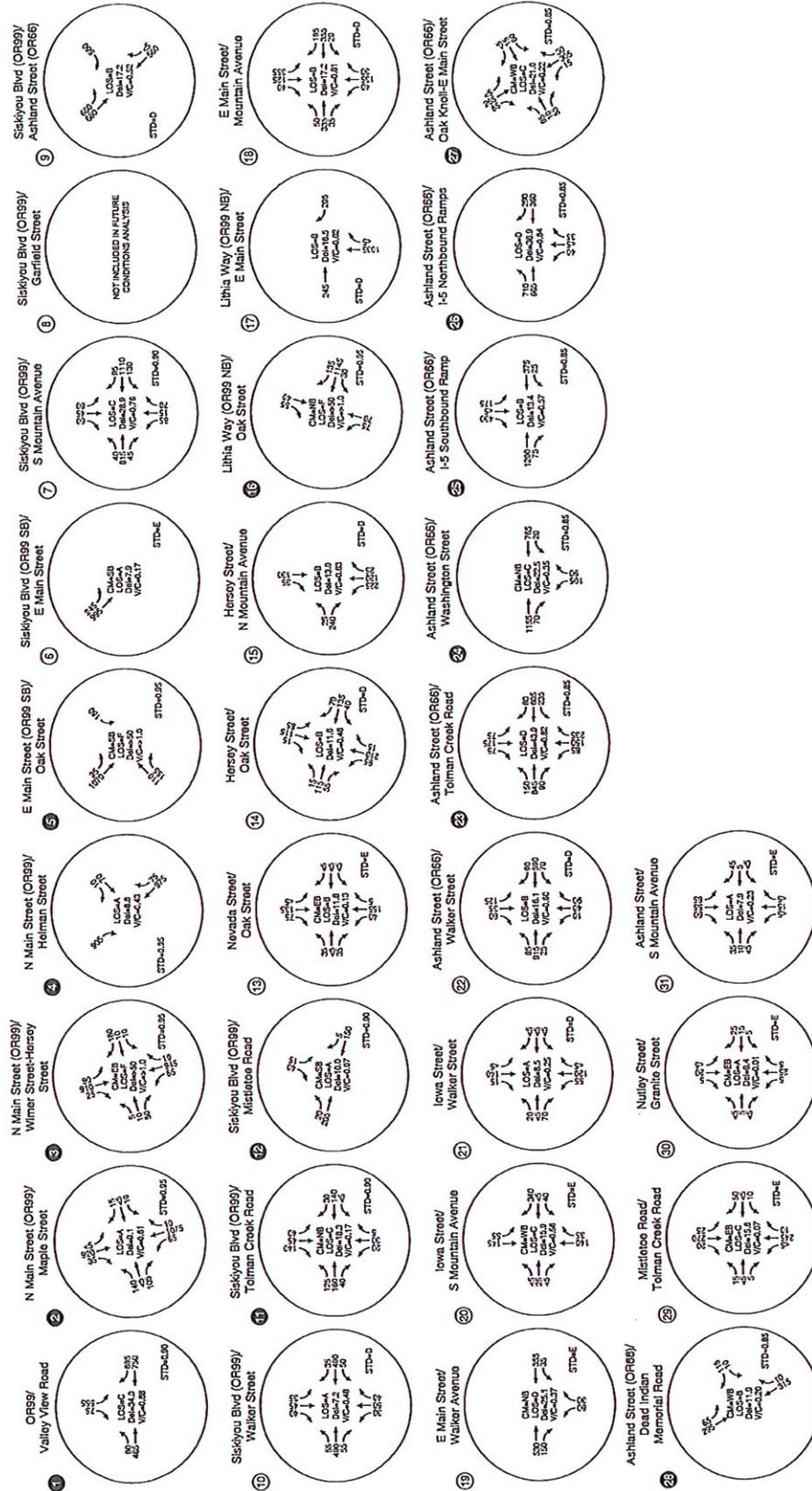


Figure 5-5



Year 2034 Future No-Build Traffic Conditions
Weekday PM Peak Hour

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)
 Del = DELAY (UNSIGNALIZED)
 VIC = VEHICLE INTERSECTION CONTROL DELAY (SIGNALIZED)
 STD = CRITICAL VOLUME-TO-CAPACITY RATIO
 STD = OPERATIONAL STANDARD

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Detailed Land Use Data
For 10 Dwelling Units of Second Floor Residential Condo
(230) Residential Condominium/Townhouse

Open Date: 5/6/2018
 Analysis Date: 5/6/2018

Project: 18-002

Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday Average Daily Trips Source : Trip Generation Manual 9th Edition	58	0	5.81	1.53	11.79	3.11	179	50	50	False	$\text{Ln}(T) = 0.87 \text{Ln}(X) + 2.46$	0.8
Weekday AM Peak Hour of Generator Source : Trip Generation Manual 9th Edition	4	0	0.44	0.15	0.97	0.68	196	19	81	False	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.15$	0.8
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	4	0	0.44	0.15	1.61	0.69	213	17	83	False	$\text{Ln}(T) = 0.8 \text{Ln}(X) + 0.26$	0.76
Weekday PM Peak Hour of Generator Source : Trip Generation Manual 9th Edition	5	0	0.52	0.18	1.24	0.75	199	64	36	False	$T = 0.34(X) + 35.87$	0.82
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	5	0	0.52	0.18	1.24	0.75	206	67	33	False	$\text{Ln}(T) = 0.82 \text{Ln}(X) + 0.32$	0.8
Saturday Average Daily Trips Source : Trip Generation Manual 9th Edition	57	0	5.67	1.17	11.4	3.1	209	50	50	False	$T = 3.62(X) + 427.93$	0.84
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	5	0	0.47	0.14	0.93	0.71	228	54	46	False	$T = 0.29(X) + 42.63$	0.84
Sunday Average Daily Trips Source : Trip Generation Manual 9th Edition	48	0	4.84	1.36	8.56	2.71	209	50	50	False	$T = 3.13(X) + 357.26$	0.88
Sunday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	5	0	0.45	0.16	1.07	0.7	228	49	51	False	$T = 0.23(X) + 50.01$	0.78

Detailed Land Use Data
 For 11 Gross Floor Area 1000 SF of First Floor Office
 (710) General Office Building

Open Date: 5/6/2018
 Analysis Date: 5/6/2018

Project: 18-002

Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday Average Daily Trips Source : Trip Generation Manual 9th Edition	121	0	11.03	3.58	28.8	6.15	197	50	50	False	$\ln(\Gamma) = 0.76 \ln(X) + 3.68$	0.81
Weekday AM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	17	0	1.56	0.6	5.98	1.4	222	88	12	False	$\ln(\Gamma) = 0.8 \ln(X) + 1.57$	0.83
Weekday PM Peak Hour of Adjacent Street Traffic Source : Trip Generation Manual 9th Edition	16	0	1.49	0.49	6.39	1.37	215	17	83	False	$T = 1.12(X) + 78.45$	0.82
Saturday Average Daily Trips Source : Trip Generation Manual 9th Edition	27	0	2.46	0.59	14.67	2.21	75	50	50	False	$T = 2.03(X) + 31.75$	0.64
Saturday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	5	0	0.43	0.16	1.77	0.72	90	54	46	False		
Sunday Average Daily Trips Source : Trip Generation Manual 9th Edition	12	0	1.05	0.19	7.33	1.43	75	50	50	False		
Sunday Peak Hour of Generator Source : Trip Generation Manual 9th Edition	2	0	0.16	0.06	1.37	0.44	90	58	42	False		



Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012
 TRIP GENERATION 10, TRAFFICWARE, LLC

Trip Generation Summary

Alternative: Alternative 1
 Phase:
 Project: 18-002

Open Date: 5/6/2018
 Analysis Date: 5/6/2018

ITE	Land Use	Weekday Average Daily Trips			Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic		
		* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total
230	Second Floor Residential Condo 10 Dwelling Units	29	29	58	1	3	4	3	2	5
710	First Floor Office 11 Gross Floor Area 1000 SF	61	60	121	15	2	17	3	13	16
	Unadjusted Volume	90	89	179	16	5	21	6	15	21
	Internal Capture Trips	0	0	0	0	0	0	0	0	0
	Pass-By Trips	0	0	0	0	0	0	0	0	0
	Volume Added to Adjacent Streets	90	89	179	16	5	21	6	15	21

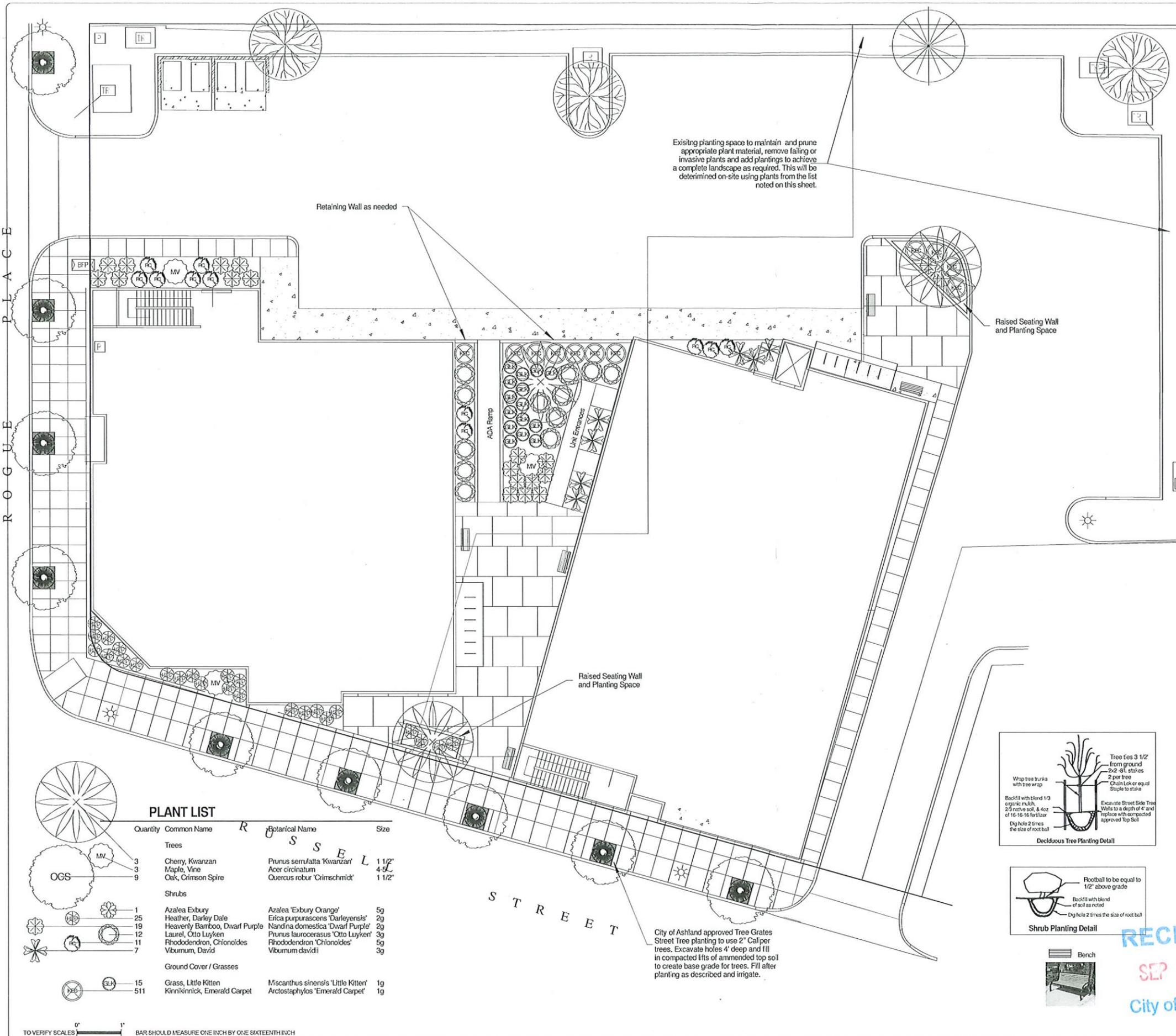
Total Weekday Average Daily Trips Internal Capture = 0 Percent
 Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
 Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

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* - Custom rate used for selected time period.



IRRIGATION DETAILS

1. An automatic irrigation system to be provided for all plant materials areas following the specifications outlined on these plans and in accordance with industry standards. System is intended to perform at 10 gpm and 50 psi. Confirm on site before proceeding.
2. All materials are to be new and in original condition.
3. Install an approved double check valve per local and state requirements.
4. Place manual drain valves as needed at low points in mainline to insure complete drainage during winter shut down.
5. Mainline should be located in area with least conflict with surrounding utilities. Mainline location on plan for ease of interpretation.
6. Control wires, 18ga minimum, to be located below all piping in any ditch.
7. All drip zones to use PVC laterals to locate a point of connection in each individual planting bed.
8. Shrub areas to be irrigated by drip irrigation.
 - A. All surface drip tubing to be Rain Bird XFD In-line Drip Tubing to be buried a range of 3"5" and held down every 5' with J stakes. Use the pattern described in the Typical Drip Tubing Layout. Layout to comprise drip tubing laid beginning 12" in from any perimeter hardscape and in equal parallel lines 18" OC thereafter.
 - C. All Drip zones to include a 150 mesh filter and 30psi pressure regulator.
9. Sleeving to be provided under all hardscapes by general contractor for irrigation purposes.
10. Contractor responsible for any and all safety, security of materials and damage caused by the contractor to existing facilities during the course of installation.
11. Irrigation system to be guaranteed against defective material or workmanship for one year from the date of final acceptance. Damage or loss due to vandalism, freezing or acts of neglect by others, is exempt from Contractor's replacement responsibility after completion and acceptance of installation.
12. Provide owner with an accurate as built locating all valves, wire splices, main line and any sleeving.
13. Use provided irrigation schedule as a base-line and adjust only as needed for varying weather conditions staying within the general scheme provided. See schedule provided elsewhere.
14. Provide owner with complete set of written instructions for operation of sprinkler system including spring start up, clock operation, and winterization.
15. Walk owner through the entire system describing the operating instructions.

BFP Backflow device 1" Wilkins 350 Double check valve assembly.

GENERAL CONSTRUCTION NOTES

1. General preparation of site to include:
 - A. Eradication of weeds through the certified application of herbicides, allowing adequate time for kill.
 - B. Removal, from site, of all existing surface rock in planting beds.
 - 2. All shrub beds to be finish raked to a smooth condition prior to mulching.
 - 3. Medium dark mulch to be placed in all shrub beds to a depth of 3".
 - 4. INCLUDE 365 DAYS OF MAINTENANCE from the day of acceptance. Including but not limited to:
 - A. Maintain planting areas in a healthy, weed free condition through a minimum of bi-weekly visits.
 - B. Replace any material showing signs of stress.
 - C. Monitor irrigation for correct timing.
 - D. Provide owner with complete list of instructions for continued care.
5. Plan is diagrammatic and measurements should be confirmed on-site. Any changes are the responsibility of the contractor to co-ordinate with the owners representative.

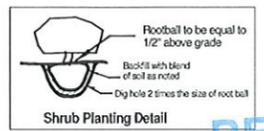
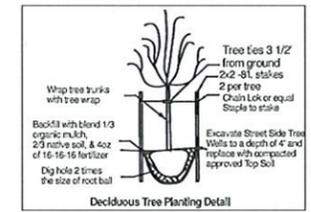
GRADING

1. All planting beds to be excavated to a minimum depth of 12" or deeper as determined by surrounding concrete and hardscapes. Excavation to continue until contacting native soil. Non-native soil to include gravel, rock and debris greater than 1 1/2" in size, and heavy clay soil. Final excavation not to exceed 18" below surrounding hardscapes.
2. Fill all planters spaces with approved topsoil. Fill with sufficient excess to allow for 25% compaction. Fill planters so as to achieve a final grade within 3" of the top of the nearest hard surface or concrete.
3. Placement of any soil to be done in coordination with suitable weather condition so as to prevent damage to soil structure.
4. Sub grading and final grade to consist of to a smooth even grade, no undulation greater than plus or minus 1" within any 10 lineal feet of distance.
5. All sub-grades to be adequately firm without being overly compacted.
6. Once subgrade is established the Landscape Contractor is to add mature compost at a rate of 3 cu yds per 1,000 sq ft, and then rip to blend with top soil to a depth of 8". Compost may be achieved through the use of approved pre-blended top soil.
7. Finish grade in shrub areas to be a smooth even grade rounded 3" high in the middle of beds and ending 3" below surrounding areas. All finish grading to promote positive drainage away from structures and to be done in such a way as to eliminate puddling or collection of water.

SEE CIVIL ENGINEERS DRAWINGS FOR GRADES

PLANTING

1. Plant material to be provided in accordance with species, sizes and quantities indicated below. Substitutions to be made with the approval of landscape architect.
2. No planting to proceed until irrigation system is fully functioning in the area to be planted.
3. All plant holes to be dug 2 times the volume of their root ball size. Backfill shall consist of 1/3 organic mulch, 2/3 top soil, micronutrient supplement and 16-16-16 fertilizer as follows:
 - 1gal 1oz
 - 3-5gal 2oz
 - larger 4oz
4. Plant upright and face to give best appearance or relationship to plants, structures and predominant viewing angle. Trees are to be planted so as to be straight up and down without the assistance of staking. Staking is solely for support against outside forces.
5. Loosen and remove twine binding and burlap from around top of each root ball. Scarily root balls of plants exhibiting a root bound condition, being careful not to damage the root balls integrity. Stake and guy trees immediately after this work.
6. Place and compact backfill soil mixture carefully to avoid injury to roots, and fill all voids.
7. When hole is 2/3 filled with soil, completely soak and allow water to soak away at least two times or more, as necessary to completely water individual plants.
8. Guarantee plant materials and related workmanship of installation, beginning after written acceptance of work, for one year.
 - A. Replace plant material not surviving or in poor condition during guarantee period.
 - B. Perform all replacement work in accordance with original specifications at no additional cost to Owner.
 - C. Damage or loss of plant materials due to vandalism, freezing or acts of neglect by others, is exempt from Contractor's replacement responsibility.



RECEIVED LANDSCAPE PLAN
 SEP 2019
 City of Ashland
 Scale 1" = 10'

PLANT LIST

Quantity	Common Name	Botanical Name	Size
Trees			
3	Cherry, Kwanzan	Prunus serrulata 'Kwanzan'	1 1/2"
3	Maple, Vine	Acer circinatum	4-5"
9	Oak, Crimson Spire	Quercus robur 'Crimschmid'	1 1/2"
Shrubs			
1	Azalea Exbury	Azalea 'Exbury Orange'	5g
25	Heather, Darley Dale	Erica purpurascens 'Darleyensis'	2g
19	Heavenly Bamboo, Dwarf Purple	Nandina domestica 'Dwarf Purple'	2g
12	Laurel, Otto Luyken	Prunus laurocerasus 'Otto Luyken'	3g
11	Rhododendron, Chionoides	Rhododendron 'Chionoides'	5g
7	Viburnum, David	Viburnum davidi	3g
Ground Cover / Grasses			
15	Grass, Little Kitten	Miscanthus sinensis 'Little Kitten'	1g
511	Kinnikinnick, Emerald Carpet	Arctostaphylos 'Emerald Carpet'	1g

City of Ashland approved Tree Grates Street Tree planting to use 2" Caliper trees. Excavate holes 4' deep and fill in compacted lifts of amended top soil to create base grade for trees. Fill after planting as described and irrigate.



Madara Design Inc
 Landscape Architecture, Design & Consultation
 2894 Wells Fargo Rd.
 Central Point, OR 97502
 541-664-7055
 madaradesign@yahoo.com

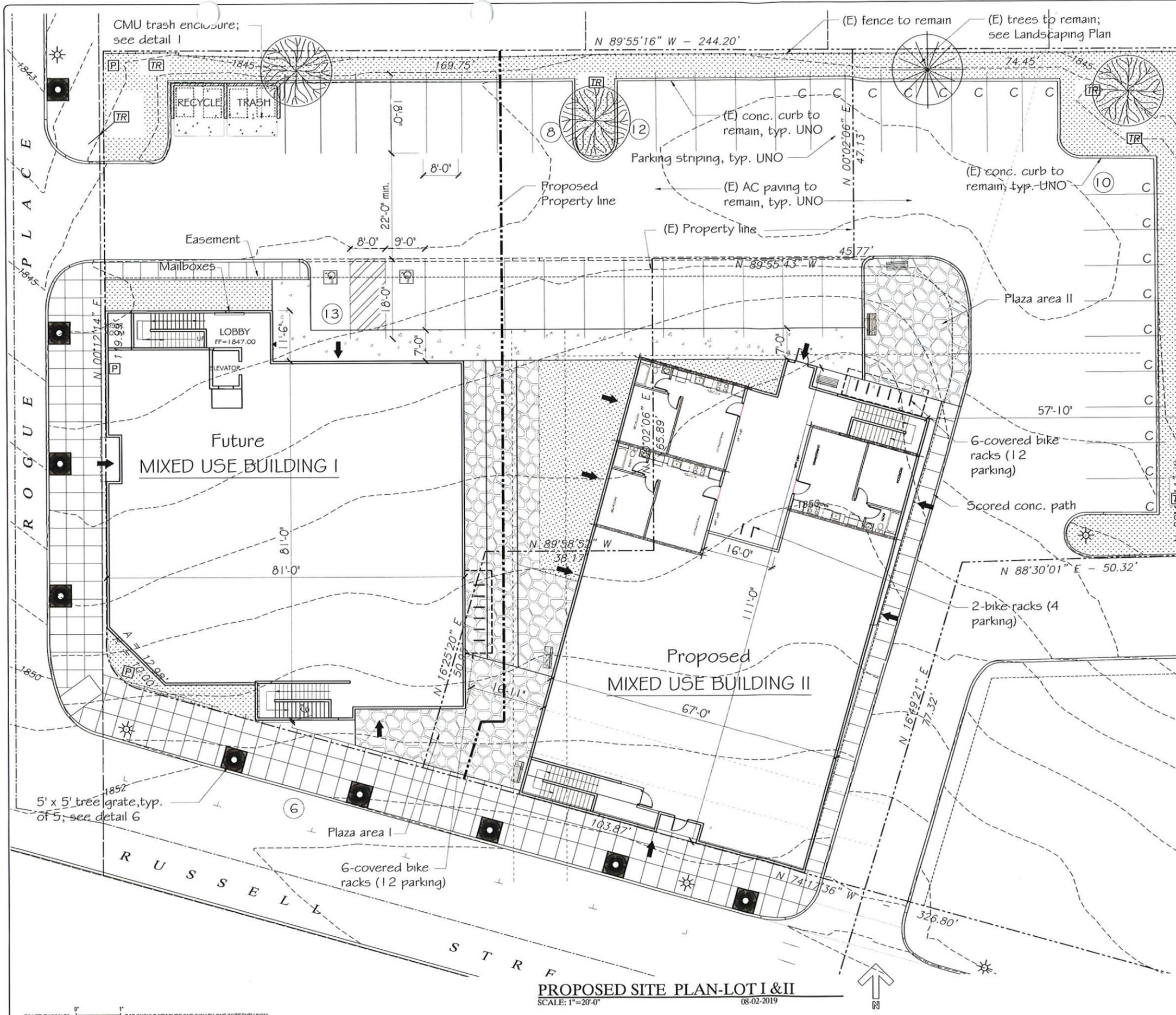
Project Description:
FALCON HEIGHTS I-II
 The Soloman Building
 Project Location:
 449 Russell Street Ashland, Oregon 97520

Approved for the Owner By:	Date:
REVISIONS	BY
FLOT DATE:	9/9/2019
ISSUE DATE:	
DRAWN BY:	
JOB NO.:	
SHEET:	

L-1.1

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TO VERIFY SCALES 0" 1"
 BAR SHOULD MEASURE ONE INCH BY ONE SIXTEENTH INCH



PROJECT DATA

OWNER: Laz Ayala
132 W. Main Street,
Medford, OR 97501
541-772-4198

ADDRESS: 459 Russell Street
Ashland, OR 97520
39 1E 09AA
/2801 (Lots 2)

MAP/TAX LOT: 39 1E 09AA
/2801 (Lots 2)

ZONING: E-1
SETBACK: NO FRONT SETBACK

SITE AREA: Existing
Lot 1 19,278 SF
Lot 2 18,377 SF
Total 37,655 SF (.86 AC)

SITE AREA: Proposed
Lot 1 13,755.54 SF
Lot 2 23,899.46 SF
Total 37,655 SF (.86 AC)

LOT II COVERAGE:
Building II 7,006 SF (30%)
Landscaping 2,890 SF (12%)
Paving 12,828 SF (49%)
Plaza II 1,401 SF (6%)
*Min. 10% of gross building (1,401 SF min.)

BUILDING II AREAS:
Ground Floor 7,006 SF
First Floor 7,006 SF
Total 14,012 SF

GROUND FLOOR
Office 4,724 SF (67%)
Dwelling Units 1,491 SF (21%)
Common 796 SF (11%)

FIRST FLOOR
Dwelling Units 4,970 SF (71%)
Common 2,036 SF (29%)

OFFICE SPACE
Office II 4,724 SF
Total 4,724 SF

DWELLING UNITS
1-Bed - 497 SF = 13
Total = 13
Dwelling Units 6,461 SF

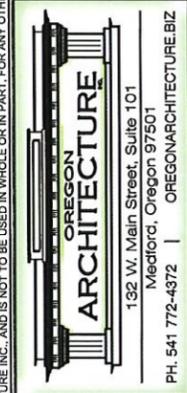
PARKING REQUIRED:

Offices	10 spaces (2)
Residential	13 spaces (13)
Total Car Spaces	23 spaces
(Bike Spaces)	(15 spaces)

PARKING PROVIDED:

Standard	23 spaces
Compact	18 spaces (50% max)
Accessible	2 space
Street	1 spaces
Total	44 spaces
Bike	16 spaces (16 covered)

*Parking requirements based on the following:
Office - 1 space per 500 SF
- 1 bike per 5 spaces w/ 50% covered
Residential - 1 space per Studio or 1 Bedroom <500 SF
- 1.5 spaces for 1 Bedroom >500 SF
- 1.75 spaces for 2 Bedroom
- 1 covered bike space per unit



Proposed Mixed Use Development:
FALCON HEIGHTS I & II
The Solomon Building
Project Location:
449 & 459 Russell Street Ashland, Oregon 97520
Parcel: MAP: 39 1E 09AA and TAX LOT: 2800 & 2801

Approved for the Owner By: _____ Date: _____

REVISIONS	BY

PLOT DATE: 9/6/19
ISSUE DATE:
DRAWN BY:
JOB NO.:
SHEET

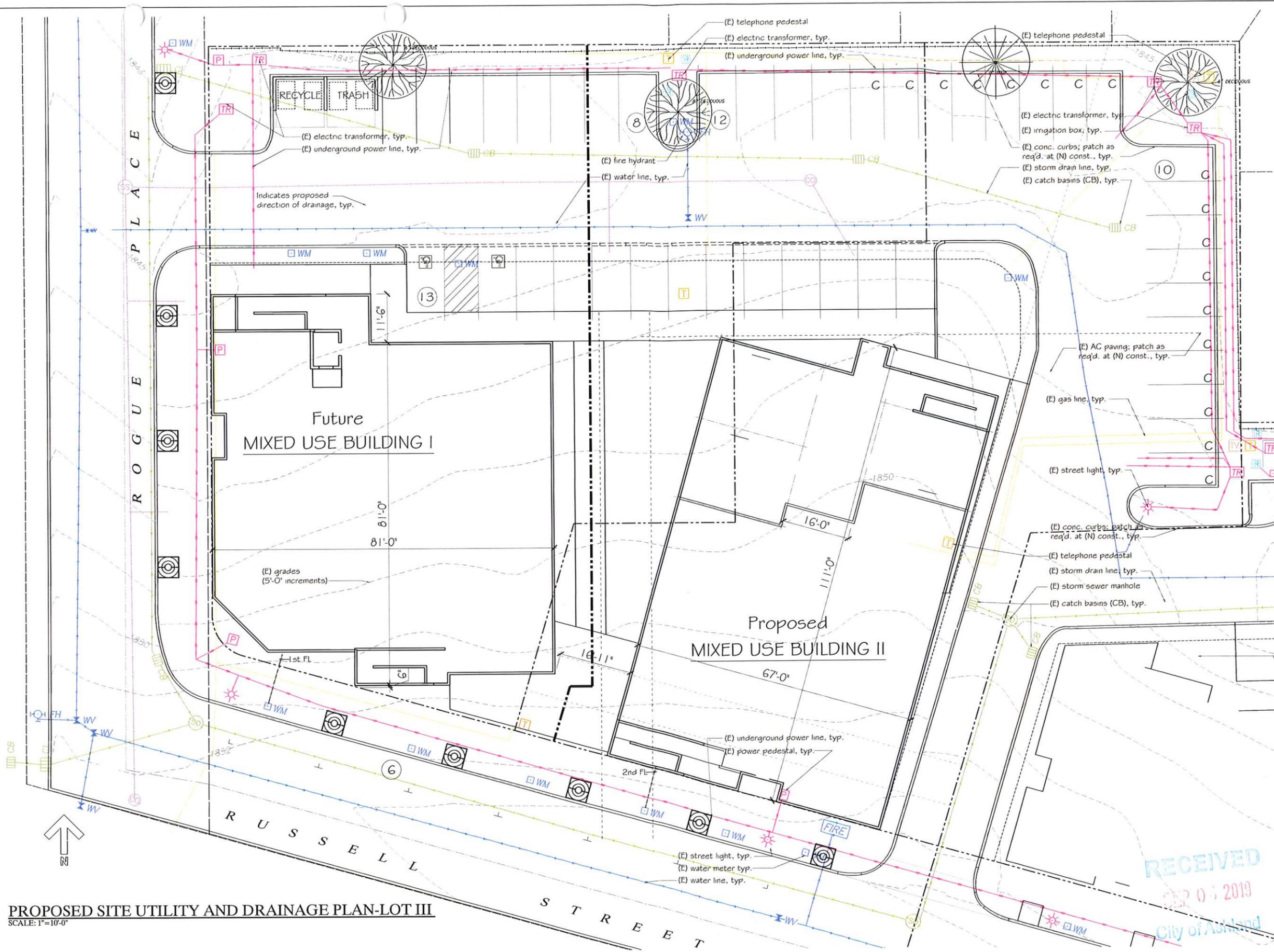
A0.1
SITE PLAN

PROPOSED SITE PLAN-LOT I & II
SCALE: 1"=20'-0"
08-02-2019

TO VERIFY SCALES 0" 1" BAR SHOULD MEASURE ONE INCH BY ONE SIXTEENTH INCH



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PROPOSED SITE UTILITY AND DRAINAGE PLAN-LOT III
 SCALE: 1"=10'-0"

TO VERIFY SCALES 0' 1' BAR SHOULD MEASURE ONE INCH BY ONE SIXTEENTH INCH

OREGON ARCHITECTURE
 132 W. Main Street, Suite 101
 Medford, Oregon 97501
 PH. 541 772-4372 | OREGONARCHITECTURE.BIZ

Proposed Mixed Use Development:
FALCON HEIGHTS I & II
The Solomon Building
 Project Location:
 449 & 459 Russell Street Ashland, Oregon 97520
 Parcel: MAP: 39 1E 09AA and TAX LOT: 2800 & 2801

Approved for the Owner By: _____ Date: _____

REVISIONS	BY

PLOT DATE: 9/6/19
 ISSUE DATE:
 DRAWN BY:
 JOB NO.:
 SHEET

A0.2
 UTILITY/DRAINAGE PLAN

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PLANNING REVIEW

E1 (Commercial)

R2 (Residential)

Shadow Study

Shadow Study - City of Ashland
18.4.8.020 Applicability

Minimum N/S lot dimension for
Formula 1 = $30' / 0.445 + S$
65.75903 $F1 = 30' / 0.445 + 0.011211$

0.011211 $S = 0.0229 \cdot (I) \cdot (L) / A$
 $S = 0.0229 \cdot (7) \cdot (131) / 18730.8$

(7) I = the contour interval in feet
(131) L = the summation of length of the contour lines in scale feet
18730.8 A = the area of the parcel or project in acres

Table 18.4.8.020 A. Lot Classification Standards

Std A = 67 ft Shadow setback

67' Shadow Setback Min

Russell Street

Site Shadow Study

3/32" = 1'-0"
TO VERIFY SCALES 0" 1" BAR SHOULD MEASURE ONE INCH BY ONE SIXTEENTH INCH

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City of Ashland



OREGON ARCHITECTURE
132 W. Main Street, Suite 101
Medford, Oregon 97501
PH. 541 772-4372 | OREGONARCHITECTURE.BIZ

Proposed Mixed Use Development:
FALCON HEIGHTS I & II
The Solomon Building
Project Location:
449 & 459 Russell Street Ashland, Oregon 97520
Parcel: MAP: 39 IE 094A and TAX LOT: 2800 & 2801

Approved for the Owner By: _____ Date: _____

REVISIONS	BY

PLOT DATE: 04/24/18
ISSUE DATE: Issue Date
DRAWN BY: Author
JOB NO: _____

SHEET
-A0.3
Shadow Study

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Elevation South - b

1/8" = 1'-0"



Elevation West - b

1/8" = 1'-0"



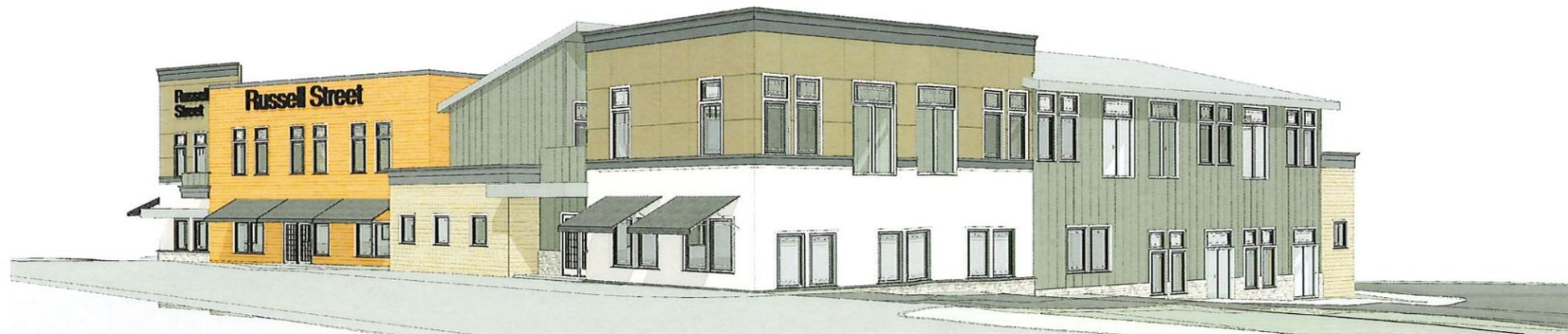
Elevation North - b

1/8" = 1'-0"



Elevation East - b

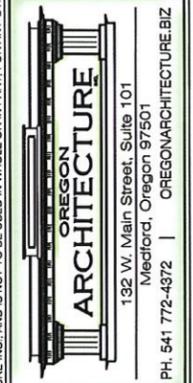
1/8" = 1'-0"



South East 3D View2

TO VERIFY SCALES BAR SHOULD MEASURE ONE INCH BY ONE SIXTEENTH INCH.

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132 W. Main Street, Suite 101
Medford, Oregon 97501
PH. 541 772-4372 | OREGONARCHITECTURE.BIZ

Proposed Mixed Use Development:
FALCON HEIGHTS I & II
The Solomon Building
Project Location:
449 & 459 Russell Street Ashland, Oregon 97520
Parcel: MAP: 39 1E 09AA and TAX LOT: 2800 & 2801

Approved for the Owner By: _____ Date: _____

REVISIONS	BY

PLOT DATE: 01/27/19

ISSUE DATE: Issue Date

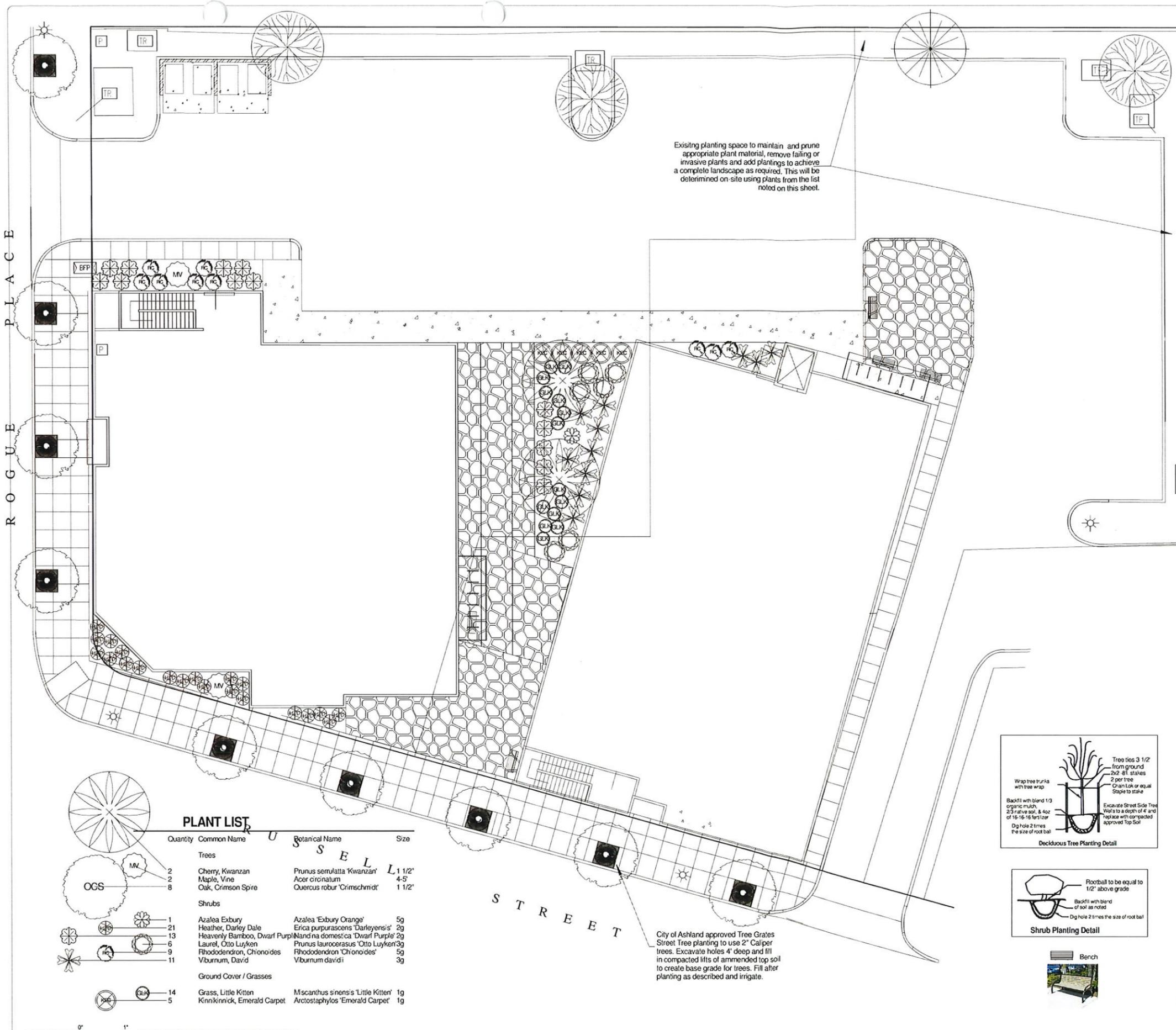
DRAWN BY: AlThor

JOB NO: _____

SHEET

-A2.1
Unnamed

RECEIVED
CITY OF 2019
City of Ashland



Existing planting space to maintain and prune appropriate plant material, remove failing or invasive plants and add plantings to achieve a complete landscape as required. This will be determined on-site using plants from the list noted on this sheet.

City of Ashland approved Tree Grates Street Tree planting to use 2" Caliper trees. Excavate holes 4' deep and fill in compacted lifts of amended top soil to create base grade for trees. Fill after planting as described and irrigate.

IRRIGATION DETAILS

1. An automatic irrigation system to be provided for all plant materials areas following the specifications outlined on these plans and in accordance with industry standards. System is intended to perform at 10 gpm and 50 psi. Confirm on-site before proceeding.
2. All materials are to be new and in original condition.
3. Install an approved double check valve per local and state requirements.
4. Place manual drain valves as needed at low points in mainline to insure complete drainage during winter shut down.
5. Mainline should be located in area with least conflict with surrounding utilities. Mainline location on plan for ease of interpretation.
6. Control wires, 18ga minimum, to be located below all piping in any ditch individual planting bed.
7. All drip zones to use PVC laterals to locate a point of connection in each individual planting bed.
 - A. All surface drip tubing to be Rain Bird XFD In-line Drip Tubing to be buried a range of 3-5' and held down every 5' with J-stakes. Use the pattern described in the Typical Drip Tubing Layout. Layout to comprise drip tubing laid beginning 12" in from any perimeter hardscape and in equal parallel lines 18" OC thereafter.
 - B. All Drip zones to include a 150 mesh filter and 30psi pressure regulator for irrigation purposes.
8. Steeving to be provided under all hardscapes by general contractor for irrigation purposes.
9. Contractor responsible for any and all safety, security of materials and damage caused by the contractor to existing facilities during the course of installation.
10. Irrigation system to be guaranteed against defective material or workmanship for one year from the date of final acceptance. Damage or loss due to vandalism, freezing or acts of neglect by others, is exempt from Contractor's replacement responsibility after completion and acceptance of installation.
11. Provide owner with an accurate as-built locating all valves, wire splices, main line and any sleeving.
12. Use provided irrigation schedule as a base-line and adjust only as needed for varying weather conditions staying within the general scheme provided. See schedule provided elsewhere.
13. Provide owner with complete set of written instructions for operation of sprinkler system including spring start up, clock operation, and winterization.
14. Walk owner through the entire system describing the operating instructions.

Backflow device 1" Wilkins 350 Double check valve assembly.

GENERAL CONSTRUCTION NOTES

1. General preparation of site to include:
 - A. Eradication of weeds through the certified application of herbicides, allowing adequate time for kill.
 - B. Removal, from site, of all existing surface rock in planting beds.
 - C. Medium dark mulch to be placed in all shrub beds to a depth of 3"
2. INCLUDE 365 DAYS OF MAINTENANCE from the day of acceptance. Including but not limited to:
 - A. Maintain planting areas in a healthy, weed free condition through a minimum of bi-weekly visits.
 - B. Replace any material showing signs of stress.
 - C. Monitor irrigation for correct timing.
 - D. Provide owner with complete list of instructions for continued care.
3. Plan is diagrammatic and measurements should be confirmed on-site. Any changes are the responsibility of the contractor to co-ordinate with the owners representative.

GRADING

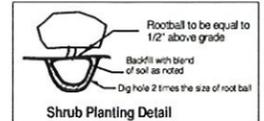
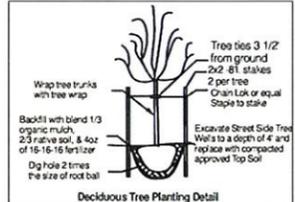
1. All planting beds to be excavated to a minimum depth of 12" or deeper as determined by surrounding concrete and hardscapes. Excavation to continue until contacting native soil. Non-native soil to include gravel, rock and debris greater than 1 1/2" in size, and heavy clay soil. Final excavation not to exceed 18" below surrounding hardscapes.
 2. Fill all planters spaces with approved topsoil. Fill with sufficient excess to allow for 25% compaction. Fill planters so as to achieve a final grade within 3" of the top of the nearest hard surface or concrete.
 3. Placement of any soil to be done in coordination with suitable weather condition so as to prevent damage to soil structure.
 4. Sub-grading and final grade to consist of to a smooth even grade, no undulation greater than plus or minus 1" within any 10 linear feet of distance.
 5. All sub-grades to be adequately firm without being overly compacted.
 6. Once subgrade is established the Landscape Contractor is to add mature compost at a rate of 3 cu yds per 1,000 sq ft, and then rip to blend with top soil to a depth of 8". Compost may be achieved through the use of approved pre-blended top soil.
 7. Finish grade in shrub areas to be a smooth even grade mounded 3" high in the middle of beds and ending 3" below surrounding areas. All finish grading to promote positive drainage away from structures and to be done in such a way as to eliminate puddling or collection of water.
- SEE CIVIL ENGINEERS DRAWINGS FOR GRADES

PLANTING

1. Plant material to be provided in accordance with species, sizes and quantities indicated below. Substitutions to be made with the approval of landscape architect.
2. No planting to proceed until irrigation system is fully functioning in the area to be planted.
3. All plant holes to be dug 2 times the volume of their root ball size. Backfill shall consist of 1/3 organic mulch, 2/3 top soil, micronutrient supplement and 16-16-16 fertilizer as follows:
 - 1gal 1oz
 - 3-5gal 2oz
 - large 4oz
4. Plant upright and face to give best appearance or relationship to plants, structures and predominant viewing angle. Trees are to be planted so as to be straight up and down without the assistance of staking. Staking is solely for support against outside forces.
5. Loosen and remove twine binding and burlap from around top of each root ball. Scarify root balls of plants exhibiting a root bound condition, being careful not to damage the root balls integrity. Stake and guy trees immediately after this work.
6. Place and compact backfill soil mixture carefully to avoid injury to roots, and fill all voids.
7. When hole is 2/3 filled with soil, completely soak and allow water to soak away at least two times or more, as necessary to completely water individual plants.
8. Guarantee plant materials and related workmanship of installation, beginning after written acceptance of work, for one year.
 - A. Replace plant material not surviving or in poor condition during guarantee period.
 - B. Perform all replacement work in accordance with original specifications at no additional cost to Owner.
 - C. Damage or loss of plant materials due to vandalism, freezing or acts of neglect by others, is exempt from Contractor's replacement responsibility.

PLANT LIST

Quantity	Common Name	U	S	Botanical Name	Size
Trees					
2	Cherry, Kwanzan			<i>Prunus serrulata</i> 'Kwanzan'	L1 1/2'
2	Maple, Vine			<i>Acer circinatum</i>	4-5'
8	Oak, Crimson Spire			<i>Quercus robur</i> 'Crim Schmidt'	1 1/2'
Shrubs					
1	Azalea Exbury			<i>Azalea</i> 'Exbury Orange'	5g
21	Heather, Darley Dale			<i>Erica purpurascens</i> 'Darleyensis'	2g
13	Heavenly Bamboo, Dwarf Purple			<i>Nandina domestica</i> 'Dwarf Purple'	2g
6	Laurel, Otto Luyken			<i>Prunus laurocerasus</i> 'Otto Luyken'	3g
9	Rhododendron, Chionodes			<i>Rhododendron</i> 'Chionodes'	5g
11	Viburnum, David			<i>Viburnum davidi</i>	3g
Ground Cover / Grasses					
14	Grass, Little Kitten			<i>Miscanthus sinensis</i> 'Little Kitten'	1g
5	Kinnikinnick, Emerald Carpet			<i>Arctostaphylos</i> 'Emerald Carpet'	1g



LANDSCAPE PLAN

Scale 1" = 10'

RECEIVED SEP 10 2019 City of Ashland



Madara Design Inc
Landscape Architecture, Design & Consultation
2894 Wells Fargo Rd
Central Point, Or 97502
541-664-7055
madaradesign@yahoo.com

Proposed Mixed Use Development:
FALCON HEIGHTS I-II
The Solomon Building
Project Location:
449 Russell Street Ashland, Oregon 97520

Approved for the Owner By	Date
REVISIONS	BY
PLOT DATE	8/6/2019
ISSUE DATE	
DRAWN BY	
JOB NO	
SHEET	

L-1.1

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Memo

DATE: December 10, 2019
TO: Planning Commission
FROM: Brandon Goldman, Senior Planner
RE: Plaza Space Requirements

ORDINANCE REFERENCE: 18.4.2.040 D. 2 Public Spaces

Background

The Planning Commission and staff were approached by a local property owner who suggested that the requirements for plaza space in the Detail Site Review (DSR) overlay functioned to discourage new multi-story development within the downtown. Within the Detail Site Review overlay plaza spaces must be incorporated into projects when building square footage is greater than 10,000 square feet. This required plaza space is to be equal to 10% of the building's total gross floor area and must incorporate four out of six listed design elements.

The Planning Commission reviewed the detail site review standards as they relate to plaza space requirements for multistory developments at a study session on [August 26, 2019](#). The Planning Commission's discussion explored how this "plaza space" standard could be reconsidered in the City's Detail Site Review overlay and discussed specific considerations within the downtown historic district relating to maintaining the historic pattern of development.

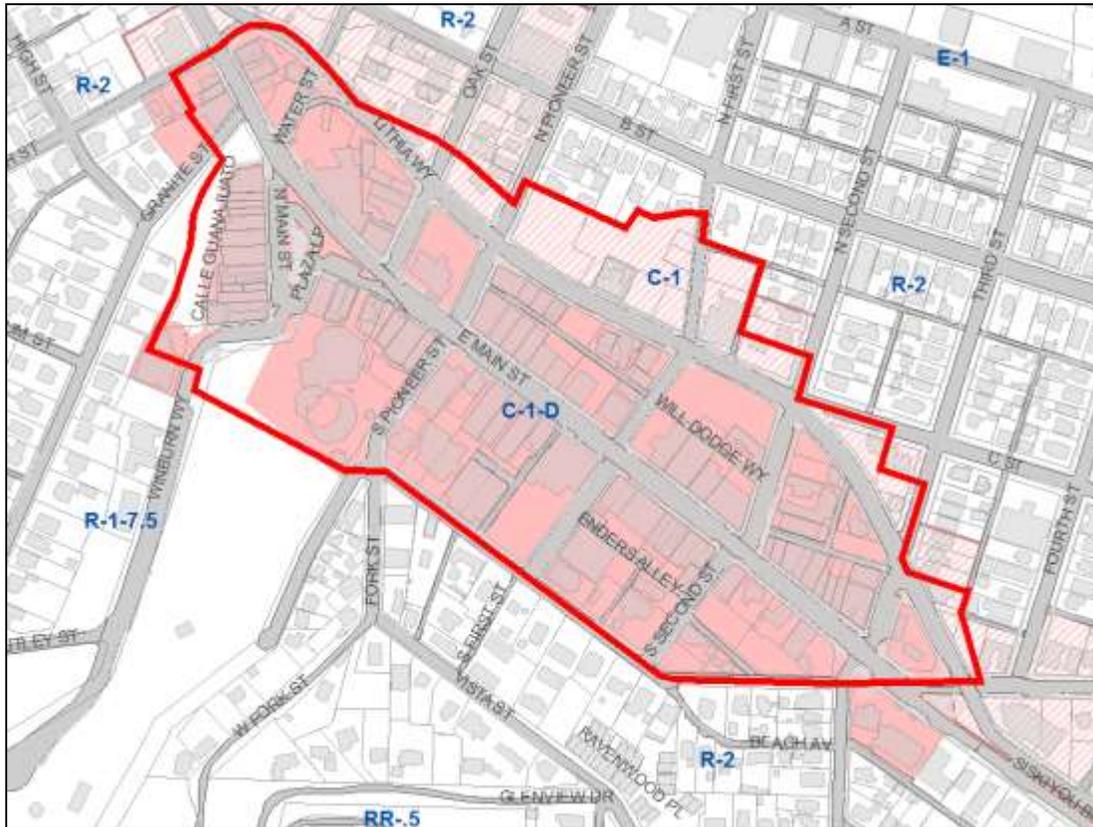
On October 15th, 2019, the City Council directed planning staff to work with Planning Commission to prepare amendments to the Land Use Ordinance to address the application of plaza space standards for large scale buildings within the Downtown Design Standards overlay area. This focus will allow proposed code amendments to specifically consider the impact on future multi-story developments within the context of the downtown historic district and downtown central business district (C-1-D zone). A comprehensive or complete review of the plaza requirement and its effect on other areas of the City could be undertaken as a separate action at a future date.

Consistent with the direction provided by the City Council, Staff has crafted potential ordinance amendments for the Planning Commission's consideration that would result in reducing the requisite amount of plaza space required for new buildings with floor areas of 10,000 or greater in the downtown area. Additionally, to clarify that such spaces are on private property, and not technically "public", the terminology in the initial draft ordinance language attached to this memo has been changed to consistently refer to "plaza space". Although private plaza spaces are

seemingly accessible to members of the public these sites are subject to private landowner restrictions, which may cause confusion regarding allowable use and access by the general public.

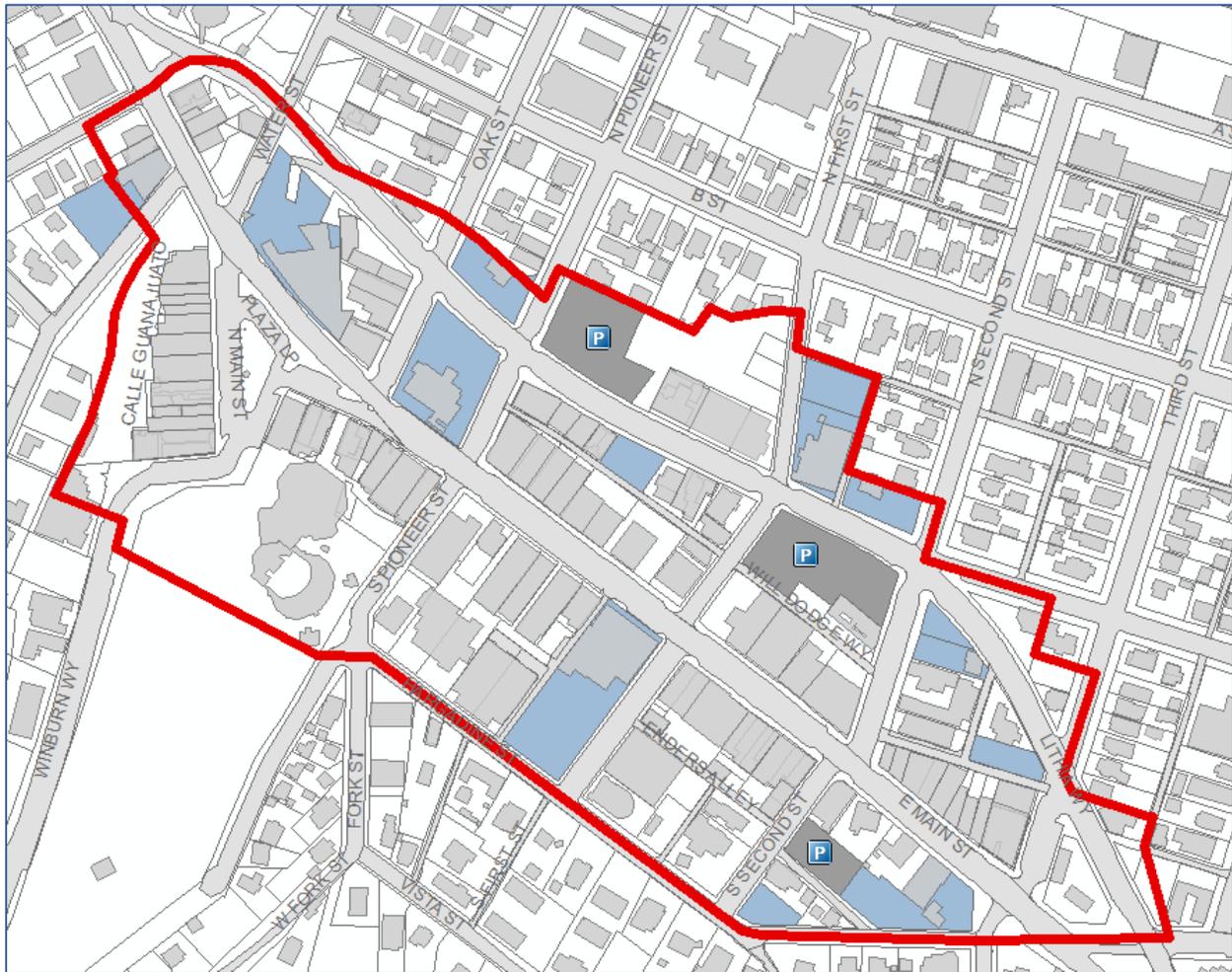
Downtown Design Standards Boundary and C-1- Zones.

The map below shows both the Downtown Design Standards boundary (bold red line), and the Commercial Downtown, C-1-D, zone (lots with solid filled pink color). Although most of the C-1-D zoned lots fall within the Downtown Design Standards overlay boundary five properties are C-1-D zoned that either bisected, or adjacent to, the boundary line. Additionally, 16 properties on the north side of Lithia way are within Downtown Design Standards Overlay area but are not in the C-1-D zone. By including both designations within the area covered by any proposed amendment to the plaza requirements we can ensure continuity in design elements through application of the ordinance in the entire downtown area. Specifically, by applying a consistent design standard on each side of Lithia Way the development of this area can better respect the traditional rhythmic spacing of historic buildings along E. Main Street.



Existing Downtown Boundary and C-1-D zones

The map below identifies currently vacant or partially vacant properties that could potentially develop or redevelop with buildings exceeding 10,000 square feet in floor area (the trigger for plaza space requirements). Surface level parking lots (both public and private) are also shown as on-site parking is not required within the C-1 D zone and thus the potential exists for these properties to be further developed.



Vacant and Potentially re-developable C-1-D and Downtown lots

Commission Direction

Staff requests that the Commission provide direction to Staff regarding the Commission's preferred option(s) addressing the requisite amount of plaza space within the Downtown Design Standards overlay and Commercial Downtown zone. With such direction staff will schedule formal public hearings for the legislative amendment to the land use code.

The options presented within the draft code language on page 5 of this memo can be compared to the existing adopted standard which requires one square foot of plaza or public space to be provided for every ten square feet of gross floor area. Staff has provided several potential

outcomes for the existing standard and of the two options presented in order to help facilitate discussion.

Existing Standard: One square foot of plaza space required for each 10sq.ft. of gross floor area (10%) for buildings 10,000 square feet or greater. This standard applies to the combined area of the first, second and third stories of a building, whereas the fourth story is excluded from the calculation.

- Provides increased opportunities for private outdoor spaces for outdoor cafés, sitting, landscaping, public art, etc.
- Creates a reduction in total gross floor area that can be developed due to the percentage of lot area that must be reserved as plaza space.
- Reduces available ground floor commercial space.
- Creates a disincentive for multi-story construction due to increasing percentage of lot area on the ground floor to be dedicated as plaza space.
- Construction cost increases possibly in order to cantilever upper stories over a designated plaza space, or alternatively a reduction of upper story floor area due to incorporating a horizontal offset to accommodate the plaza space.
- Challenges re-development through added design constraints.
- May function to break the continuity of the historic built environment of shared wall commercial buildings built to the sidewalk edge.

Option 1. Eliminates requirement for any private plaza space in the downtown area for new or redeveloped buildings.

- Eliminates required plaza space thus private open-spaces will only be provided voluntarily.
- Maintains the character and historic pattern of development along N. Main Street where buildings are built to the sidewalk and to the lot lines on either side.
- Floor area reductions attributable to required plaza space for multi-story developments are eliminated, thus increases potential gross floor area on new or redeveloped buildings.
- Reduces potential constraints to redevelopment and multi-story development.
- Potential increase in the visual mass of buildings as a result of the elimination of ground level offsets in the building façade formerly designed and intended to accommodate plaza spaces.

Option 2. Reduce the requirement for private plaza space in the downtown area to apply to the area of the ground floor only, for a building 10,000 square feet or greater.

- Maintains some plaza space for outdoor commercial activities and seating, landscaping, public art, etc.
- Reduces total gross floor area that can be developed due to percentage of lot area that must be reserved as plaza space.

- Reduces available ground floor commercial space.
- Construction cost increases possible in order to cantilever upper stories over a designated plaza space, or alternatively a reduction of upper story floor area due to incorporating a horizontal offset to accommodate the plaza space.
- Floor area reductions attributable to required plaza space for multi-story developments are reduced compared to the existing plaza space standard.

Potential Detail Site Review Overlay Non-residential Development Standards amendments:

18.4.2.040 D. 2. **Public Plaza Spaces Standards.**

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

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

OPTION 2: Within the C-1-D zone or Downtown Design Standards Overlay, one square foot of plaza space shall be required for every ten square feet of the gross floor area of the first floor only.

b c. A plaza ~~or public~~ spaces, shall incorporate at least four of the following elements.

i. Sitting Space – at least one sitting space for each 500 square feet shall be included in the plaza. Seating shall be a minimum of 16 inches in height and 30 inches in width. Ledge benches shall have a minimum depth of 30 inches.

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

iii. Protection from wind by screens and buildings.

iv. Trees – provided in proportion to the space at a minimum of one tree per 500 square feet, at least two inches in diameter at breast height.

v. Water features or public art.

vi. Outdoor eating areas or food vendors.

d. Exception to Plaza Space Standards. An exception to the plaza space standards may be granted pursuant to [18.5.2.050.E](#) Exception to the Site Development and Design Standards.



March 12, 2019

To the Mayor and City Council
20 E. Main Street
City of Ashland, Oregon 97520
cc: Kelly Madding, City Administrator

Re: Ashland City Hall Proposal vs Ashland Land Use Ordinance

Dear Mayor and City Council,

Ordinances have consequences. And, bad ordinances have negative consequences.

Currently, there is a downtown planning ordinance that is so onerous, even the city won't abide by it.

City Municipal Code 18.4.2.040 D 2 a (attached) requires "One square foot of plaza space shall be required for every ten square feet of gross floor area," which is 10% of the total square footage of the first three floors of a downtown building to be dedicated to public open space. For a three-story building, that would be 30% of the first-floor footprint of buildings on Main Street to be left in public open space.

The proposed downtown city hall plan provides an excellent opportunity to reconsider this grievous ordinance, as it is evident that the city has to violate its own ordinance to make any sense of a new city hall building.

This ordinance, which essentially is a forced taking of private land for public purpose without compensation, is totally inappropriate. Further, and more important, I believe this ordinance does the exact opposite of the city's intention for the character of downtown. What we want to encourage is a continuous downtown streetscape. The creation of more plazas (like the one in front of the Black Swan) or side alleyways (like the one between Starbucks and Earthly Goods) break the streetscape and replicate the biggest problem areas that we have downtown with regard to safety and gathering places for transients.

Even worse, I believe this ordinance makes it financially unfeasible to develop or re-develop any buildings in the downtown area. I know for a fact it has been a deterrent that has discouraged developers from developing in the downtown. I believe it has been substantially responsible for the lack of any development downtown beyond one condo building during the past unprecedented ten-year growth in the economy.

The city hall plan demonstrates the inappropriateness of this ordinance. As clarification I have attached ORW's proposed site plan for a new city hall building downtown, and in red I have shown the actual building footprint that would be allowed under this ordinance. It would reduce the proposed 4-story building square footage from 15,500 sf to under 11,700 sf, with a building footprint of approximately 3,000 sf, far smaller than the proposed at 4,000 sf or the existing 3,967 sf.

They say the best way to get rid of a bad ordinance is to enforce it. I for one, will insist that the city follow their ordinance. However, it would be far better to eliminate it completely, which is my strong recommendation and my request.

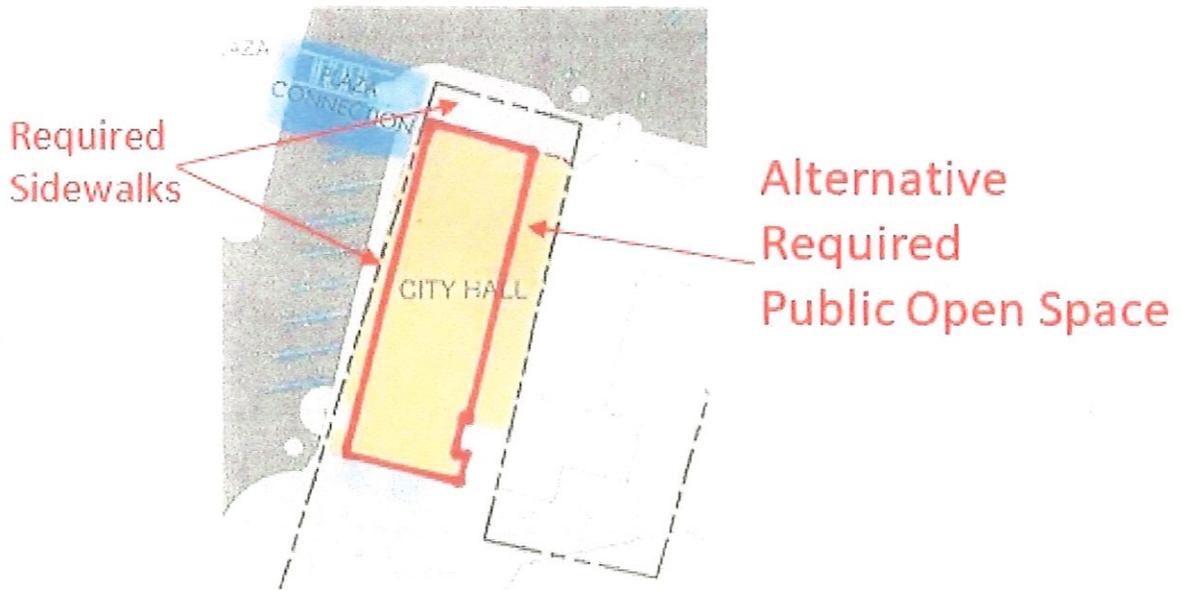
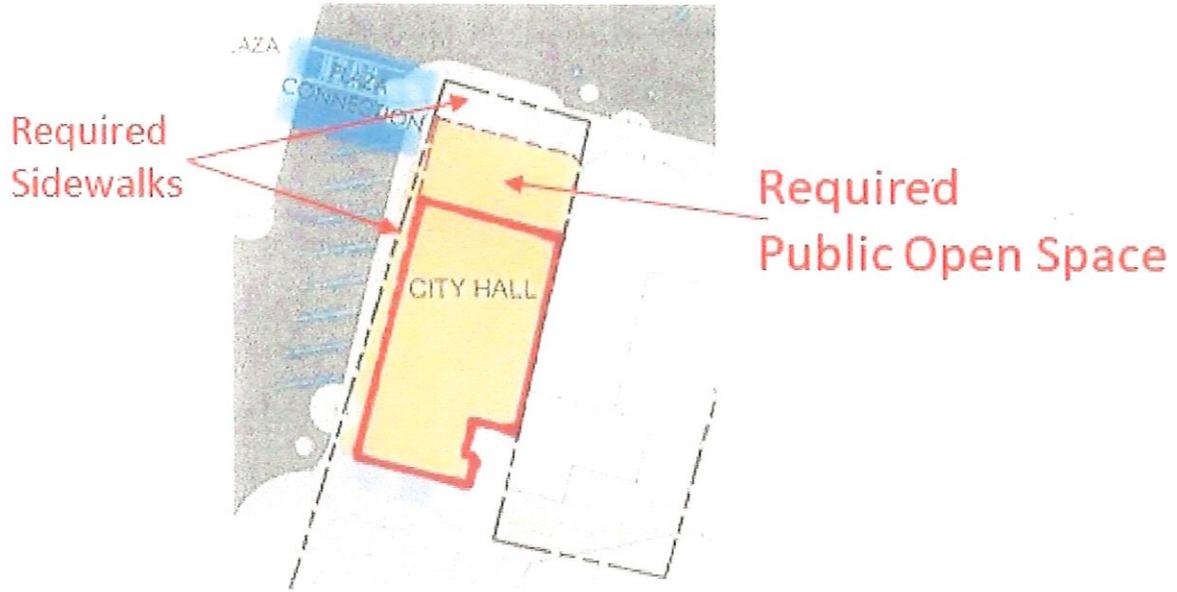
Sincerely,

A blue ink signature of Barry Thalden, written in a cursive style, with a long horizontal flourish extending to the right.

Barry Thalden, AIA, FASLA

550 Ashland Loop Road Ashland, Oregon 97520
(702) 860-5000 bthalden@thalden.com

City Hall Site Plan Alternatives per Land Use Ordinances



What is the vision for Downtown Ashland?



A continuous Retail / Restaurant Streetscape

Or



A series of Public Alleyways and Transient Gathering Areas

Chapter 18.4.2
BUILDING PLACEMENT, ORIENTATION, AND DESIGN

18.4.2.040 Non-Residential Development

D. Additional Standards for Large Scale Projects. In the Detail Site Review overlay, developments that are greater than 10,000 square feet in gross floor area or contain more than 100 feet of building frontage shall, in addition to complying with the standards for Basic (18.4.2.040.B) and Detail (18.4.2.040.C) Site Review, above, conform to the following standards. See conceptual elevation of large scale development in Figure 18.4.2.040.D.1 and conceptual site plan of large scale development in Figure 18.4.2.040.D.2.

1. Orientation and Scale.

.

2. Public Spaces.

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

b. A plaza or public spaces shall incorporate at least four of the following elements.

i. Sitting Space – at least one sitting space for each 500 square feet shall be included in the plaza. Seating shall be a minimum of 16 inches in height and 30 inches in width. Ledge benches shall have a minimum depth of 30 inches.

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iii. Protection from wind by screens and buildings.

iv. Trees – provided in proportion to the space at a minimum of one tree per 500 square feet, at least two inches in diameter at breast height.

v. Water features or public art.

vi. Outdoor eating areas or food vendors.

From: james falkenstein [<mailto:falkenprops@gmail.com>]
Sent: Sunday, October 13, 2019 10:07 PM
To: City Council <council@ashland.or.us>; John Stromberg <john@council.ashland.or.us>
Cc: Kelly Madding <kelly.madding@ashland.or.us>; Bill Molnar <bill.molnar@ashland.or.us>; cfowlkes@rosebudmedia.com
Subject: Concent Agenda Item Falkenstein can't make it to.

Initiation of an Ordinance Amendment Relating to Plaza and Public Space Standards

I am attaching my response to Barry Thalden's letter to the Planning Commission. I don't know Barry, but I do love the hanging flower baskets that I hear he is a major supporter of. But... he shouldn't be telling the city that The Plaza needs looser development standards so that more, and bigger, buildings can be built more easily and cheaper in The Plaza.

This is absolutely not a Consent Agenda Item.

Jim Falkenstein

Jim Falkenstein

October 13, 2019

To the Mayor and City Council
20 E. Main Street
City of Ashland, Oregon 97520
Cc: Kelly Madding, City Administrator

Re: Consent Agenda Item to prepare amendments of the Land Use Ordinance to address the applicability of the public space (plaza) standards for large scale buildings within the Downtown Design Standard Overlay.

Dear Mayor and City Council,

Ordinances are important and should not be dismissed by one SOU board member with architecture credentials.

Currently, there is a downtown planning ordinance (18.4.2.040) that restricts large scale building because – “As the historic scale of buildings was, and remains, a key element that defines community character, there was concern that large buildings could potentially undermine Ashland’s charm.” This ordinance is NOT a “forced taking of private land for public purpose without compensation,” as stated by Barry Thalden.

“What we want to encourage is a continuous downtown streetscape,” is the overarching assumption of Mr. Thalden’s personal opinion, but in no way a fact, or a community request, or an op-ed written by anyone ever.

However, it seems that the Director of Community Development wants to fast track this. “Although the Planning Commission’s discussion explored how this public space standard could be reconsidered throughout the City’s Detail Site Review Zones, staff believes the issue raised relating to downtown property could be addressed more expeditiously by focusing on its application within the downtown and historic district areas at this time. This would allow the code amendments to specifically consider the impact on proposed multi-story developments within the context of the downtown historic district. A review of the application of the plaza requirement in other areas of the City could be undertaken as a separate action as a future date.”

That mumbo-jumbo means that Ashland City Staff wants to “prepare amendments to the Land Use Ordinance to address the applicability of the public space (plaza) standards for large scale buildings within the Downtown Design Standard Overlay.”

The preparation of amendments before any public awareness of an issue is the reason for public outrage and public forum declarations of “we feel blindsided” comments. **Following this broken process is a major cause of our present scenario of animosity and public disillusionment.**

This is a substantial change in construction and development regulations in Ashland’s most public space. To bury it as a Consent Agenda item is the root of all evil. My strong recommendation is to forcefully deny this item. Remove it from the consent agenda, and require significant public outreach before it is even discussed by council again.

Sincerely,


Jim Falkenstein, BS Forestry, MA Communications, Blossom View Estates HOA VP,
Firewise MoTo, AshlandTrails.com founder, Razzie nominee, BRAG, IMPORTANT-
NESS, BS

540 Lakota Way Ashland, Oregon 97520
541-708-0185 falkenprops@gmail.com

What is the vision for Downtown Ashland?



**A continuous Retail/Restaurant Streetscape
Or.....**



A series of Public Alleyways and Transient Gathering Areas