

**ASHLAND PLANNING COMMISSION
REGULAR MEETING
January 12, 2021
AGENDA**

I. **CALL TO ORDER:** 7:00 PM

II. **ANNOUNCEMENTS**

III. **CONSENT AGENDA**

A. Approval of Minutes

1. December 8, 2020 Regular Meeting.
2. December 22, 2020 Study Session.

IV. **PUBLIC FORUM**

V. **TYPE II PUBLIC HEARINGS**

A. PLANNING ACTION: PA-T2-2020-00023

SUBJECT PROPERTY: 196 & 200 Clear Creek Drive

OWNER/APPLICANT: Rogue Planning & Development Services, LLC/Bryan & Stephanie DeBoer

DESCRIPTION: The Planning Commission will re-open the public hearing to consider proposed modifications to a request for Site Design Review approval to allow the construction of an 11,220 square-foot, two-story mixed-use building for the properties at 196 and 200 Clear Creek Drive. The proposed building would consist of 1,268 square feet of office space, 8,052 square feet of warehouse space, and a single 1,584 square foot residential unit on the second floor. The application also includes a request for a property line adjustment to allow the consolidation of the two lots. Since the initial public hearing in December, requests for a Variance and Major Modification of the New Addition subdivision approval (PA-2000-096) to allow a driveway to be installed from Clear Creek Drive have been removed from the proposal. **COMPREHENSIVE PLAN DESIGNATION: Employment; ZONING: E-1; MAP: 39 1E 09AB; TAX LOT #: 6604 & 6605.**

VII. **ADJOURNMENT**

**CITY OF
ASHLAND**



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

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
REGULAR MEETING
MINUTES - *Draft*
December 8, 2020

I. CALL TO ORDER:

Chair Haywood Norton called the meeting to order at 7:00 p.m.

Commissioners Present:

Michael Dawkins
Alan Harper
Haywood Norton
Kerry KenCairn
Roger Pearce
Lynn Thompson

Staff Present:

Bill Molnar, Community Development Director
Derek Severson, Senior Planner
Dana Smith, Executive Assistant

Absent Members:

Council Liaison:

Stef Seffinger, absent

II. ANNOUNCEMENTS

Community Development Director Bill Molnar explained Chair Norton provided the annual commission update during the City Council meeting on December 1, 2020. The presentation went very well, and the Commission would receive a copy of the report. During the meeting the City Council passed the second reading of the Affordable Housing Standards amendments and approved first reading for the annexation on 1511 Hwy 99. The Housing Capacity Analysis Advisory Committee met December 7, 2020. Commissioners Thompson and KenCairn participated. The group will address Ashland's existing and future housing needs for the next twenty years. Mr. Molnar provided the background that resulted in forming the committee. Both Commissioners KenCairn and Thompson spoke to the thoroughness and importance of the committee. Mr. Molnar went on to explain the applicants had submitted the building permit for the final phase to the downtown project for Plaza West, South, and North.

Commissioner Pearce asked if it was possible for the Commission to access the reports and planning material from the Housing Capacity Analysis Advisory Committee. Senior Planner Brandon Goldman would forward the Power Point presentation to the Commission.

III. CONSENT AGENDA

A. Approval of Minutes

1. November 10, 2020 Regular Meeting

Commissioner Thompson/Dawkins m/s to approve the minutes of the meeting on November 10, 2020. Voice Vote: all AYES. Motion passed.

IV. UNFINISHED BUSINESS

A. Approval of Findings for PA-T2-2020-00021, Otis Street (39 1E Map 05AD, Tax Lot #200)

The Commission declared no ex parte contact on the matter.

Commissioner Thompson/Pearce m/s to approve the Findings for PA-T2-2020-00021. Voice Vote: all AYES. Motion passed.

V. TYPE II PUBLIC HEARINGS

A. PLANNING ACTION: PA-T2-2020-00023

SUBJECT PROPERTY: 196 & 200 Clear Creek Drive

OWNER/APPLICANT: Rogue Planning & Development Services, LLC/Bryan & Stephanie Deboer
DESCRIPTION: A request for Site Design Review approval to allow the construction of an 11,220 square-foot, two-story mixed-use building for the properties at 196 and 200 Clear Creek Drive. The proposed building would consist of 1,268 square feet of office space, 8,052 square feet of warehouse space, and a single 1,584 square foot residential unit on the second floor. The application also includes requests for a property line adjustment to allow the consolidation of the two lots and a Variance/Major Modification of the New Addition subdivision approval (PA-2000-096) to allow a driveway to be installed from Clear Creek Drive where the "Vehicular Access and Circulation Standards" in AMC 18.4.3.080.C.5 and the subdivision approval both prohibit driveway access from Clear Creek Drive because alley access is available. **COMPREHENSIVE PLAN DESIGNATION:** Employment; **ZONING:** E-1; **MAP:** 39 1E 09AB; **TAX LOT #:** 6604 & 6605

Chair Norton read the rules of the electronic public hearing.

Ex Parte Contact

Commissioner Dawkins declared no ex parte contact but knew the site. Commissioner Thompson and Pearce had no ex parte contact but had driven by the site. Commissioner KenCairn had walked the site but had no connection to the project and no ex parte contact. Commissioner Harper declared no ex parte contact and no site visit. Chair Norton had no ex parte contact but had visited the site.

Staff Report

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

- Proposal
- Vicinity Map
- Clear Creek Frontage
- New Addition Subdivision

Commissioner Dawkins asked if the bike lane came up to the railroad property. Mr. Severson explained it went 10-feet into the railroad property towards the tracks. There was approximately a 70-foot distance from the property line. The alley was 20-feet wide and another 10-feet for the bike lane that went onto the railroad property.

- Schematic Parking Lay-Out from Subdivision App.
- Alley/Bike Path Section Drawing

Commissioner Thompson wanted to know if the bike path was improved and who was responsible for improving it. The bike path was not improved. The condition of approval stated the applicant would post a deposit to complete the improvements. Once that happened, the City would assume the maintenance.

- New Addition
- Architect's Rendering
- Front Elevation (street-facing)
- Side Elevations
- Rear Elevation (alley-facing)
- Main Floor Plan
- Upper Floor Plan
- Site Plan
- Grading, Utility
- Preliminary Electric Plan
- Planting Plan
- Landscape Site Plan
- Plaza Space
- Variance & Subdivision Modification
- Schematic Parking Lay-Out from Subdivision App.
- Adopted RR Street Network

- Parking & Parking Management Strategies

Staff was generally supportive of the application provided the Commission thought the variances were merited and the parking was satisfactorily addressed.

Questions of Staff

Commissioner KenCairn asked about the wall and gate to the alley. Mr. Severson explained the applicant was proposing having a gate on the railroad property side. Commissioner KenCairn noted the two lots were originally supposed to share parking. Mr. Severson responded the conceptual plan showed circulation between the parking areas. The only condition requirement was that the two lots shared parking.

Commissioner Thompson asked if the whole parking area was paved. Mr. Severson responded it was. Commissioner Thompson confirmed that circulation would be available only to the owner. Mr. Severson replied it would and explained the driveway at Clear Creek Drive could be used as a hammerhead to pull in then back out. Commissioner KenCairn observed it would remain a dead end alley for any other development. Mr. Severson responded the applicants had explained the driveway and the handicap parking place might combine to provide somewhat of a hammerhead for circulation back out. Commissioner KenCairn commented the dead end driveway would work for the applicant but would not help the rest of the development. Mr. Severson explained the original subdivision did not include any easement to support this and did not change the situation. Additionally, the conditions did not require it to be provided.

Commissioner Thompson asked if the trucks could pull in from either direction to access the loading area. Commissioner Pearce noted there were two loading areas. Commissioner Thompson added the only way to access the front was through a separate loading dock.

Commissioner Pearce commented that a 20-foot alley was large and used in urban settings. He disagreed that if a delivery was happening, another vehicle would not be able to pass the truck. Mr. Severson responded the paved area would be 16.5 feet wide. Commissioner Pearce clarified it could also be 20-feet wide. The alley would be the primary access for trucks. The other was intended to support circulation without using a turnaround. Commissioner Pearce asked if vehicles parked in the alley would have to back out. Mr. Severson confirmed they would. Commissioner Pearce asked what the code allowed. Mr. Severson explained the code did allow backing to an alley.

Commissioner Pearce wanted the Commission to consider the correct standards during deliberation because practical difficulties were not a variance standard.

Commissioner Dawkins did not think the paved portion of the alley was anywhere close to 20-feet. The parking spaces for buildings 1 and 2 went up to the alley. There did not appear to be enough space to add width on the north side of the alley. Adding four more feet would encroach on the bike path. Mr. Severson explained the paved portion of the alley was 16.5-feet, but the right of way was 20-feet. Commissioner Pearce added the right of way was planned at 20-feet and the bike path was separate.

Commissioner Harper asked if the applicant provided staff with turning radius diagrams to show it would not interfere with the handicap parking space. Mr. Severson confirmed they had not, but the Commission could ask for that. Commissioner Harper asked about the prohibition for driveways onto Clear Creek Drive. Mr. Severson explained the standard had been in place for a long time. If there was alley access, a driveway from the street was not allowed. It was also supported in the Comprehensive Land Plan. Commissioner Harper asked why it was included as a condition when it was already in the code. Mr. Severson explained it was done so a buyer purchasing property and not aware of the code clearly understood they would not be able to have a driveway.

Commissioner Thompson asked why the applicants wanted the Commission to grant them modifications to the parking standards. There was enough room on the site to satisfy the entire standard. Mr. Severson thought the applicants themselves

could respond better to the question. He thought they could have a few more parking spaces, but the backup dimension and circulation pattern did not allow enough room.

Commissioner KenCairn commented having large trucks move through the site without the driveway would make it prohibitive. They did design it to themselves but in this instance, the original approval was not a good solution to the problem.

Applicant's Presentation

Amy Gunter/Rogue Development Services/Carlos Delgado/Carlos Delgado Architects/Ms. Gunter explained the parking reduction was not an exception or a variance. It was an allowed joint use or mixed-use credit per the code. The code allowed for onsite reduction in parking by using the joint use of facility credits and mixed-use credits to allow reduction in pavement. It would also allow for uses that did not generate traffic and reduce parking on the site. It was a discretionary decision for staff or the Planning Commission. The requested number of spaces was based on the joint use or mixed use. It was sometimes predicated on what other developments or future developments were occurring in the vicinity. They wanted the driveway curb cut because the functionality of the site was challenging due to the size, shape, and the 8%-12% slope along the frontage of the property. The building was set at the grade of the alley.

The distance and curve of the alley inhibited visibility and it was not gridded. It did not work well for employment properties seeking to have .50 floor area ratio uses that increased employment numbers. The applicants were trying to accommodate the four types of uses that were potential for the site. There was 32-feet between the sidewalk and the gate.

Ms. Gunter addressed the driveway coming off the street. That area was not intended to be used as a parking space. It was for trucks to pull in and back into the gate. The condition spoke to a standard-length semi-truck. It would not be functional to move the gate back to accommodate a 53-foot semi-truck. The space was intended as a hammerhead and to access the site.

Due to these issues with the site, this was their best effort to make it functional. When the subdivision was originally approved, they had not gone through the block standards. They could not dedicate an easement for the general public. The alley functioned as a dead end. The driveway would allow vehicles to turnaround and exit. The surface space of the alley would provide 22-feet of back up space. For adaptive reuse, when and if the uses intensified, there was potential to add additional parking to the site. Mr. Delgado concurred with Ms. Gunter's comments on the back up space and parking. The alley was 18-feet or less paved.

Ms. Gunter thought the design enhanced the neighborhood and area. There had not been development on this section of road in fourteen years. The application gave the ability of an E-1 zoned site to develop to E-1 level intensities. The variance request was merited because the subdivision did not meet subdivision spacing standards and the gridded street system.

Questions of the Applicant

Commissioner Pearce read from the parking management strategy for mixed uses. The parking requirement was the sum for the several uses unless it could be shown by the applicant that the peak parking demands were offset. He asked if there was anything in the applicant's submittals that showed peak parking demands were offset. Ms. Gunter responded the only joint use they were requesting was for the residential to offset the business use on the ground floor. The other ones were the on-street parking credits. The residential use was considered an evening use versus the daytime use of the office on the ground floor.

Commissioner Thompson asked why additional parking spaces on the property would not work. Ms. Gunter explained the way the site was set up, additional parking spaces would be along the east side in the travel lane of the driveway. If the site intensified and modified, they would make accommodations for the tenants and add the additional parking spaces. The backup dimensions of the head in parking spaces in the covered parking area was 22-feet, almost to the door of the warehouse space. There was conflict in the different travel patterns that would happen on the site.

Commissioner Harper asked what the applicant's position would be if the Commission found no basis for the variance. There was not a compelling reason to support a variance. Ms. Gunter responded it would not be developable as an E-1 property with large vehicle deliveries due to the lack of visibility in the alley.

Mr. Delgado explained the reason both properties were purchased was to make it feasible. The subdivision approval made the lot practically unworkable due to the set up. The drive through made it workable.

Public Testimony -None

Chair Norton closed the public hearing and the record.

Applicant's Rebuttal - None

Deliberation and Decision

Commissioner KenCairn thought the difficulty of the site was not created by the client and the variance was warranted even though she thought the parking could be better designed. Originally, the alley should have been designed to come back around to Clear Creek Drive and connect. It was not a workable site with the long alley. She did not fully agree to the visibility issue. However, the alley was too long of a stretch to not be able to get back to the street. Commissioner Dawkins agreed. There was a conflict in the code previously pointed out.

Commissioner Pearce agreed with Commissioner Harper. It did not qualify for a variance. The alley width was 20-feet. There was plenty of space to unload and have vehicles get past. It was currently 16.5-feet but could be built out. The difficulty with the turnaround was the applicant did not design for it. The site was basically flat and not difficult in terms of the topography. The standard for a variance was having a unique, physical circumstance of the site. The final criteria for a variance was that it was not self-imposed. An applicant could not request a variance because a previous land use approval was granted. The conflicting uses was due to the applicants putting conflicting uses on the site. There was plenty of possible access from the alley, yet they were asking for access from the front. He would not support a variance approval and did not have a strong opinion regarding the amount of parking.

Commissioner Harper/Pearce m/s to deny application for PA-T2-2020-00023. It did not meet the standards as outlined in the code and did not meet the criteria for a variance. DISCUSSION: Commissioner Harper reiterated Commissioner Pearce's comments. The variance statue was manmade and not the reason the Commission should grant a variance. There was no basis for undermining the condition in the original approval that would justify the major modification. He thought they wanted to do more with the site than merited. That was not a reason for a variance. Commissioner KenCairn noted the subdivision was designed incorrectly and approved. What would have to happen to fix that. Commissioner Harper thought the applicants could dedicate the alley as a public alley way. They could wait for the adjacent property to be developed. Or, they could build a smaller E-1 building on Clear Creek Drive and create the circulation that fit the design. Commissioner Thompson had the same concerns about the variance standard. She would not go as far to say the subdivision was incorrectly designed. She thought the design did not easily accommodate the use the applicant wanted to apply to the site. The variance requirements were not satisfied. Chair Norton thought one of the things driving this was that the two lots were put together. It created a much larger warehouse but did not achieve the physical hardship necessary for a variance. **Roll Call Vote: Commissioner Norton, Harper, Thompson, and Pearce, YES; Commissioner KenCairn and Dawkins, NO. Motion passed 4-2.**

VI. ADJOURNMENT

Meeting adjourned 8:27 p.m.

*Submitted by,
Dana Smith, Executive Assistant*

196-200 Clear Creek Drive

CITY OF ASHLAND

New Addition Subdivision, Lots 5-6

Planning Commission Hearing
December 8th, 2020



196-200 Clear Creek Drive

CITY OF ASHLAND

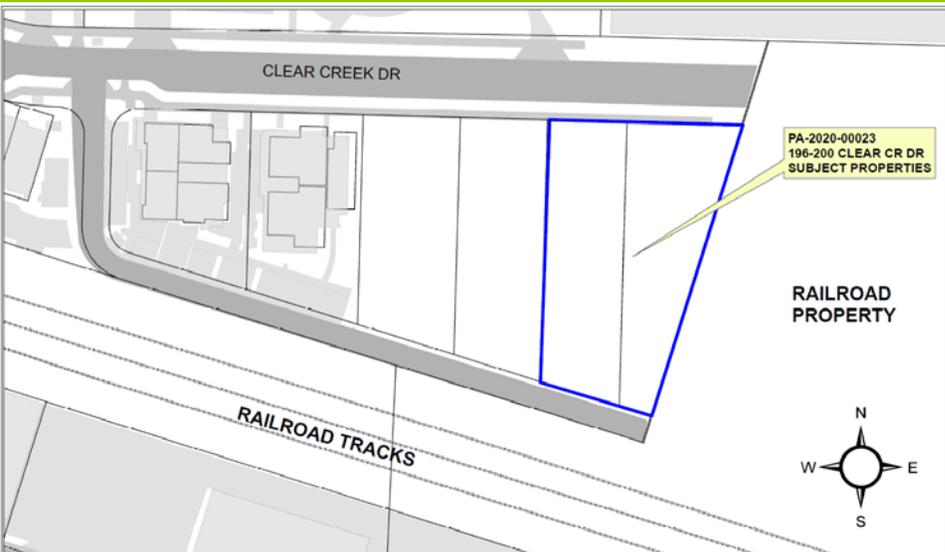
Proposal

- **Site Design Review approval** to allow the construction of an 11,220 square-foot, two-story mixed-use building for the properties at 196 and 200 Clear Creek Drive. The proposed building would consist of 1,268 square feet of office space, 8,052 square feet of warehouse space, and a single 1,584 square foot residential unit on the second floor.
- **Property line adjustment** to allow the consolidation of the two lots.
- **Variance/Major Modification** of the New Addition subdivision approval (PA-2000-096) to allow a driveway to be installed from Clear Creek Drive where the "Vehicular Access and Circulation Standards" in AMC 18.4.3.080.C.5 and the subdivision approval both prohibit driveway access from Clear Creek Drive because alley access is available. The proposal is outlined in plans on file at the Department of Community Development.

196-200 Clear Creek Drive

CITY OF ASHLAND

Vicinity Map



196-200 Clear Creek Drive

CITY OF ASHLAND

Clear Creek Frontage



196-200 Clear Creek Drive

New Addition Subdivision, Lots 1 & 2



196-200 Clear Creek Drive

Architect's Rendering



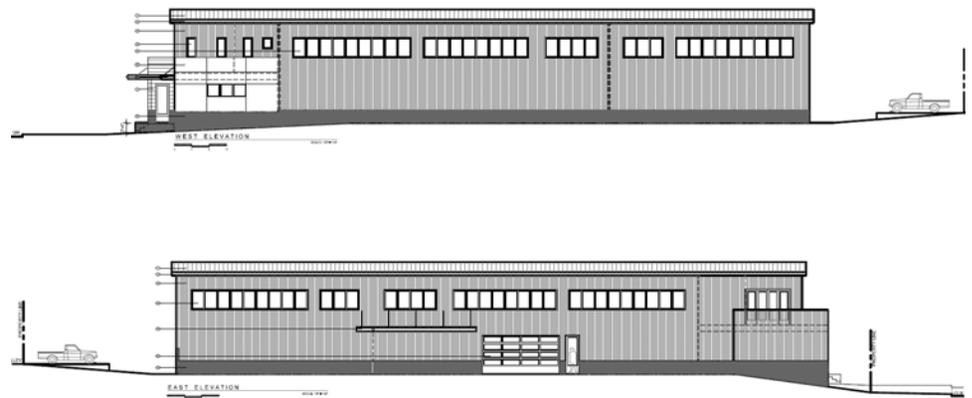
196-200 Clear Creek Drive

Front Elevation (street-facing)



196-200 Clear Creek Drive

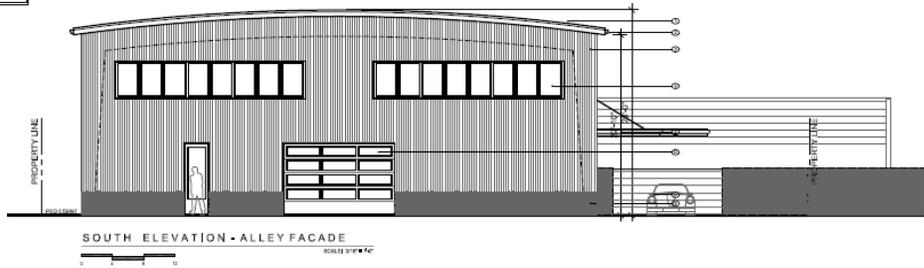
Side Elevations



196-200 Clear Creek Drive

CITY OF ASHLAND

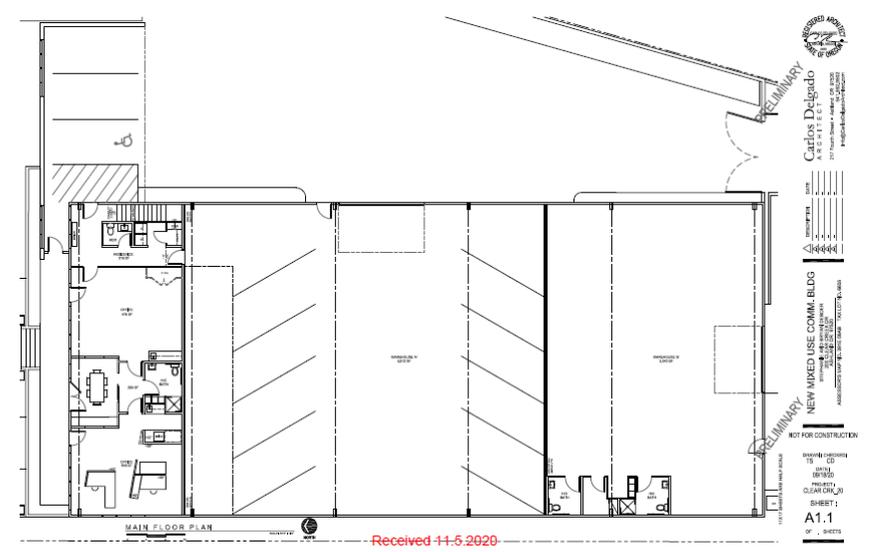
Rear Elevation (alley-facing)



196-200 Clear Creek Drive

CITY OF ASHLAND

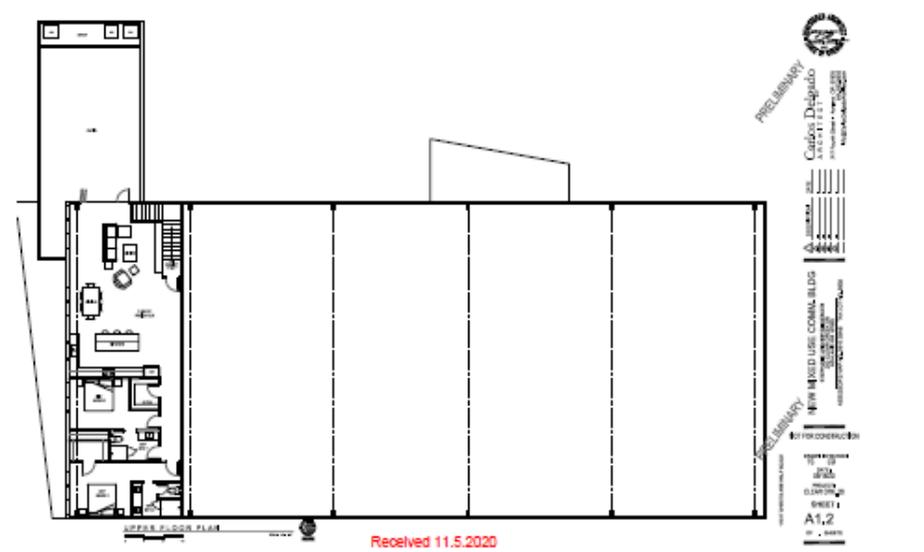
Main Floor Plan



196-200 Clear Creek Drive

CITY OF ASHLAND

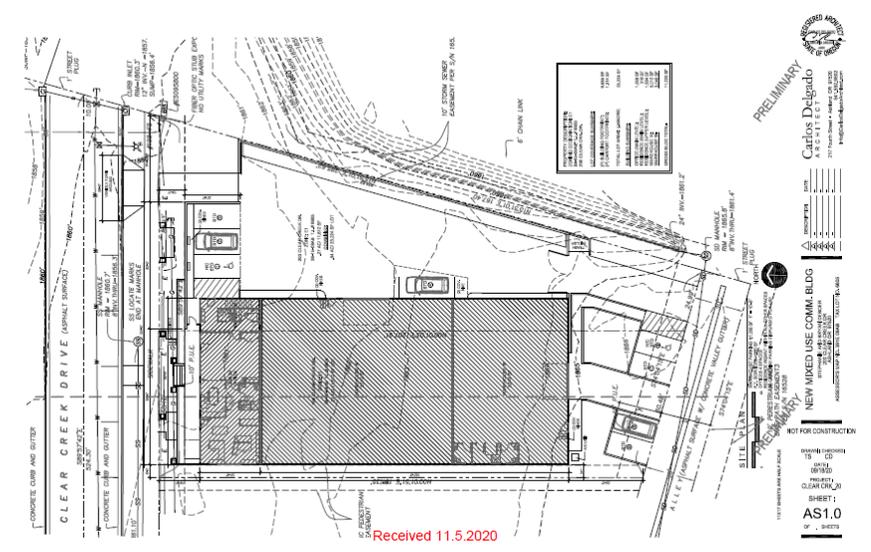
Upper Floor Plan



196-200 Clear Creek Drive

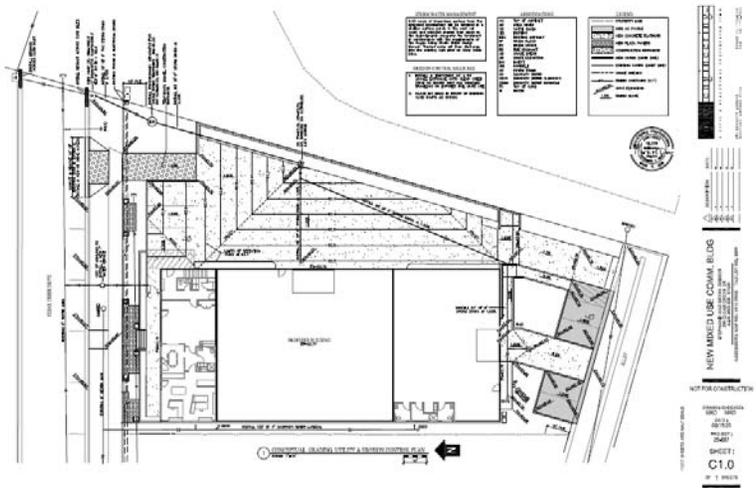
CITY OF ASHLAND

Site Plan



196-200 Clear Creek Drive

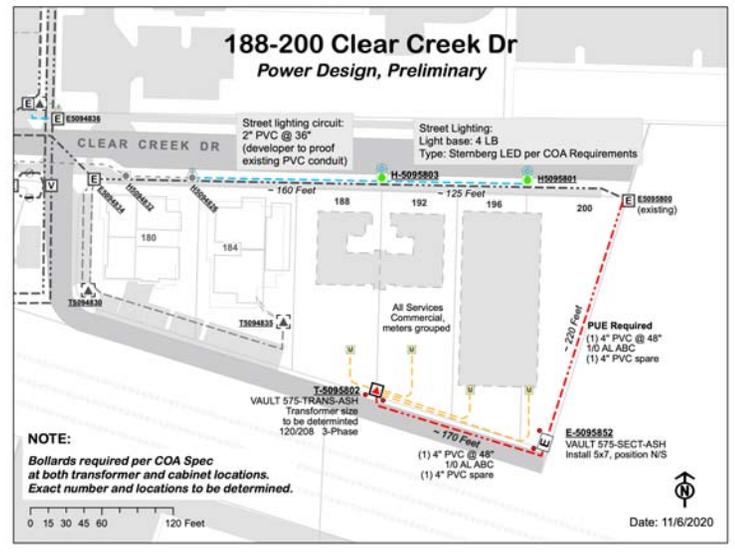
Grading, Utility & Erosion Control (Conceptual) Plan



Revised 11/2/2020

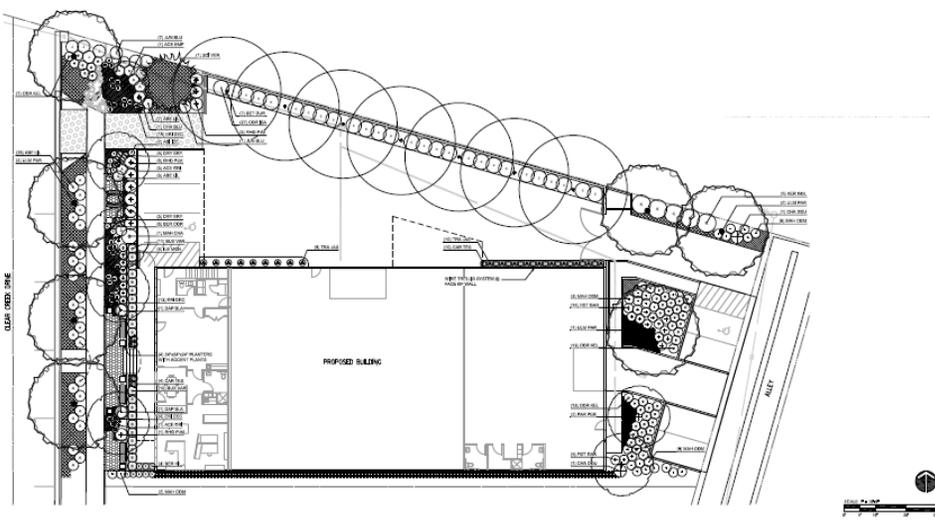
196-200 Clear Creek Drive

Preliminary Electric Plan



196-200 Clear Creek Drive

Planting Plan



196-200 Clear Creek Drive

Landscape Site Plan



196-200 Clear Creek Drive

Plaza Space



196-200 Clear Creek Drive

Variance & Suidivision Modification

The application requests a Variance & Modification of the subdivision conditions in order to install a driveway on Clear Creek Drive to enable larger delivery vehicles to circulate through from the alley. The driveway would also function as a place to turn-around at the existing terminus of Clear Creek Drive until it is ultimately extended out to North Mountain Avenue when the adjacent Railroad Property develops.

- “*Vehicular Access & Circulation Standards*” prohibit driveway access from the street when alley access is available.
- Subdivision approval in 2000 accordingly included a condition prohibiting a driveway along Clear Creek Drive.

The application materials argue that:

- The alley is long, is too narrow for two-way traffic or larger delivery vehicles, and there is limited visibility from the entry to determine if a vehicle is blocking the alley meaning vehicles may enter, see a vehicle and have to back out a significant distance.
- The alley dead-ends without a turn-around.
- There isn’t yet a gridded street system established to better support circulation, and establishing one is contingent on clean-up and development of the RR property which has an uncertain timeline.
- Clear Creek Drive also dead-ends and lacks a formal turn-around.

196-200 Clear Creek Drive

Variance & Suidivision Modification

The “*Vehicular Access & Circulation Standards*” seek to minimize conflict points along the street corridor, and to create a more continuous storefront streetscape so that cars, pedestrians and bicycles don’t have to compete with cars circulating in and out of driveways where an alley is available and buildings can be placed along the corridor to create an interesting streetscape for pedestrians without regular interruptions by driveways.

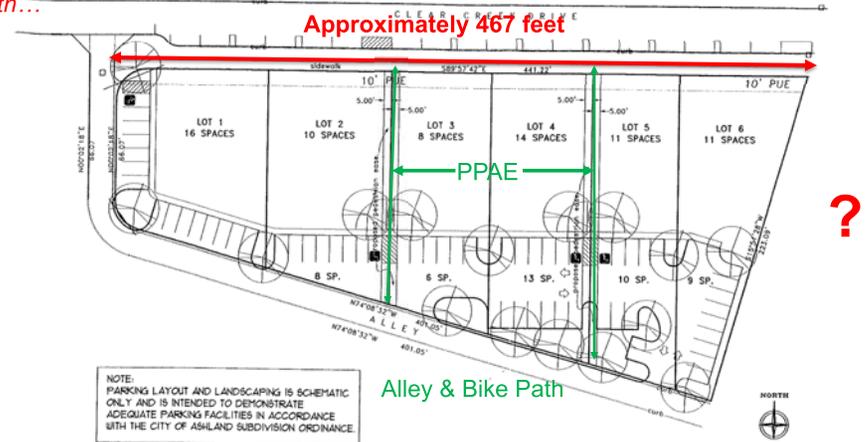
In staff’s view, there are unique & unusual circumstances here in that the existing street and alley exceed the typical block length and dead end street lengths allowed, these are the last properties on the street as it presently exists, and while a gridded street system is part of the long-term vision for the area it isn’t yet established and is tied to clean-up and development of the Railroad Property, which - after more than 20 years since initial planning efforts began - still has no clear timeline for completion. The uncertain timeline of adjacent development poses practical difficulties for development of the subject property, and the driveway proposed provides a *secondary* means of access and circulation while providing a turn-around on Clear Creek where the block length and dead-end street length are presently exceeded. Staff believes there are facts in the record which could be found to support the requested Variance.

196-200 Clear Creek Drive

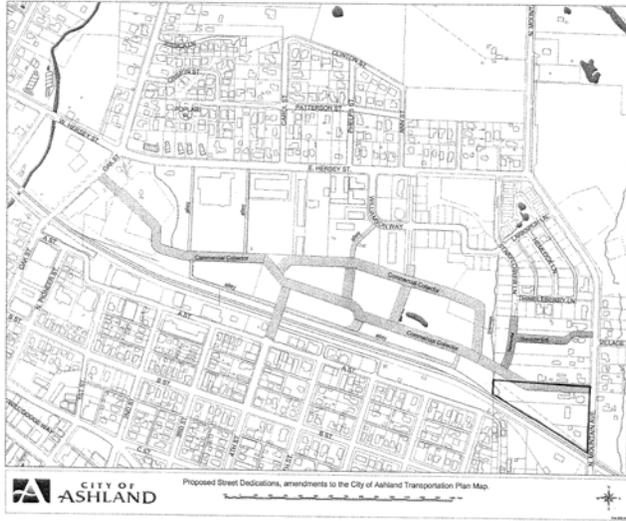
Schematic Parking Lay-Out from Subdivision App.

AMC 18.4.6.040.E.9 Walkable Neighborhoods “Block lengths shall be a maximum of 300 to 400 feet...”

AMC 18.4.6.040.C.3 Dead End Streets. “No dead-end street shall exceed 500 feet in length...”



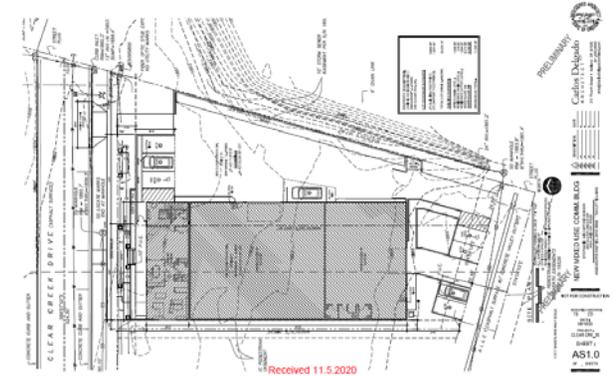
Adopted RR Street Network



196-200 Clear Creek Drive

Parking & Parking Management Strategies

13 off-street parking spaces are required for the uses proposed. The application proposes to provide 4 parking spaces off of the alley, 1 covered surface space adjacent to the building, and three spaces within a carport. The remaining parking is proposed to be addressed through a "Joint Use of Facilities" credit for 1.75 spaces, and an "On-Street Parking" credit for 3 spaces, for a total reduction in required parking of approximately 38 percent.



196-200 Clear Creek Drive

Parking & Parking Management Strategies

The approval of credits/parking management strategies is discretionary, and in staff's view, that discretion is tied to considering efficiency, flexibility and functionality over the long term. The initial calculations here are based on low-demand warehouse use and request a substantial (38%) reduction in required parking from there. While the parking proposed may be adequate for the uses currently proposed when on-street demand in the vicinity is limited, it may not provide future flexibility for the adaptive re-use discussed in the application, and may pose challenges to future intensification of use as the area develops, on-street demand intensifies or if on-street parking on one side of the street becomes unavailable with the eventual extension of Clear Creek Drive to North Mountain Avenue as a neighborhood collector.

Staff believes the paved area here could accommodate some additional parking with a different configuration. The Commission could require a revised parking plan with a specific amount of additional parking spaces for review with the building permit submittals. *A 25 percent reduction in required parking would be more in line with credits granted elsewhere and would require 10 off-street spaces be provided, as reflected in staff's recommended Condition #8L.*

Staff also recommends conditions that any future intensification of use include a revised parking plan for the review/approval of the Staff Advisor and that accessible parking be limited to only that required under current building code.

196-200 Clear Creek Drive

New Addition Subdivision, Lots 5-6

Planning Commission Hearing



Staff are generally supportive of the application, and provided that Commissioners feel that a Variance is merited and that parking is satisfactorily addressed, we would recommend approval with the conditions in the draft findings provided.

**CITY OF
ASHLAND**
ASHLAND PLANNING COMMISSION
STUDY SESSION
December 22, 2020
AGENDA

I. CALL TO ORDER:

Chair Haywood Norton called the meeting to order at 7:00 p.m.

Commissioners Present:

Michael Dawkins
Haywood Norton
Kerry KenCairn
Roger Pearce
Lynn Thompson
Lisa Verner

Staff Present:

Bill Molnar, Community Development Director
Maria Harris, Planning Manager
Derek Diamond, Senior Planner
Dana Smith, Executive Assistant

Absent Members:

Alan Harper

Council Liaison:

Stef Seffinger, absent

II. ANNOUNCEMENTS

Chair Norton introduced Lisa Verner as the new Planning Commissioner. Community Development Director Bill Molnar announced the City Council passed second reading approving the annexation for 1511 Hwy 99 North at their meeting on December 15, 2020. During that meeting, they adopted the Vertical Housing Development Zone by resolution in the Transit Triangle Zone. The applicants for 196-200 Clear Creek Drive had been in contact with staff since the planning action denial during the Planning Commission meeting on December 8, 2020. The applicants were revisiting the design with a possible modification. If that happened, the planning action would be re-noticed, and the item would come back to the Commission. The Planning Commission would have an electronic joint commission meeting with the Housing and Human Services Commission, Thursday, January 28, 2021 at 4:30 p.m.

Commissioner KenCairn joined the meeting at 7:14 p.m.

III. PUBLIC FORUM - None

IV. DISCUSSION ITEMS

A. Changes in commercial space needs – A developer's perspective

Mr. Molnar provided background on the topic. During the Planning Commission's retreat in 2018, they had discussed the impacts of technology on land use planning. This included autonomous vehicles and ecommerce. Also discussed were potential impacts to neighborhoods due to increased truck deliveries. In terms of commercial site planning, they had discussed how to accommodate loading facilities and service aisles differently. Another topic was how online purchasing might influence commercial employment as well as land and space needs. COVID-19 had the City evaluating working from home once the pandemic ended. National research suggested many communities had a surplus of land zoned for retail. The Commission had addressed some of that during the Transit Triangle Zone discussions on reducing commercial ground space to 35%. There was a potential for commercial and employment

land to be used to accommodate housing needs. He introduced Mark Knox and Laz Ayala who were present to speak to that potential.

Laz Ayala/ Mark Knox/604 Fair Oaks Court/Ashland/Spoke to the impact ecommerce, the wildfires and the pandemic had on the local economy. There was also the ongoing shortage of housing while there was a surplus of commercial space. They suggested using the surplus commercial space as temporary residential. The building would be built to commercial standards with 1 to 2-bedroom apartments until market demands changed. This would apply to areas outside the downtown area like North Mountain Avenue, Laurel Street, A Street, B Street to Hersey Street. They also suggested applying the vertical housing development zone to those areas as well. When the demand for commercial returned, the temporary residential could convert back to commercial within 4-6 months.

Commissioner Thompson asked who would determine the market demand for commercial. Mr. Know responded it would be market driven. There would be no incentives involved. Commissioner Thompson wanted to know how they would preserve non-retail commercial space. Mr. Knox explained the current code required the ground floor to be 65% permitted use commercial or employment and 35% could be residential. The code would retain the 65% commercial space so long as it prohibited condominiums. The residential use would be temporary until there was demand for commercial. Once there was a demand, it would take 4-6 months to convert back to commercial. The second third floors could be residential.

Chair Norton suggested homebuilders add a delivery box to their designs to keep packages secure.

Commissioner Verner asked about tenant landlord law and providing notice. Senior Planner Brandon Goldman explained the City adhered to state law. Commissioner Verner noted some agreements required 90-days and wanted to know how that would fit into the four to six-month conversion time. Mr. Knox thought it could be a provision included in the rental agreement. Mr. Ayala added it could not be less restrictive than state law. Mr. Goldman explained the restrictions and that there were exemptions to the standards.

Chair Norton thought the suggestion should go to the City Council. If they supported it, the Planning Commission would start working on it.

B. Code Amendment Options for State of Oregon Middle Housing (Duplex) Requirements

Planning Manager Maria Harris provided a presentation (see attached):

- **House Bill 2001 (2019)**
- **Duplex Code Options**
- **Attached 2nd Unit Diagrams**
 - Single Family Home – 1 Unit
 - Side by Side Duplex – 2 Units
 - Side by Side Duplex – photo
 - Stacked Duplex
 - Stacked Duplex
 - Duplex Examples
- **Detached 2nd Unit Images**
 - 84 and 88 Dewey Street diagram and photos
 - 426 B Street and 170 Third Street diagram and photos
 - 117 8th Street and 859 C Street diagram and photos
 - 240 and 244 Van Ness diagram and photos

Per state law, they an ordinance in effect no later than June 30, 2021. Staff would use the feedback the Commission provide tonight for a future study session.

Chair Norton noted the three public comments submitted on the topic. All three agreed with the recommendation in the staff report.

Mr. Harris explained allowing two units on a lot in any configuration, attached or detached gave the property owner the opportunity to use the best design for their lot. They could work around any lost issues. The other layer was the approval process. It could be difficult explained why some projects required a building permit and others planning approval.

Design standards, it is an issue of applying new design standards to any ...permit. We would have to apply it to everything.

Commissioner Verner asked for clarification on the design standards for a single-family residence and duplex. Ms. Harris explained the new state law required the same standards for a single-family residence applied to a duplex. Building a single-family residence and adding a second unit two years later would require a building permit.

Commissioner Thompson asked about building volume. Ms. Harris explained the lot coverage and height limitation was the same. The number of units depended on the lot size. The new law did not double the number units allowed. If someone wanted to build four units, the lot size would have to be at least 13,000 sq. ft.

Commissioner Pearce asked what was the residential zone LCDC , LCDC what is a residential zone, just zones for residential or is it any zone that might allow a single-family unit. Maria, they do have a definition uses permitted are primarily residential. Maria will look it up and send it to the commission.

Ms. Harris would look up the definition the LCDC used for residential zones.

The Commission agreed with the staff recommendation.

V. ADJOURNMENT

Meeting adjourned at 8:32 p.m.

House Bill 2001 (2019)



- Permit duplexes on residentially zone lots that allow detached single-family homes
- Approval process and standards used for duplexes must not be more restrictive than those applied to detached single-family homes
- Most single-family homes in Ashland require a building permit and do not require a planning approval

12/22/2020 Planning Commission Study Session

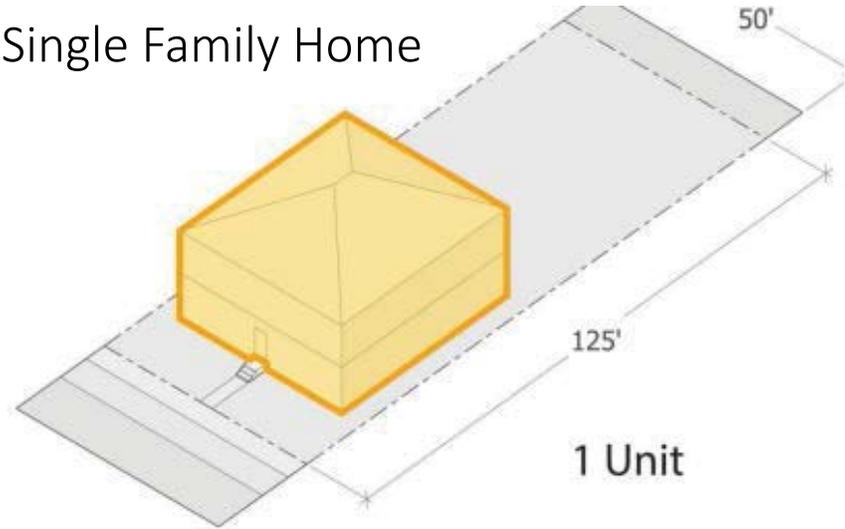
Duplex Code Options



- Definition of Duplex
 - ✓ Two attached units on one lot
 - ✓ Two units on a lot in any configuration
- Single-Family Residential Design Standards
 - ✓ Amend Standards in 18.2.5.090

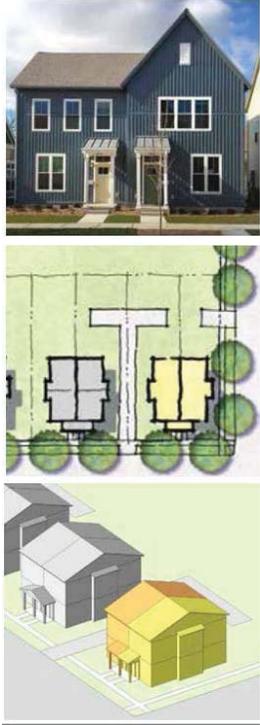
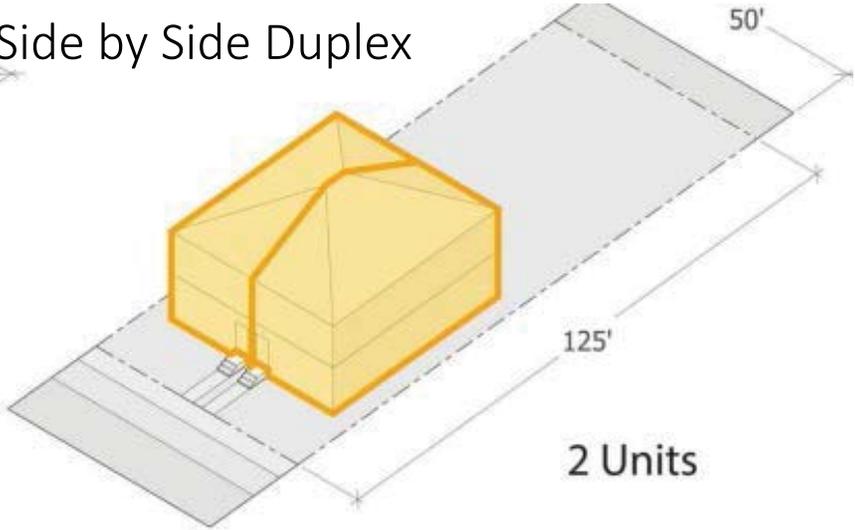
12/22/2020 Planning Commission Study Session

Attached 2nd Unit Diagrams and Images



- Missing Middle Housing
– Dan Parolek

Side by Side Duplex



Side by Side Duplex



Side-by-side duplex, Tacoma, WA
Torti Gallas + Partners



A duplex in Olympia

Stacked Duplex

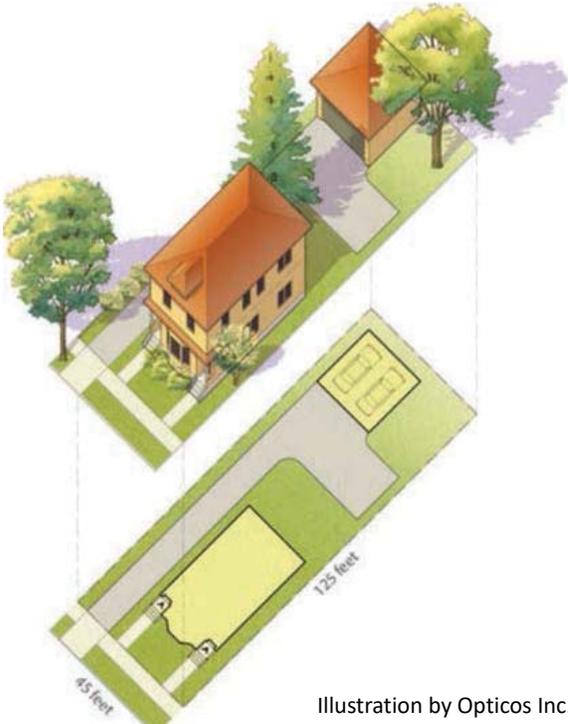
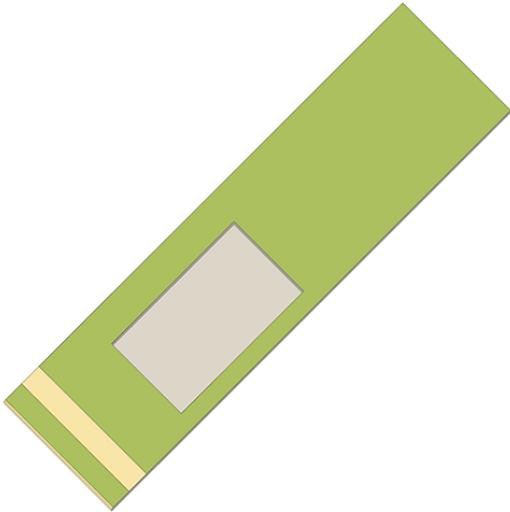


Illustration by Opticos Inc.

Stacked Duplex



Duplex Examples



Duplex Conversion – Downtown Eugene



Historic Duplex–Eugene



First Floor Plan



Second Floor Plan

Duplex Examples



Duplex Conversion – Downtown Eugene



Historic Duplex–Eugene

Detached 2nd Unit Images

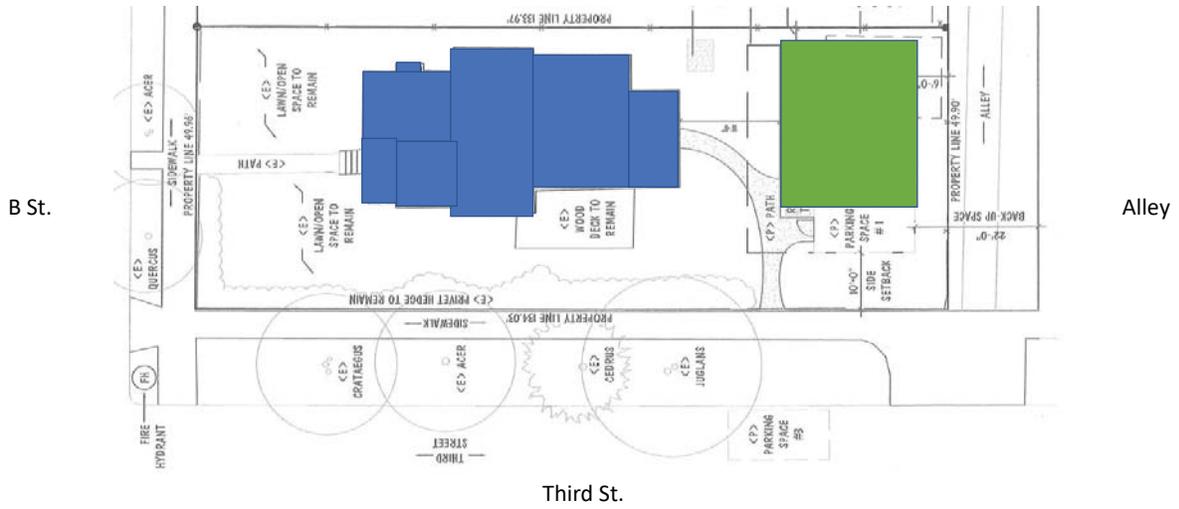
84 and 88 Dewey St.



84 and 88 Dewey St.



426 B St. and 170 Third St.

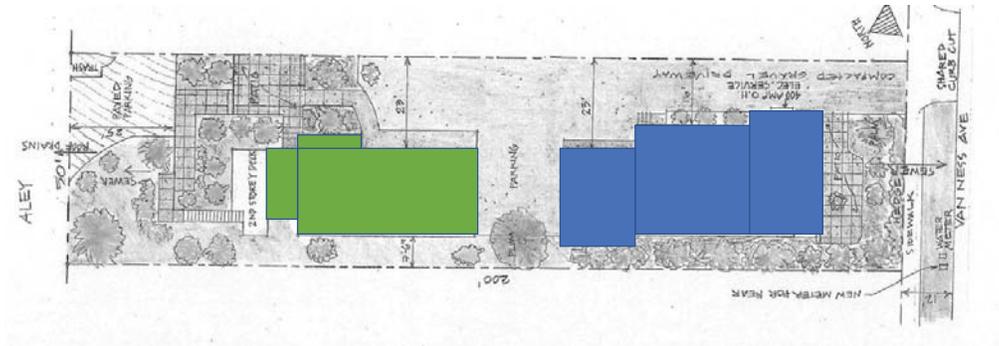


426 B St. and 170 Third St.



240 and 244 VanNess

Alley



VanNess

240 and 244 VanNess



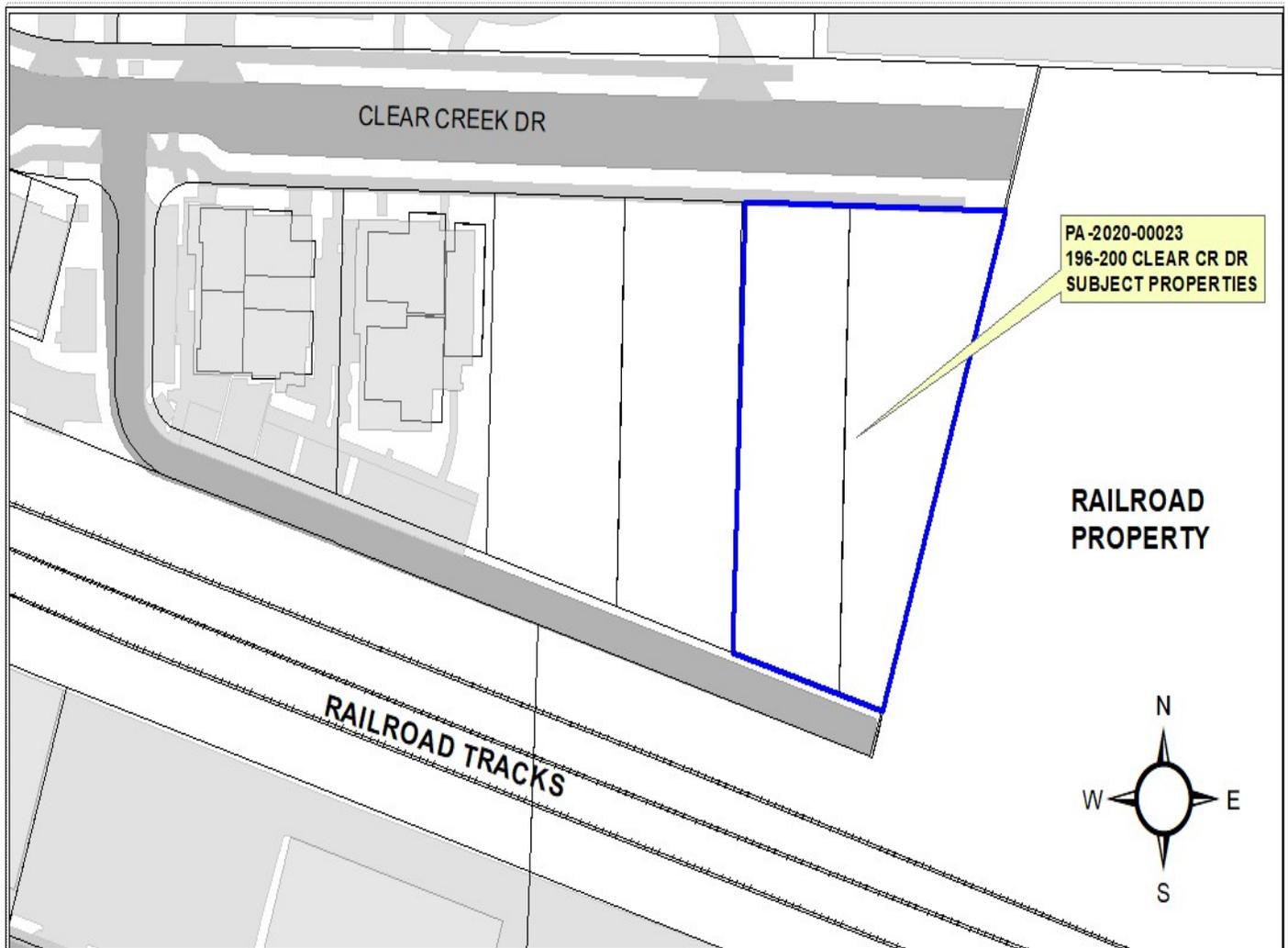
**TYPE II
PUBLIC HEARING**

**PA-T2-2020-00023
196 & 200 Clear Creek Drive**



PLANNING ACTION: PA-T2-2020-00023
SUBJECT PROPERTY: 196 & 200 Clear Creek Drive
APPLICANT/OWNER: Rogue Planning & Development Services, LLC/Bryan & Stephanie Deboer
DESCRIPTION: The Planning Commission will re-open the public hearing to consider proposed modifications to a request for Site Design Review approval to allow the construction of an 11,220 square-foot, two-story mixed-use building for the properties at 196 and 200 Clear Creek Drive. The proposed building would consist of 1,268 square feet of office space, 8,052 square feet of warehouse space, and a single 1,584 square foot residential unit on the second floor. The application also includes a request for a property line adjustment to allow the consolidation of the two lots. *Since the initial public hearing in December, requests for a Variance and Major Modification of the New Addition subdivision approval (PA-2000-096) to allow a driveway to be installed from Clear Creek Drive have been removed from the proposal.* **COMPREHENSIVE PLAN DESIGNATION:** Employment; **ZONING:** E-1; **MAP:** 39 1E 09AB; **TAX LOT #:** 6604 & 6605.

ELECTRONIC ASHLAND PLANNING COMMISSION MEETING: 7:00 P.M. on *January 12, 2021*



Notice is hereby given that the Ashland Planning Commission will hold an electronic public hearing on the above described planning action on the meeting date and time shown above. You can watch the meeting on local channel 9, on Charter Communications channels 180 & 181, or you can stream the meeting via the internet by going to rvtv.sou.edu and selecting 'RVTV Prime.'

The ordinance criteria applicable to this planning action are attached to this notice. Oregon law states that failure to raise an objection concerning this application, or failure to provide sufficient specificity to afford the decision makers 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.

Because of the COVID-19 pandemic, application materials are provided online and written comments will be accepted by email. Alternative arrangements for reviewing the application or submitting comments can be made by contacting (541) 488-5305 or planning@ashland.or.us.

A copy of the application, including all documents, evidence and applicable criteria relied upon by the applicant, and a copy of the staff report will be available on-line at www.ashland.or.us/PCpackets seven days prior to the hearing. Copies of application materials will be provided at reasonable cost, if requested. Under extenuating circumstances, application materials may be requested to be reviewed in-person at the Ashland Community Development & Engineering Services Building, 51 Winburn Way, via a pre-arranged appointment by calling (541) 488-5305 or emailing planning@ashland.or.us.

Anyone wishing to submit comments can do so by sending an e-mail to PC-public-testimony@ashland.or.us with the subject line "**January 12th PC Hearing Testimony**" by 10:00 a.m. on **Monday, January 11, 2021**. If the applicant wishes to provide a rebuttal to the testimony, they can submit the rebuttal via e-mail to PC-public-testimony@ashland.or.us with the subject line "**January 12th PC Hearing Testimony**" by 10:00 a.m. on **Tuesday, January 12, 2021**. Written testimony received by these deadlines will be available for Planning Commissioners to review before the hearing and will be included in the meeting minutes.

Oral testimony will be taken during the electronic public hearing. If you wish to provide oral testimony during the electronic meeting, send an email to PC-public-testimony@ashland.or.us by 10:00 a.m. on **Tuesday, January 12, 2021**. In order to provide testimony at the public hearing, please provide the following information: 1) make the subject line of the email "**January 12th Speaker Request**", 2) include your name, 3) the agenda item on which you wish to speak on, 4) specify if you will be participating by computer or telephone, and 5) the name you will use if participating by computer or the telephone number you will use if participating by telephone.

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 Senior Planner Derek Severson at 541-488-5305 or derek.severson@ashland.or.us.

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.

VARIANCE

18.5.5.050

1. The variance is necessary because the subject code provision does not account for special or unique physical circumstances of the subject site, such as topography, natural features, adjacent development, or similar circumstances. A legal lot determination may be sufficient evidence of a hardship for purposes of approving a variance.
2. The variance is the minimum necessary to address the special or unique physical circumstances related to the subject site.
3. The proposal's benefits will be greater than any negative impacts on the development of the adjacent uses and will further the purpose and intent of this ordinance and the Comprehensive Plan of the City.
4. The need for the variance is not self-imposed by the applicant or property owner. For example, the variance request does not arise as result of a property line adjustment or land division approval previously granted to the applicant.

Major Modification Approval Criteria.

A Major Modification shall be approved only upon the approval authority finding that all of the following criteria are met.

1. Major Modification applications are subject to the same approval criteria used for the initial project approval, except that the scope of review is limited to the modification request. For example, a request to modify a commercial development's parking lot shall require Site Design Review only for the proposed parking lot and any changes to associated access, circulation, etc.
2. A modification adding or altering a conditional use, or requiring a variance, administrative variance, or exception may be subject to other ordinance requirements.
3. The approval authority shall approve, deny, or approve with conditions the application, based on written findings.

Memo

DATE: January 12, 2021
TO: Planning Commission
FROM: Derek Severson, *Senior Planner*
RE: Review of Decision for PA-T2-2020-00023
196-200 Clear Creek Drive

Request & Background

The applicant has asked that the Planning Commission review its decision for PA-T2-2020-00023, a request for Site Design Review approval for an 11,220 square foot, two-story, mixed-use commercial building at 196-200 Clear Creek Drive in light of proposed modifications. As originally proposed, the request included a Major Modification of the original New Addition Subdivision approval and a Variance to allow for a driveway curb cut from Clear Creek Drive where both city standards and the original subdivision approval expressly prohibit access from the street because alley access is available.

Following the close of the initial public hearing for this matter on December 8, 2020 the Planning Commission voted to deny the proposal because it was determined that a Major Modification and Variance were not merited and the applicant had indicated that the project could not be redesigned without access from Clear Creek Drive. Findings for that decision have not yet been adopted.

The applicant has subsequently modified the application to remove the Major Modification and Variance requests from the proposal, and has provided a 60-day extension of the 120-day timeline to enable reopening the hearing to review the decision in light of the proposed modifications. A notice of the reopening of the public hearing to consider the applicant's request has been mailed to the impact area, a new public notice has been posted on the subject properties, notice has been published in the Daily Tidings and on the city's website, and revised draft findings are included in the packets with this memo.

Modification Details

The applicant has proposed the following modifications to their original request:

- The driveway curb cut from Clear Creek Drive has been removed, eliminating the need for the Major Modification and Variance components of the original request.
- Three additional off-street parking spaces have been provided on-site, with access to all parking to be from the alley. The use of parking management strategies to reduce required off-street parking has been adjusted, and now requests an approximate 8.89 percent reduction using just two on-street parking credits along the Clear Creek Drive frontage.



- The screening wall along the Clear Creek Drive frontage has been extended to enclose the parking area.
- The building length has been reduced by four feet, and the steepness of the ramp at the rear of the building has been reduced by reducing the overall length of the building.
- The building area has been reduced from 11,220 square feet to 10,956 square feet.
- The overhead garage door on the East side of the structure has been shifted to the north by approximately six feet.
- The pedestrian entrance door to the “Warehouse B” space, on the south elevation, has been moved to the east side of the garage door, eliminating a section of walkway.
- The trash and recycling enclosure at the rear of the property has been relocated slightly to accommodate a hinged gate rather than a sliding gate.

Staff Analysis & Recommendation

In staff’s view, the primary issues with the original request were with the Modification and Variance request, and with the requested reduction in off-street parking.

Variance/Modification

Based on the outcome of the December hearing, the driveway curb cut from Clear Creek Drive has been removed, eliminating the need for the Major Modification and Variance components of the original request.

Parking

The use of Parking Management Strategies to reduce required off-street parking is a discretionary allowance in the code, and as noted during the initial hearing, staff believes that this discretion is best exercised to balance efficiency, flexibility and functionality over the long term. In December, staff had some concern that the applicant’s initial parking calculations were based largely on warehouse use, which has among the lowest parking requirements, and requested an approximately 38 percent reduction from there. Staff had noted that while the parking proposed may be adequate for the uses currently proposed when on-street demand in the vicinity is limited, it will not necessarily provide the future flexibility for the adaptive re-use discussed by the applicant and may pose challenges to future intensification of use, particularly as the area fully develops, on-street demand increases, or on-street parking is limited to one side of the street with the eventual extension of Clear Creek Drive as a neighborhood collector. The draft findings presented by staff in December had recommended that the applicant be required to provide at least ten off-street parking spaces, equating to an approximately 25 percent reduction in the off-street parking requirement.

As currently proposed, the applicant has added two additional off-street spaces and gained a third additional space by restriping one of two previously proposed accessible parking spaces. A total of 11 off-street parking spaces are now proposed, and the reduction now requested is limited to two on-street parking credits which equates to an approximate 8.89 percent reduction in required off-street parking.

Recommendation

In staff’s assessment, with the removal of the Modification and Variance components of the original request and provisions for additional off-street parking, the proposal merits approval. Staff recommends that the application be approved subject to the conditions detailed in the attached draft findings.



DRAFT - BEFORE THE PLANNING COMMISSION - DRAFT
February 9, 2021

IN THE MATTER OF PLANNING ACTION #PA-T2-2020-00023, A REQUEST FOR)
SITE DESIGN REVIEW APPROVAL TO CONSTRUCT AN 10,956 SQUARE FOOT,)
TWO-STORY, MIXED-USE BUILDING FOR THE PROPERTIES AT 196 AND 200)
CLEAR CREEK DRIVE. THE PROPOSED BUILDING WOULD CONSIST OF 1,268)
SQUARE FEET OF OFFICE SPACE, 7,788 SQUARE FEET OF WAREHOUSE SPACE)
AND A SINGLE 1,584 SQUARE FOOT RESIDENTIAL UNIT. THE APPLICATION)
ALSO REQUESTS A PROPERTY LINE ADJUSTMENT TO ALLOW FOR THE CON-)
SOLIDATION OF THE TWO LOTS. (REQUESTS FOR A VARIANCE AND MAJOR)
MODIFICATION OF THE ORIGINAL SUBDIVISION APPROVAL [PA #2000-096])
TO ALLOW A DRIVEWAY FROM CLEAR CREEK DRIVE WHERE “VEHICULAR)
ACCESS AND CIRCULATION STANDARDS” IN AMC 18.4.3.080.C.5 AND THE)
SUBDIVISION APPROVAL BOTH PROHIBIT DRIVEWAY ACCESS BECAUSE)
ALLEY ACCESS IS AVAILABLE WERE WITHDRAWN BY THE APPLICANT)
DURING THE PUBLIC HEARING PROCESS.))

DRAFT
FINDINGS,
CONCLUSIONS,
& ORDERS

APPLICANT/OWNERS: Rogue Planning & Development Services, LLC/
Bryan & Stephanie DeBoer

RECITALS:

- 1) Tax lots #6604 and #6605 of Map 39 1E 09AB are the vacant Lots #5 and #6 of the ‘New Addition’ subdivision on Clear Creek Drive, and are zoned Employment (E-1) and are within both the Residential, Detail Site Review and Wildfire Lands overlay zones.
- 2) The applicant is requesting Site Design Review approval to allow the construction of a 10, 956 square-foot, two-story mixed-use building for the properties at 196 and 200 Clear Creek Drive. The proposed building would consist of 1,268 square feet of office space, 7,788 square feet of warehouse space, and a single 1,584 square foot residential unit on the second floor. The application also includes a request for a property line adjustment to allow the consolidation of the two lots. Additional requests for a Major Modification of the New Addition subdivision approval (PA-2000-096) and for a Variance to allow a driveway to be installed from Clear Creek Drive where the “Vehicular Access and Circulation Standards” in AMC 18.4.3.080.C.5 and the original subdivision approval both prohibit driveway access from Clear Creek Drive because alley access is available were withdrawn by the applicant during the public hearing process. The proposal is outlined in plans on file at the Department of Community Development.
- 3) The criteria for Site Design Review approval are detailed 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,*

PA-T2-2020-00023
February 9, 2021
Page 1

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 approval criteria for a Property Line Adjustment are detailed 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 lot's 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) On April 15, 2020 Governor Kate Brown issued Executive Order #20-16 “*Keep Government Working: Ordering Necessary Measures to Ensure Safe Public Meetings and Continued Operations by Local Government During Coronavirus (COVID-19) Outbreak.*” The Governor’s Order required that public bodies hold public meetings by telephone, video, or through some other electronic or virtual means, whenever possible; that the public body make available a method by which the public can listen

to or virtually attend the public meeting or hearing at the time it occurs; that the public body does not have to provide a physical space for the public to attend the meeting or hearing; that requirements that oral public testimony be taken during hearings be suspended, and that public bodies instead provide a means for submitting written testimony by e-mail or other electronic methods that the public body can consider in a timely manner. The subsequently adopted House Bill #4212 further authorized governing bodies in Oregon to conduct all public meetings using telephone or video conferencing technology or through other electronic or virtual means.

8) The Planning Commission, following proper public notice, held an electronic public hearing on December 8, 2020. In keeping with Executive Order #20-16 and subsequent House Bill #4212, this meeting was broadcast live on local television channel 9 and on Charter Communications channels 180 & 181, and was live-streamed over the internet on RVTV Prime at <http://www.rvtv.sou.edu>. A copy of the application, including all documents, evidence and applicable criteria relied upon by the applicant, and a copy of the staff report were made available on-line seven days prior to the hearing. Those wishing to provide written testimony were able to submit it via e-mail in advance of the hearing, as detailed the mailed and posted notices, and all written testimony received by the established deadlines was made available for Commissioners to review before the hearing and was included in the meeting minutes. In addition, those wishing to participate during the hearing could arrange to provide oral testimony by making arrangements to do so in advance of the meeting.

Following the closing of the initial public hearing and the record, the Planning Commission considered the materials received and testimony presented and denied the project, noting that a requested Major Modification of the original subdivision approval and an associated Variance to allow a new driveway from Clear Creek Drive were not merited and that the applicant had indicated during the hearing process that the project could not be redesigned without a new driveway access.

Subsequent to this decision, but before the written findings were adopted, the applicant submitted a revised proposal modifying their application by removing the request for the new driveway, eliminating the Major Modification and Variance, granting an extension of time, and asking that the Planning Commission reopen the public hearing to review the application as modified.

The Planning Commission, following proper public notice, reopened the electronic public hearing on January 12, 2021 at which time written testimony submitted in advance of the hearing was considered and new oral testimony was presented. Following the closing of the public hearing and the record, the Planning Commission considered the materials received and testimony presented and approved the project, subject to a number of 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. FINDINGS & CONCLUSIONS

2.1 The Planning Commission finds that it has received all information necessary to make a decision based on the application materials, staff report, public testimony and exhibits received.

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

2.3 The Planning Commission concludes that the proposal satisfies all applicable criteria for Site Design Review approval.

The first approval criterion for Site Design Review approval addresses the requirements of the underlying zone, requiring 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 finds that the building and yard setbacks and other applicable standards have been evaluated to ensure consistency with the applicable provisions of part 18.2, and all regulations of the underlying E-1 zoning will be satisfied.

The second approval criterion deals with overlay zones, and requires that, *“The proposal complies with applicable overlay zone requirements (part 18.3).”* The Planning Commission finds that the property is within the Detail Site Review, Residential and Wildfire Lands overlay zones.

The Detail Site Review overlay requires that the application address the Detail Site Review Standards in AMC 18.4.2.040.C. Where proposed buildings are greater than 10,000 square feet in gross floor area – as is the case here – or contain more than 100 feet of building frontage, the Additional Standards for Large Scale Projects in AMC 18.4.2.040.D must also be addressed. Compliance with these standards is discussed with regard to part 18.4 below, under the next criterion.

Within the Residential (R) overlay zone, the requirements of AMC 18.3.13.010.C come into play where residential units are proposed, and require: 1) For mixed-use developments, 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

PA-T2-2020-00023

February 9, 2021

Page 4

residential uses; 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; and 3) Residential uses shall be subject to the same setback, landscaping, and design standards as for permitted uses in the E-1 District. The Planning Commission finds that: 1) 316 square feet of the 9,372 square foot ground floor is dedicated to the foyer and stairway for the residential unit, with the remainder of the ground floor dedicated to permitted or special permitted uses in the zone other than residential. This equates to only approximately 3.3 percent of the ground floor (316 square feet/9,372 square feet = 0.0337), with the remaining 96.7 percent to be dedicated to permitted or special permitted uses within the E-1 zone; 2) At an allowed residential density of 15 dwelling units per acre, the property has an allowed residential density of 7.997 dwelling units (0.533 acres x 15 dwelling units/acre = 7.997 dwelling units), and the single residential unit proposed does not exceed the allowed density; and 3) The proposal is being considered in light of the same setback, landscaping and design standards as any E-1 project.

The Planning Commission further finds that the subject property is located within the Wildfire Lands overlay zone, and as such a Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 will need to be provided for the review of the Fire Marshal prior to bringing combustible materials onto the property, and any new landscaping proposed will need to comply with these standards and shall not include plants listed on the 'Prohibited Flammable Plant List' per Resolution #2018-028. The applicant asserts that the proposed landscape plan complies with the applicable Wildfire Lands requirements, and does not use plants from the prohibited plant list. A condition has been included below to require a final Fire Prevention and Control Plan and plant list be provided for the review and approval of the Fire Marshal prior to the issuance of a building permit or to bringing any combustibles onto the site.

Based on the foregoing, the Planning Commission finds that this criterion is satisfied.

The third criterion addresses the Site Development and Design Standards, requiring that “*The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.*”

The application discusses the Basic Site Development and Design Standards for Non-Residential Development, noting that the proposed building's primary orientation is towards Clear Creek Drive, with parking placed behind the building and with no automobile parking or circulation between the building and the street. The building's façade is 104-feet of the 141-foot wide frontage, and the building façade occupies a large majority - nearly 74 percent - of the lot frontage. The building entrances are located within 20-feet of the street right-of-way. The entrances are clearly visible, and an eight-foot door with transom window, lighting, pedestrian covering, and material changes is provided to emphasize the entrance.

Along the west side of the property, there is a five-foot pedestrian easement, and a corresponding five-foot easement is in place on the property to the west to provide a ten-foot wide pedestrian connection from Clear Creek Drive to the alley. The applicant proposes to improve this easement with compacted gravel to provide a walking surface.

A public sidewalk and parkrow planting strip were installed with the subdivision in 2000, and city standard street trees are proposed to be installed along the frontage. A new pedestrian plaza area, with hardscape surface treatments between the sidewalk and the building, will provide pedestrian access to the street-facing business entrances directly accessible from the public sidewalk.

Nearly 17 percent of the site is to be provided as a landscape area to comply with the applicable standards of the zone, and a common recycle and refuse area is provided near the rear of the property, screened from view, and accessible from the alley. All artificial lighting is noted as complying with the standards of AMC 18.4.4.050, and there are no residential zones in the immediate vicinity of the project site.

The application discusses the Detail Site Review Standards, noting that the proposed structure and the pedestrian plaza area provided combine to comply with the Floor Area Ratio (FAR) standard calling for a minimum 0.50 FAR. The proposed structure is 10,956 square feet and there is 1,215 square feet of plaza area proposed for a total of 12,171 square feet, which is more than the required 11,761 square feet needed to meet a 0.50 FAR.

The building frontage is 104-feet in length, and distinctive offsets and material changes are provided in the façade to break-up the massing and scale of the structure. All of the front façade walls are within 30-feet of the public street, and more than 20 percent of the wall area facing the street is in windows or doorways. Large windows are proposed on either side of the commercial business entrance, and there is a cantilevered overhang to protect pedestrians from the elements.

More than 15 percent of the exterior walls have substantial changes in relief. There is a substantial base; changes in façade materials with the use of vertical standing seam metal siding, split-face concrete block, horizontal, wooden plank siding, and hardboard. There are bronze-colored, aluminum storefront style windows and doors.

Landscape buffers are proposed between the surface parking spaces adjacent to the alley and the west property line, and a landscape buffer of six-feet is proposed along the east side of the parking area. The parking area and the interior area of the site are proposed to be screened from the adjacent railroad property with a six-foot-tall solid panel and CMU screen wall.

The property is within the Detail Site Review overlay zone, and the proposed building to be more than 10,000 square feet in area and as such is subject to Additional Standards for Large Scale Projects. The application explains that the building is oriented towards Clear Creek Drive, and that the building's mass along the street is divided into two separate masses. The structure has a human scale incorporated through the changes in setback and orientation in materials, and a sheltering roof is proposed to provide pedestrian shelter while adding a horizontal element to the front façade. The pattern of the windows and the doors is distinct and relates to the spaces within the structure.

The application materials note that the building requires 1,096 square feet of plaza space, and 1,215 square feet of plaza space are proposed between the sidewalk and building. This space will incorporate sitting areas, space for eating, a mixture of sunlight and shade areas under the marquee and near the plaza area trees, and the plaza area surface will include colored and/or scored concrete.

With regard to required off-street parking and parking management strategies, the Planning Commission finds that the project as proposed requires 12.074 off-street parking spaces, which is rounded to 13 off-street parking spaces by code.

OFFICE: 1,268 square feet of office at one space per 500 square feet requires	1,268/500 = 2.536 spaces
WAREHOUSE: 7,788 square feet of warehouse at one space per 1,000 square feet requires	7,788/1000 = 7.788 spaces
RESIDENTIAL: A two-bedroom residential unit requires	1.75 spaces
TOTAL OFF-STREET PARKING REQUIRED:	12.074 spaces

The Planning Commission finds that 11 off-street parking spaces are proposed, with five spaces accessed directly from the public alley at the rear of the property. A driveway extends from the alley into the property where six additional off-street parking spaces are provided – three are within an enclosed carport, two are surface spaces adjacent to the carport, and a sixth space is provided parallel to the building under a canopy. One of the 11 spaces to be provided is shown as a required accessible parking space.

The Planning Commission finds that vehicular access to the site is to be from the public alley, and the proposed internal parking and maneuvering area is to be screened with a block wall and an electric gate that fully screens the site from the public rights-of-way of the street and the alley, and from the adjacent properties to the east. The application explains that full screening and security fencing will allow for uses in Warehouse Unit A that need additional safety measures while also allowing for adaptive re-use by a business requiring screened outdoor storage (subject to a Conditional Use Permit in E-1).

The Planning Commission further finds that application proposes to utilize Parking Management Strategies as provided in **AMC 18.4.3.060**, requesting an On-Street Parking Credit to reduce required off-street parking by two spaces as there are four on-street parking spaces available along the frontage of the property. The combined reduction in required parking requested is approximately 8.9 percent (**11 spaces provided/12.074 spaces required = 0.911**). The Planning Commission finds that the requested reduction is a reasonable application of the discretion provided to the Commission in the Parking Management Strategies section.

The Commission further finds that bicycle parking is proposed to be dispersed around the site to provide the most convenient parking for the various uses. A standard “U-rack” is proposed behind the sidewalk at the front of the building, visible from Clear Creek Drive. Within the covered carport, and additional two spaces are proposed. And each warehouse unit will include additional spaces as proposed. The application emphasizes that all proposed bicycle parking areas will comply with the bicycle parking standards, and will be located in a manner that provides adequate commercial customer and residential bicycle parking. Conditions requiring that adequate bicycle parking be illustrated in the building permit submittals and inspected on site before occupancy have been included below.

The Planning Commission finds that parking to be provided will comply with the dimensional, surfacing and back-up space requirements, and notes that the five spaces adjacent to the alley are to be buffered

from the structure with landscape planters which will function as stormwater swales to capture and treat surface run-off. The three parking spaces within the carport are to be covered, which will reduce the micro-climatic impacts of the parking spaces. The application materials note that parking lot shade trees and landscape buffers complying with the standards for parking area design will be provided.

Based on the foregoing, the Planning Commission concludes that the proposal complies with the applicable Site Development and Design Standards of part 18.4.

The fourth approval criterion addresses city facilities, specifically requiring 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 Planning Commission notes that the application asserts that adequate city facilities exist to serve the proposed development, and that final development plans based on the current proposal will be submitted to the City of Ashland Public Works, Engineering, Planning, Building, Electric and Fire Departments for review and approval prior to the issuance of a building permit. Specific facilities are discussed as follows:

- **Water:** The application notes that the subject properties are currently served by an eight-inch water main in adjacent Clear Creek Drive right-of-way, and that the new water services and meters proposed will be installed off of this main.
- **Sanitary Sewer** – The application explains that the subject properties are currently served by an eight-inch sanitary sewer main in the adjacent Clear Creek Drive right-of-way, further explaining that the existing main ends short of the end of the current street improvements but will be extended from the existing terminus to serve the proposed development.
- **Electric:** An existing electrical box was installed with the subdivision at the northeast corner of the property, and services will be extended to serve the project. The Electric Department has preliminarily approved the electric service plan for the project.
- **Urban Storm Drainage:** The application explains that the subject properties are currently served by a 12-inch storm drainage sewer main in Clear Creek Drive, and that because the proposed development will create more than 2,500 square feet of impervious surface, the project civil engineer has proposed a stormwater drainage facility plan which complies with the requirements of the DEQ “MS4 General Permit Phase 2” and which follows the guidance and requirements set forth in the current Rogue Valley Stormwater Quality Design Manual.
- **Adequate Transportation:** Clear Creek Drive is considered to be a Commercial Neighborhood Collector, and is ultimately intended to provide a commercial corridor connecting Oak Street to North Mountain Avenue. The improvements envisioned for a Commercial Neighborhood Collector are illustrated in AMC 18.4.6.040.G.3 and include a 28- to 36-foot paved curb-to-curb width within a 55- to 63-foot right-of-way, seven-foot landscaped parkrow, and an eight- to ten-foot sidewalk. The existing right-of-way way here is 60 feet wide with an approximate curb-to-curb width of 28 feet which will accommodate on-street parking on one side, and was improved with pavement, curbs, gutters, park rows and sidewalks to city standards at the time of the subdivision approval, however the park row planting strip here lacks street trees or street lights,

PA-T2-2020-00023

February 9, 2021

Page 8

and a condition of approval has been included below to require that street trees be selected from the Recommended Street Tree Guide, planted according to standards with irrigation, and inspected, and that street lights be installed along the frontage, prior to the issuance of a certificate of occupancy.

At the rear of the property, an alley is in place. Typical alley standards envision a 12-foot paved width within a 16-foot right-of-way, however here the alley has a 16-foot paved width within a 20-foot right-of-way, and includes a central ‘valley gutter’ for drainage. With the approval of the subdivision under PA #2000-096, there was also an easement for a 10-foot pedestrian and bike path easement south of the alley, on the railroad property. With the subdivision approval, the Planning Commission at the time found that *“all necessary public facilities, utilities and services are available to serve the six tax lots. Public facilities are located within the right-of-way of Clear Creek Drive and within the public alley adjacent to the project. The Commission finds that the multi-use path adjacent to the alley is required in lieu of increasing the Clear Creek Drive right-of-way to accommodate bicycle lanes. As a result, the multi-use path is a required street improvement that must be either installed, or planned and bonded for as part of the subdivision.”*

The application includes a preliminary grading, utility and erosion control plan prepared by Registered Professional Engineer Mark Dew of Dew Engineering. These plans identify facilities available in the adjacent rights-of-way along with proposed connections; meter placement; and storm water control, detention and treatment systems. The Planning Commission finds that the site’s utilities will be extended to and through the subject property from public utility easements and street right-of-way adjacent to the site, and that based on the conceptual plans, adequate key city facilities are available within the adjacent rights-of-way and will be extended by the applicant to serve the proposed development. Conditions have been included below to require that final electric service, utility and civil plans be provided for the review and approval of the Staff Advisor and city departments in conjunction with the building permit submittals, and that civil infrastructure be installed by the applicants, inspected and approved prior to occupancy. With these conditions, the Planning Commission finds that adequate capacity of city facilities, paved access to and throughout the property, and adequate transportation can and will be provided to the subject property. The Commission concludes that this criterion has been satisfied.

The final criterion for Site Design Review approval addresses “Exception to the Site Development and Design Standards.” The Planning Commission notes that the application materials include a request for an Exception to the Site Development and Design Standards to allow an approximately 18-foot section of the landscape buffer along the east property line to be reduced to three feet in width where the “Parking Lot Landscaping and Screening” standards in AMC 18.4.4.030.F.2.a call for a five-foot landscaped strip to screen parking abutting a property line. The application materials indicate that in addition to the three feet of surface buffering proposed with landscaping, a six- to eight-foot solid panel fence and masonry wall is proposed to provide additional screening at the property line, while on the adjacent property there is a ten-foot wide stormwater drainage easement with an open ditch. The application materials argue that the combination of landscape screening and construction of a solid wall provides equal screening while better providing for public safety by creating a physical barrier as

protection from the drop off into the open ditch on the adjacent, undeveloped property. The application further asserts that the proposal will not have a negative impact on the livability of the adjacent employment-zoned property which does not have a Residential overlay, concluding that the exception requested is minimal as it is limited to a two-foot reduction in buffer width for only 18-feet of a 258-foot length of the driveway surface. While the Planning Commission recognizes the benefit of the proposed wall installation as a barrier preventing falls into the adjacent open ditch, the Commission also finds that the angled property line which has 143 feet of frontage along Clear Creek Drive but reduces this width to approximately 85 feet along the alley poses a demonstrable difficulty in responding to the standard, that approval of the Exception for this relatively minimal 18-foot segment of the property line will not substantially negatively impact the adjacent property, and that the combination of the reduced buffer and the proposed wall will adequately serve to reduce development impacts on adjacent uses.

The Planning Commission concludes that as detailed above and with the conditions discussed, the proposal complies with the requirements for Site Design Review approval.

2.5 The Planning Commission finds that the proposal satisfies all applicable standards specific to a Property Line Adjustment.

The first criterion for a Property Line Adjustment is that, *“No additional parcel or lot is created by the lot line adjustment.”* In this instance, the proposal would consolidate the two contiguous lots being considered and would not create an additional parcel or lot.

The second criteria for a Property Line Adjustment is that, *“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 lot’s 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).”* The Planning Commission finds that with the requested adjustment, the property will conform to the applicable lot standards of the E-1 zoning district as discussed elsewhere in this document.

The final criterion for a Property Line Adjustment is that, *“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.”* The Planning Commission finds that the proposal complies with the applicable Vehicle Area Design requirements.

Based on the foregoing, The Planning Commission concludes that, as detailed above, the proposal is consistent with the applicable standards and criteria for a Property Line Adjustment.

SECTION 3. DECISION

3.1 Based on the record of the Public Hearing on this matter, the Planning Commission concludes that the proposal for Site Design Review approval to construct an 10,956 square foot, two-story mixed-use

building and for a Property Line Adjustment to allow the consolidation of two lots is supported by evidence contained within the whole record.

The building proposed will be an attractive addition to the Clear Creek Drive streetscape, and Commission concerns identified during the initial public hearing with the requested Variance/Major Modification to allow a new driveway off of Clear Creek Drive and the requested reductions in off-street parking have been well addressed in the amended proposal now being considered, which no longer includes a new driveway and which limits the reduction in required parking to only two off-street parking credits.

As amended, the Commission concludes that the proposal merits approval with the conditions detailed below. Therefore, based on our overall conclusions, and upon the proposal being subject to each of the following conditions, we approve Planning Action #PA-T2-2020-00023. Further, if any one or more of the conditions below are found to be invalid, for any reason whatsoever, then Planning Action #2020-00023 is denied. The following are the conditions and they are attached to the approval:

1. That all proposals of the applicant shall be conditions of approval unless otherwise modified herein, including but not limited to that there shall be no driveway curb cut from Clear Creek Drive.
2. That the plans submitted for the building permit shall be in substantial conformance with those approved as part of this application. If the plans submitted for the building permit are not in substantial conformance with those approved as part of this application, an application to modify this Site Design Review approval shall be submitted and approved prior to issuance of a building permit.
3. That any new addresses shall be assigned by City of Ashland Engineering Department.
4. That permits shall be obtained from the Ashland Public Works Department prior to any work in the public right of way.
5. That the windows on the ground floor shall not be tinted so as to prevent views from into the interior of the building
6. That the front entrances adjacent to Clear Creek Drive shall remain functional and open to the public during all business hours.
7. That a sign permit shall be obtained prior to installation of any new signage. Signage shall meet the requirements of Chapter 18.4.7.
8. That the building permit submittal shall include:
 - a. Identification of all easements, including public and private utility easements, public pedestrian access easements, and fire apparatus access easements.
 - b. Solar setback calculations demonstrating that all new construction complies with Solar Setback Standard B in the formula $[(\text{Height} - 16) / (0.445 + \text{Slope}) = \text{Required Solar Setback}]$ and elevations or cross section drawings clearly identifying the highest shadow producing point(s) and the height(s) from natural grade.
 - c. Lot coverage calculations including all building footprints; driveways, parking, and circulation areas; and any other areas other than natural landscaping. Lot coverage shall be limited to no more than 85 percent as required in AMC 18.2.6.030.

- d. Final electric service, utility and civil engineering plans including grading, erosion control and drainage. All civil infrastructure shall be installed by the applicants, inspected and approved prior to final inspection/occupancy approval.
- e. The utility plan shall include the location of connections to all public facilities including the locations of water lines and meter sizes, fire hydrants, sanitary sewer mains and services, manholes and clean-outs, and storm drainage pipes and catch basins, along with any backflow prevention measures required by the Water Department. Any required private or public utility easements shall be delineated on the civil plans.
- f. The final electric design and distribution plan shall include load calculations and locations of all primary and secondary services including transformers, cabinets and all other necessary equipment with the Final Plan application. This plan must be reviewed and approved by the Electric Department prior to the signature of the final survey plat. Transformers and cabinets shall be located in areas least visible from streets and outside of vision clearance areas, while considering the access needs of the Electric Department.
- g. That storm water from all new impervious surfaces and runoff associated with peak rainfalls 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. The storm drainage plan shall detail the location and final engineering for all storm drainage improvements associated with the project, and shall be submitted for review and approval by the Departments of Public Works, Planning and Building Divisions. The storm drainage plan shall demonstrate that post-development peak flows are less than or equal to the pre-development peak flow for the site as a whole, and that storm water quality mitigation has been addressed through the final design.
- h. Final site lighting details.
- i. A final size- and species-specific landscaping plan including irrigation details satisfying the Water Conserving Landscaping Guideline in AMC 18.4.4.030.I. New landscaping shall comply with the General Fuel Modification Area requirements and shall not include plants listed on the Prohibited Flammable Plant List adopted by Resolution #2018-028. All landscaping shall be installed according to the approved plan, and tied into the existing irrigation system, inspected and approved prior to the issuance of a certificate of occupancy.
- j. That the requirements of the Ashland Fire Department relating to approved addressing; fire apparatus access; a firefighter access pathway; fire flow; hydrant installation, spacing and clearance; applicable fire sprinklers and alarm monitoring; fire department connection; key box; extinguishers; limitations on obstructions to fire access; and wildfire hazard area requirements shall be satisfactorily addressed in the permit submittals.
- k. A Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 shall be provided prior to bringing combustible materials onto the property, and any new landscaping proposed shall comply with these standards and shall not include plants listed on the 'Prohibited Flammable Plant List' adopted with Resolution #2018-028.

1. The building permit submittals shall verify that the bicycle parking, spacing and coverage requirements are met in accordance with 18.4.3.070.I. Inverted U-racks shall be used for the bicycle parking, and all bicycle parking shall be installed in accordance with design and rack standards in 18.4.3.070.I and J, inspected and approved by the Staff Advisor prior to the issuance of the certificate of occupancy. If bicycle parking is to be provided within the proposed buildings, final interior dimensions of the dedicated bicycle parking areas shall be detailed on the building permit plans to insure adequate space has been provided. A bicycle parking space located inside of a building for employee bike parking shall be a minimum of six feet long by three feet wide by four feet high, shall be accessible without moving another bicycle, and shall be clearly marked as reserved for bicycle parking only.

9. That prior to the final inspection approval or issuance of a certificate of occupancy:
 - a. That street trees, one per 30 feet of street frontage, shall be installed in the Clear Creek Drive frontage, inspected and approved by the Staff Advisor. All street trees shall be chosen from the adopted Street Tree List and shall be installed in accordance with the specifications noted in Section E of the Site Design and Use Standards. The street trees shall be irrigated.
 - b. That all landscaping in the new landscaped areas, and the irrigation system, shall be installed according to the approved plan, inspected and approved by the Staff Advisor.
 - c. Civil improvements including but not limited to utility installations shall be completed according to approved plans, inspected and approved. Public improvements including but not limited to street trees and street lighting shall be installed to City of Ashland standards under permit from the Public Works Department and in accordance with the approved plan, inspected and approved.
 - d. Any damage to the alley or sidewalk from utility installation or construction vehicles shall be repaired under permit from the Public Works Department, inspected and approved.
 - e. That all exterior lighting shall be directed on the property and shall not directly illuminate adjacent properties.
 - f. That the bicycle parking facilities shall be installed according to the approved plan, inspected and approved by the Staff Advisor.
 - g. That the required 22-foot clear back-up area shall be provided behind parking spaces along the alley, as illustrated on the applicant's Sheet AS1.0 dated December 15, 2020. The required back-up area may include the full, improved width of the alley.

Haywood Norton, *Chair*
Planning Commission Approval

February 9, 2021
Date

PA-T2-2020-00023
February 9, 2021
Page 13

ROGUE PLANNING & DEVELOPMENT SERVICES, LLC



200 Clear Creek Drive

RECONSIDERATION of PA-T2-2020-00023
Site Design Review
Property Line Consolidation



December 22, 2020

**Request for reconsideration for
Site Design Review Approval
for new mixed-use commercial building
to eliminate variance request**

Subject Property

Address: 196 – 200 Clear Creek Drive
Map & Tax Lot: 39 1E 09 AB; 6604, 6605
Comprehensive Plan Designation: Employment
Zoning: E-1
Overlays: Detail Site Review Zone
Residential Overlay

Property Owner: Bryan and Stephanie DeBoer
85 Winburn Way
Ashland, OR 97520

Architect: Carlos Delgado Architects
217 Fourth Street
Ashland, OR 97520

Land Use Planner: Rogue Planning & Development Services, LLC
Amy Gunter
33 N Central Avenue #213
Medford, OR 97501

Engineer: Mark Dew
815 Bennett
Medford, OR 97501

Landscape Design: Terrain Landscape Architect
33 N Central Avenue #210
Medford, OR 97501

Request:

Request seeks reconsideration of the proposal PA-T2-2020-00023 for Site Design Review for an 11,220 square foot, two-story, mixed-use commercial building. The original proposal included a request to modify a condition of approval from the October 2000, New Addition Subdivision approval and sought a variance to allow for a driveway curb cut from Clear Creek Drive. This modified application removes the requested subdivision modification and the variance request.

Summary list of modifications:

The building was reduced in length by four feet.

The building area was reduced from 11,220 to 10,956 square feet.

Removed driveway curb cut from Clear Creek Drive eliminating variance and subdivision modification.

The screening wall along the frontage is extended to enclose the parking area.

Additional surface parking provided on-site accessed only from the alley.

Requested parking management strategy to allow for on-street parking of two spaces.

The overhead garage door on the East side of the structure shifted North about six feet.

The pedestrian entrance door on Warehouse B moved to the east side of the garage door eliminating a walkway.

The steepness of the ramp at the rear of the building is reduced some by reducing the overall length of the building.

The trash/recycle area at the rear of the property was relocated slightly to accommodate a hinged gate vs. a sliding gate.

Details of Modified Proposal:

The request is for Site Design Review for a 10,956 square foot, two story, mixed-use, commercial building.

The 10,956 square foot building is proposed to have 1,268 square feet of ground floor office space. The office suite has two separate office spaces and a shared conference room. Each office suite has a prominent public entrance facing Clear Creek Drive. A portion of the ground floor, 316 square feet is dedicated to the entry area of the second-floor residential unit. To the east of the ground floor office and residential portion, the façade of the building continues with a three-sided and covered carport structure that is integrated into the horizontal plane of the building along the public street. The roof of the carport provides private outdoor space for the residential unit above.

To the rear of the office space is a 4,748 square feet warehouse space. This warehouse space, Warehouse A, is proposed to be accessed from the secure parking area with a large roll-up garage door and an entry door. A second, 3,040 square foot warehouse space, Warehouse B, is to the rear of the larger warehouse. This space is accessed via the rear of the building, with an entry door and a roll up garage door. The uses are shell space for warehouse tenant and office tenant. Warehouse uses and office are both permitted uses in the zone.

The second floor is proposed to be 1,584 square feet. The residence is accessed via the front of the property from the public sidewalk, or from the secure parking area. The 316 square foot entry area has a small foyer and ½ bath, stairway up to the two-bedroom, two-bath unit above. Residential uses in the Employment zone with the Residential Overlay are special permitted use in the zone.

The structure as a mixed-use will have fire occupancy separations and sprinklers and necessary to allow for the adaptive reuse of the ground floor spaces and provides safety protections for the residential unit as well.

The structure is setback the minimum distance to provide clearance for the 10-foot public utility easement and to provide of the pedestrian plaza area between the structure and the front property line. To comply with the minimum floor area ratio of .50 FAR; 656 square feet of pedestrian plaza area is required. The development is subject to detail site review overlay standards and requires one square foot of plaza space for every ten square feet of gross floor area. The 10,956 square foot structure requires 1,095.6 square feet of the plaza area. At the front of the building between the structure and the public right-of-way, 1,215 square feet of pedestrian plaza areas provided. The plaza area includes features for sitting space, areas with sunlight and shade, weather protection, and functional use.

The two-story building is proposed as a barrel roofed structure. Strong orientation to the public street with accessible pedestrian access from the public sidewalk to the ground floor commercial tenant office space is shown. The structure is required to be elevated above the street per the conditions of approval from the subdivision, a short run of stairs connects the pedestrian plaza areas to the entrance to the offices.

The proposed conceptual landscape plan complies with Wildfire Standards for plant materials, irrigation measures limited placement of mulch, etc. Additionally, the proposal includes Firewise landscaping along the east side of the structure where within five feet of the structure. There are shade trees within the pedestrian plaza area, and irrigated street trees will be planted within the landscape park row.

Maximum lot coverage:

Up to 85 percent of the site is allowed to be covered with impervious surfaces, this includes all impervious surfaces including driveway, parking area, paths, and other solid surfaces. The proposal has 19,611square feet of surface coverage. This is 84.45 percent lot coverage. There is 15.55 percent landscape coverage which exceeds the minimum landscape coverage allowed.

Parking:

There are 13 parking spaces required for the proposed development. The 1,268 square foot office area requires 2.5 parking spaces ($1268/500=2.5$). The warehouse areas require 7.78 spaces ($7,788 / 1000 = 7.78$) and the residential unit requires 1.75 spaces for a total of 12.03 spaces or, 13.

The proposal provides for 11 of the required 13 parking spaces on-site distributed in two parking areas. The vehicular access to the parking areas is from the alley. Adjacent to the alley, five, head-in spaces are proposed. Four are standard automobile size and one will be compact. The required 22-foot back-up dimension is provided to the south side of the alley right-of-way.

Near the east property line, the access to the secure parking area and the tenant space, Warehouse A is proposed. This parking area has six standard size parking spaces, one of which is an ADA space. Three spaces are provided within carport structure. Adjacent to the carport are two surface parking spaces, these spaces are presently proposed as standard size. A sixth space is provided in the cantilevered canopy along the east wall of the structure.

The proposed parking plan includes a request for on street parking credit utilizing allowed Parking Management Strategies (AMC 18.4.3.060.A). The combination of the eleven on-site parking spaces, and an on-street credit for two parking spaces, more than 50 percent of the required parking is provided on-site and a 14.5 percent reduction is sought. This reduction is substantially less than what the Planning Commission has granted on other proposals of similar size, location and uses.

The proposed on-site parking areas are behind the front façade of the structure, and fully screened from view from the right-of-way, and to the rear of the proposed building.

The proposed internal parking area, and the property perimeter, is proposed to be screened with a block wall and an electric gate accessible from the alley, that fully screens the interior parking area. The full screening and security fencing allow for uses in Warehouse Unit A that need additional safety measures and the screening allows for the adaptive use of the warehouse space for a business in the E-1 zone and with a special permitted use or conditional use permit review, outdoor storage is allowed when fully screened from view. Along the 248-foot of driveway, vehicular maneuvering area, and parking area, the acceptable width of landscape buffering is proposed. Of this length, an 18-foot section is reduced to three feet. This space will be buffered with a six- to eight-foot-tall screening wall or fence.

Adequate bicycle parking will be in various locations around the site to provide the most convenient parking for the various users. There is a U-rack proposed behind the sidewalk at the front of the building visible from Clear Creek Drive. Under the cover of the covered parking area, two spaces are proposed. Within each warehouse unit, additional spaces are proposed. All proposed bicycle parking areas will comply with the bicycle parking standards. The bicycle parking will be located in a manner that provides adequate commercial customer and residential parking area.

Residential Dwelling Unit:

The allowed residential density is $.54 \times 15 = 8.1$ dwelling units. The proposed development has one unit proposed.

The 316 square foot ground floor foyer and stairway for the residential unit is less than 35 percent of the 9,372 square foot ground floor area devoted to permitted or special permitted uses in the zone.

Property Line Consolidation:

The shared property line between Lots 5 and 6 of the New Addition Subdivision will be consolidated into one tax lot of record. The proposed site development crosses the property line nullifying it. No new lot of record is created. Jackson County Assessor and Surveyors office requires a Lot Line Consolidation form, this will be provided for through the Jackson County Assessor's office.

Findings of Fact:

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

Findings addressing Criteria from the Ashland Land Use Ordinance

Site Development Design Standards Approval Criteria:

18.5.2.050 Approval Criteria

An application for Site Design Review shall be approved if the proposal meets the criteria in subsections A, B, C, and D below.

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.

Finding:

It can be found that the proposal complies with the standards for mixed-use, commercial/residential development from 18.2. from commercial development in the Employment zone.

The property is zoned Employment (E-1). The lot area and dimensions are increased through the proposed property line consolidation. There is no minimum or maximum lot dimension, or lot area in the E-1 zone.

The proposed uses of the site are uses that are allowed as permitted, special permitted, and conditional uses. The majority of the property is proposed to be utilized for commercial/employment uses such as office, and warehouse/storage. These are permitted uses in the zone. The residence is a special permitted use.

The proposed structure is oriented towards the public street and the covered, visually prominent, pedestrian-oriented entrances. The entrances are setback 16-feet from the front property line, the remainder of the façade is 10-feet from the street. The area between the building and the street is a public utility easement and there is a pedestrian plaza area between the sidewalk and the structure.

Along the south side of the structure, there is a ten-foot public utility easement but there are no required structural setbacks. The rear setback of the building is 32'-8" to accommodate for head-in surface parking, landscape swale area, pedestrian access, vehicular access, and site circulation. The west side setback provides a five-foot, one-inch setback where the five-foot public pedestrian access easement is located. Openings along this side of the structure will comply with fire separation and fire rating standards.

The proposed single residential unit is less than the allowed density of seven units in the zone.

The conceptual landscape plan was designed as a Wildfire Overlay zone compliant and where landscaping is within five-feet of the structure, the landscaping is Firewise compliant. The plan calls for more than 15 percent of the site area to be landscaped. The landscape area includes a stormwater filtration system before the stormwater enters the onsite detention system that then overflows to the public system. The conceptual landscape plan includes substantially more trees than the required street trees, and two parking lot shade trees. The conceptual landscape plan demonstrates substantial

compliance with the standards. Depending upon species sizes, conditions and availability of proposed tree and shrub types the final landscape and irrigation plan will demonstrate that 15 percent of the site area is landscaped, seven percent of the total landscape area is in the parking and vehicle maneuvering area, that two (2), large stature parking lot shade trees and five (5), street trees in the parkrow will remain on the landscape plan.

All sides of the structure have architectural interest. The front façade is spatially defined through the use of different materials. The primary material is a standing seam metal siding on a vertical orientation. There is split face, concrete masonry unit block, Hardie-board, and clear coated horizontal wood plank wall.

The two-story portion of the proposed structure has a barrel-shaped roof, the single-story portion is a flat roof that provides a rooftop deck for the residential unit. With 28-feet, 4 ½ inches at the apex of the roof, the building is less than the maximum building height in the E-1 zone. The proposed structure complies with solar setbacks and the right-of-way at 60-feet in width and the 16-foot setback from the subject property's north property line, solar shadow will fall within the street right-of-way.

18.2.3.130 Dwelling in Non-Residential Zone

A. Dwellings in the E-1 zone are limited to the R-overlay zone. See chapter [18.3.13 Residential Overlay](#).

Finding:

The property is within the R-overlay.

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

1. Mixed-Use Developments. 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.

Finding:

There is one building on the site. The gross floor area of the ground floor is 9,372 square feet. Of this, 9,056 square feet is designated for permitted uses and special permitted uses. There is 316 square feet of the ground floor that is designated for residential uses which is 3.5 percent of the total gross floor area of the ground floor ($316/9056 = .0349$). This is less than the maximum allowed of 35 percent.

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

Finding:

There is one residential dwelling which is less than allowed densities. The allowed density of the property is seven units.

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

Finding:

The setbacks, landscaping, and design standards that have been applied to the residence is the same as those of the underlying E-1 zone.

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

Finding:

The property is in the E-1 zone. Residential use requires 1.75 parking spaces. There are 11 parking spaces on-site and two requested on-street credits of the

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

Finding:

The property is subject to Basic and Detail Site Design Review. The property also has a residential overlay. The proposal complies with the standards for the overlay zones. Findings are detailed herein.

The proposed landscape plan also complies with the standards from the Wildfire Hazards Overlay requirements and does not use plants from the prohibited plant list.

C. Site Development and Design Standards. The proposal complies with the applicable Site Development and Design Standards of part 18.4, except as provided by subsection E, below.

18.4.2.040 Non-Residential Development

Finding:

The proposed development of the Employment zoned land with a mixed-use commercial structure will have a positive impact upon the Clear Creek Drive streetscape. The building is proposed to have a minimal front setback area. The building façade occupies the majority of the façade and there is clear, pedestrian and access from the public street to the entrance

The residential foyer is connected to the commercial space allowing for a live / work scenario.

B. Basic Site Review Standards.

1. Orientation and Scale.

Finding:

The proposed building's primary orientation is towards Clear Creek Drive. The proposed parking is behind the building. There is no automobile parking or circulation between the building and the street.

The building's façade is 104-feet of the 141-foot wide frontage. The building façade occupies nearly 74 percent of the lot frontage. The façade occupies the majority of the lot's frontage.

Along the west side is a five-foot pedestrian access easement, shared with the adjacent property to the west. This space will be improved with compacted gravel walking surface for pedestrian access between the structures that is fire resistant, minimal maintenance and allows pedestrian passage but not loitering

The building entrances are located within 20-feet of the street right-of-way. The entrances are clearly visible, an eight-foot door with transom window, lighting, pedestrian covering, and material changes all provide emphasis to the entrances.

Public sidewalk and landscape park row exist along a portion of the frontage. The improvements complied with the standards for Clear Creek Drive at the time of the subdivision development. Pedestrian plaza area, with hardscape surface treatments between the sidewalk and the property provides pedestrian access to the street-facing business entrances directly accessible from the public sidewalk.

2. Streetscape.

Finding:

There are street trees shown on the proposed landscape plan within the park row along Clear Creek Drive. The street trees species, size, spacing and planting depths complies with 18.4.4.030.E.

3. Landscaping.

Finding:

The conceptual landscape plan provides landscape area accounting for 3,947 square feet, or 17 percent of landscape coverage. This complies with the minimum required landscape standard of 15 percent of the site. A common recycle and refuse area is on the site, screened from view, and accessible from the alley.

The landscape area includes a stormwater filtration system before the stormwater enters the onsite detention system that then overflows to the public system. The conceptual landscape plan includes substantially more trees than the required street trees, and two parking lot shade trees. The conceptual landscape plan demonstrates substantial compliance with the standards. Depending upon species sizes, conditions and availability of proposed tree and shrub types the final landscape and irrigation plan will demonstrate that 15 percent of the site area is landscaped, seven percent of the total landscape area is in the parking and vehicle maneuvering area, that two (2), large stature parking lot shade trees and five (5), street trees in the parkrow will remain on the landscape plan. The conceptual landscape plan was designed as a Wildfire Overlay zone compliant and where landscaping is within five feet of the structure, the landscaping is Firewise compliant.

4. Designated Creek Protection.

Finding:

Not applicable

5. Noise and Glare.

Finding:

All artificial lighting will comply with the standards of 18.4.4.050. There are no residential zones in the vicinity of the project site.

6. Expansion of Existing Sites and Buildings.

Finding:

Not applicable

C. Detailed Site Review Standards.

Finding:

The subject property is within the Detailed Site Review Standards Overlay.

1. Orientation and Scale.
Floor Area Ratio (FAR) of 0.50.

Finding:

The proposed structure and the pedestrian plaza area complies with the Floor Area Ratio of .50 (11,761 square feet). The proposed structure is 10,956 square feet and there is 1,215 square feet of pedestrian plaza area proposed for a total FAR of 12,171 square feet which is more than the required 11,761 square feet.

The building frontage is 104-feet in length. There are distinctive offsets and material changes in the façade and in the building height along the facade that break up the massing and scale of the structure.

All of the front façade walls are within 30-feet of the public street. Substantially more than 20 percent of the wall area facing the street is windows or doorways. The windows allow view into the working areas of the offices.

There are large windows on either side of the commercial business entrance. There is a cantilevered overhang to protect pedestrians from the elements.

No blank walls are proposed.

2. Streetscape.

Finding:

Colored and scored concrete is proposed to designate people areas from the public sidewalk. The building is required to be set back more than five feet due to the public utility easement. The area is proposed to be used for pedestrian activities and outside eating areas.

3. Buffering and Screening.

Finding:

Landscape buffers are proposed between the surface parking spaces adjacent to the alley and the west property line. A landscape buffer of five feet is proposed along the majority of the east side of the parking area. The parking area and the interior area of the site is proposed to be screened from the adjacent railroad property with a six-foot-tall solid panel and CMU building material screen. Where the landscape buffer reduces to less than five feet for 18-feet of the 285.62 feet of property line, an exception is sought to accept the reduced landscape buffer with the six-to-eight-foot tall, solid panel or masonry wall to buffer the parking from the adjacent property.

4. Building Materials.

Finding:

More than 15 percent of the exterior walls have substantial changes in relief. There is a substantial base, there are changes in façade materials with the use of vertical standing seam metal siding, split-face concrete block, horizontal, wooden plank siding, and hardboard. There are bronze colored, aluminum storefront style windows and doors. No bright or neon paint colors are proposed the majority of the building is not glass.

D. Additional Standards for Large Scale Projects.

Finding:

The property is within the detail site review overlay and the structure is proposed to be more than 10,000 square feet in area.

The building is oriented towards Clear Creek Drive. The buildings mass along the street is divided into two separate masses. The structure has a human scale incorporated though the changes in setback and orientation in materials. A sheltering roof to provide pedestrian shelter and adds a horizontal element to the front façade. The pattern of the windows and the doors is distinct and relates to the spaces within the structure.

The building does not exceed 45,000 square feet with 10,956 square feet in area.

The building length is not more than 300-feet.

The proposed building requires 1,095.6 square feet of pedestrian plaza space. The plaza spaces are provided along the sidewalk between the building and the street. The plaza spaces incorporate sitting space, space for eating, a mixture of sunlight and shade areas under the marquee and near the plaza area trees. The plaza area surface includes colored and or scored concrete.

18.4.3 Parking Access and Circulation:

Finding:

There are 13 parking spaces required for the proposed development. The 1,268 square foot office area requires 2.5 parking spaces ($1268/500=2.5$). The warehouse areas require 7.78 spaces ($7,788 / 1000 = 7.78$) and the residential unit requires 1.75 spaces for a total of 12.03 spaces rounded to 13.

The proposal provides for 11 parking spaces on-site. Five (5) of the parking spaces are accessed directly from the public alley at the rear of the property. There is a driveway from the alley leading into a fully enclosed, secure parking area. This parking area has six (6) spaces. Three of the spaces are provided within the carport structures. Two are surface and another space is provided along the east wall of the structure, parallel to the structure under a cantilevered canopy.

There are four on-street parking spaces along the frontage of the property. There are two on-street parking spaces credits sought with the proposal. Utilizing allowed Parking Management Strategies (AMC 18.4.3.060.A). One off-street parking space credit is allowed when there is more than 22-feet of uninterrupted curb frontage contiguous to the lot, when the arterial street is greater in width than the minimum established by the section and not within 200-feet of the C-1-D or SOU Zone.

The combination of the eleven on-site parking spaces, and an on-street credit for two parking spaces provides more than 50 percent of the required parking on-site and a reduction of 14.5 percent reduction is sought. This reduction is substantially less than what the Planning Commission has granted on other proposals of similar size, location and uses.

The proposed on-site parking areas are behind the front façade of the structure, and to the rear of the proposed building or screened behind the wall / fence.

The proposed internal parking area and warehouse vehicle and delivery maneuvering area is proposed to be screened with a block wall and an electric gate that fully screens the site from the public rights-of-way of the street and the alley, and from the adjacent properties to the east. The security fencing allows for uses in warehouses that need additional safety measures and/or, the screening allows for the adaptive use of the warehouse space for a business in the E-1 zone and with a special permitted use or conditional use permit review where outdoor storage is allowed when fully screened from view.

Adequate bicycle parking will be in various locations around the site to provide the most convenient parking for the various users. There is a U-rack proposed behind the sidewalk at the front of the building visible from Clear Creek Drive. Under the cover of the covered parking area, two spaces are proposed. Within each warehouse unit, additional spaces are proposed. All proposed bicycle parking areas will comply with the bicycle parking standards. The bicycle parking will be located in a manner that provides adequate commercial customer and residential parking area.

There is an ADA, van accessible parking space proposed in the parking area adjacent to the building with an accessible route to the pedestrian entrance.

Vehicular access is required from the public alley at the rear of the property.

18.4.3.080 Vehicle Area Design

A. Parking Location

Finding:

All proposed parking is behind the façade of the structure and is to the side of the structure and is access solely from the alley.

B. Parking Area Design.

Finding:

A parking lot area is access via a driveway from the rear of the property. The parking area provides parking spaces of 9' X 18' deep and all have more than 22-feet of back up and maneuvering area.

There are five head in spaces adjacent to the alley along the south property line. The parking spaces are buffered from the structure with landscape planters that will function as stormwater swales. This parking area is designed to capture and treat surface run-off through the landscape swale. These parking spaces have the necessary 22-feet of back up to the far side of the public right-of-way.

Parking areas of more than seven parking spaces are required to be covered in a manner which will reduces the microclimatic impacts of the parking spaces. Though not required, the proposal makes every attempt to comply with AMC 18.4.3.050.B.5.

There are parking lot shade trees and parking lot landscape buffers that comply with the standards for parking area design.

C. Vehicular Access and Circulation.

Finding:

The vehicular access to the site is allowed only from the public alley at the rear of the property. The alley is paved with asphalt and a concrete valley gutter. The alley has a 20-foot wide right-of-way and is paved with between 15-feet to 16.5-feet of asphalt. The surface of the alley is in poor condition with severe cracking and vegetation growth though the alley surface. The “as-builts” were unable to be located by the public works department thus, the construction techniques of the alley and the subgrade conditions are unknown.

The alley being the only allowed access to the site for vehicular traffic causes concerns due to the distance from the property to the alley intersection with Clear Creek Drive and that the alley cannot be seen from the street right-of-way. Additionally, the alley surface is in a poor condition for nearly the entire length of the alley, the surface conditions concern the property owner as they cannot fix the entire length of the commercial alley to achieve minimum access for vehicles. The property owner is seeking agreement from the city of Ashland that the alley will be maintained by the city and improved to a level to with stand commercial vehicle access by the city.

The proposed development has proposed a circulation system that accommodates vehicular and pedestrian traffic on the site. There are all weather surfaced, pedestrian connections on the site that lead from the parking areas to the structure. There are pedestrian connections from the street to the structure as well.

18.4.7 Signs.

Finding:

The signs for the individual businesses will comply with the sign code standards for sign area based upon business frontage with the sign sizes varying based on the tenant needs.

18.4.8 Solar Access.

Finding:

To the north, there is a 60-foot-wide right-of-way for Clear Creek Drive. The proposed structure complies with the solar setback as the rights-of-way are allowed to be shadowed by development.

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.

Finding:

Adequate city facilities exist to service the proposed development. All plans will be submitted to the City of Ashland Public Works Department, Engineering Division and the City of Ashland Electric Division for review and approval.

Sanitary Sewer - The property is currently served by **an 8-in sanitary sewer main in Clear Creek Drive.** The existing main ends short of the end of the current street improvements so the main will be extended from the existing terminus to a spot adjacent to the new development.

Water - The property is currently served by **an 8-in water main in Clear Creek Drive.** City of Ashland Water Department will tap the existing water main and install the new water services and water meter boxes that are proposed.

Storm Drainage - The property is currently served by **a 12-in storm sewer main in Clear Creek Drive.**

Storm Water Facility Design Requirements

The development will create more than 2,500 square feet of impervious surface, the proposed stormwater drainage facility plans created by the project civil engineer complies with the requirements of the DEQ MS4 General Permit phase 2. The proposal follows the guidance and requirements set forth in the current Rogue Valley Stormwater Quality Design Manual.

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;

Finding:

Not applicable

2. There is no demonstrable difficulty in meeting the specific requirements, but granting the exception will result in a design that equally or better achieves the stated purpose of the Site Development and Design Standards; or

Finding:

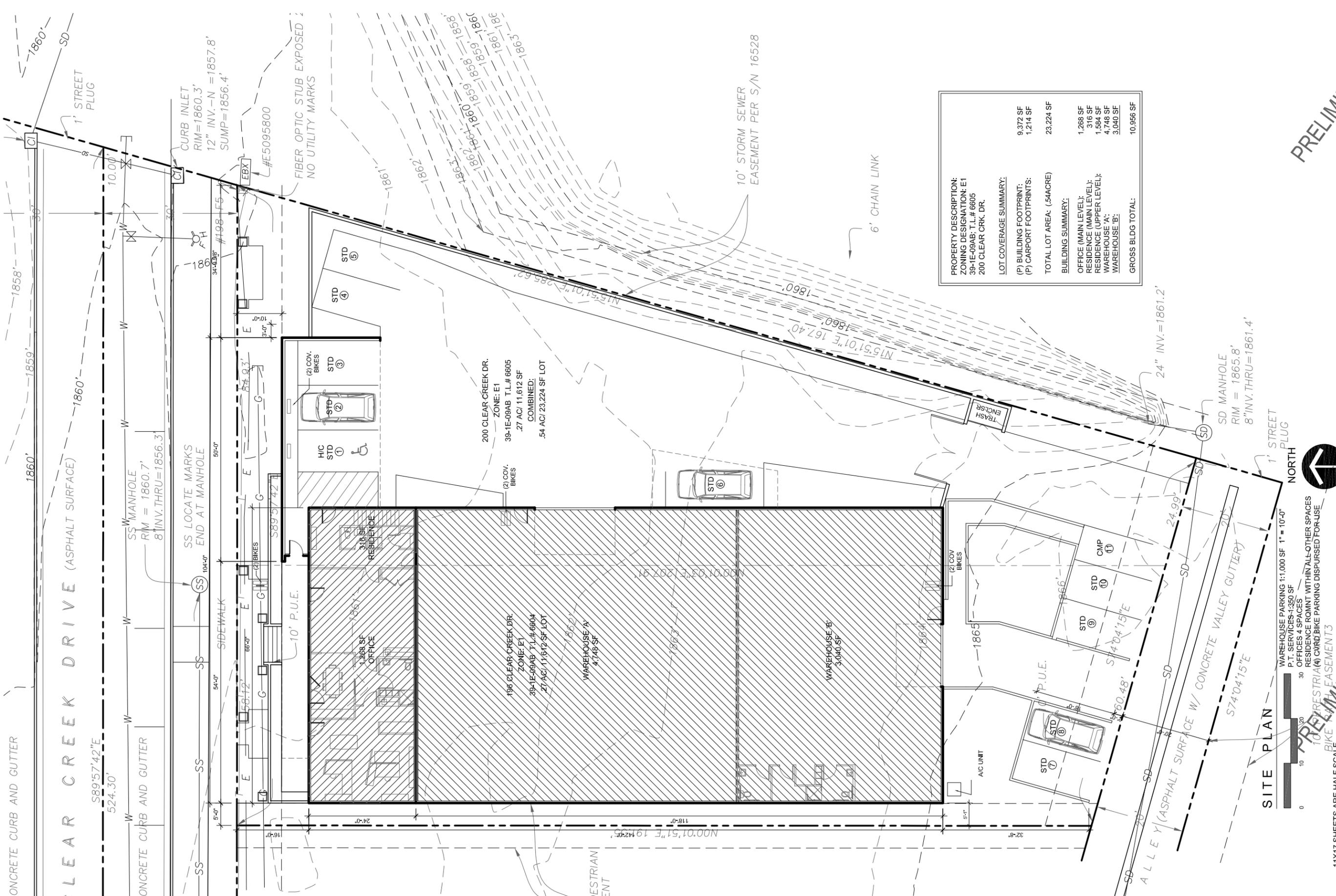
The parking space adjacent to the property line has three feet of landscape buffering where five feet typically required. In addition to the three feet of surface buffering with landscaping, a six-to-eight-foot tall, solid panel fence and masonry wall is proposed to fully screen the parking spaces. On the adjacent property that is to be screened, there is a 10-foot wide storm water easement and swale. There is no development on the adjacent property.

The buffering of the parking space with landscape and a fence/wall better achieves the protection of public health and safety by creating a physical barrier between the parking space and the drop off into the storm water ditch. The screening will not have a negative impact on the livability of the adjacent employment zoned with no residential overlay. The exception seeks a reduction in buffer width for only 18-feet of a 258-foot length of parking and driveway surface. This is minimal when considering the length of the property along the shared property line.

3. There is no demonstrable difficulty in meeting the specific requirements for a cottage housing development, but granting the exception will result in a design that equally or better achieves the stated purpose of section 18.2.3.090. (Ord. 3147 § 9, amended, 11/21/2017)

Finding:

Not applicable



PROPERTY DESCRIPTION:	
ZONING DESIGNATION:	E1
39-1E-09AB; T.L.# 6605	
200 CLEAR CRK. DR.	
LOT COVERAGE SUMMARY:	
(P) BUILDING FOOTPRINT:	9,372 SF
(P) CARPORT FOOTPRINTS:	1,214 SF
TOTAL LOT AREA: (.54ACRE)	23,224 SF
BUILDING SUMMARY:	
OFFICE (MAIN LEVEL):	1,268 SF
RESIDENCE (MAIN LEVEL):	316 SF
RESIDENCE (UPPER LEVEL):	1,584 SF
WAREHOUSE 'A':	4,748 SF
WAREHOUSE 'B':	3,040 SF
GROSS BLDG TOTAL:	10,966 SF

SITE PLAN

WAREHOUSE PARKING 111,000 SF 1" = 10'-0"
 P.T. SERVICES 4,350 SF
 30 OFFICES 4 SPACES
 RESIDENCE ROOMT WITHIN ALL OTHER SPACES
 10' PRESTRIAM (4) CURB/BIKE PARKING DISPURSED FOR USE
 BIKE EASEMENT 3
 PER S/N 16528

11X17 SHEETS ARE HALF SCALE PER S/N 16528

DRAWN : CHECKED:
 TS CD
 DATE:
 12/15/20
 PROJECT:
 CLEAR CRK_20
 SHEET :
AS1.0
 OF SHEETS

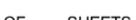
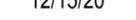
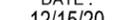
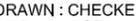
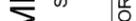
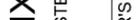
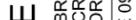
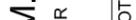
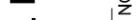
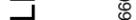
NEW MIXED USE COMM. BLDG

STEPHANIE AND BRYAN DEBOER
 200 CLEAR CREEK DR
 ASHLAND OR 97520

ASSESSOR'S MAP NO. 391E 09AB TAX LOT NO. 6605

DESCRIPTION

DATE



PRELIMINARY

NOT FOR CONSTRUCTION

PRELIMINARY

Carlos Delgado
 ARCHITECT

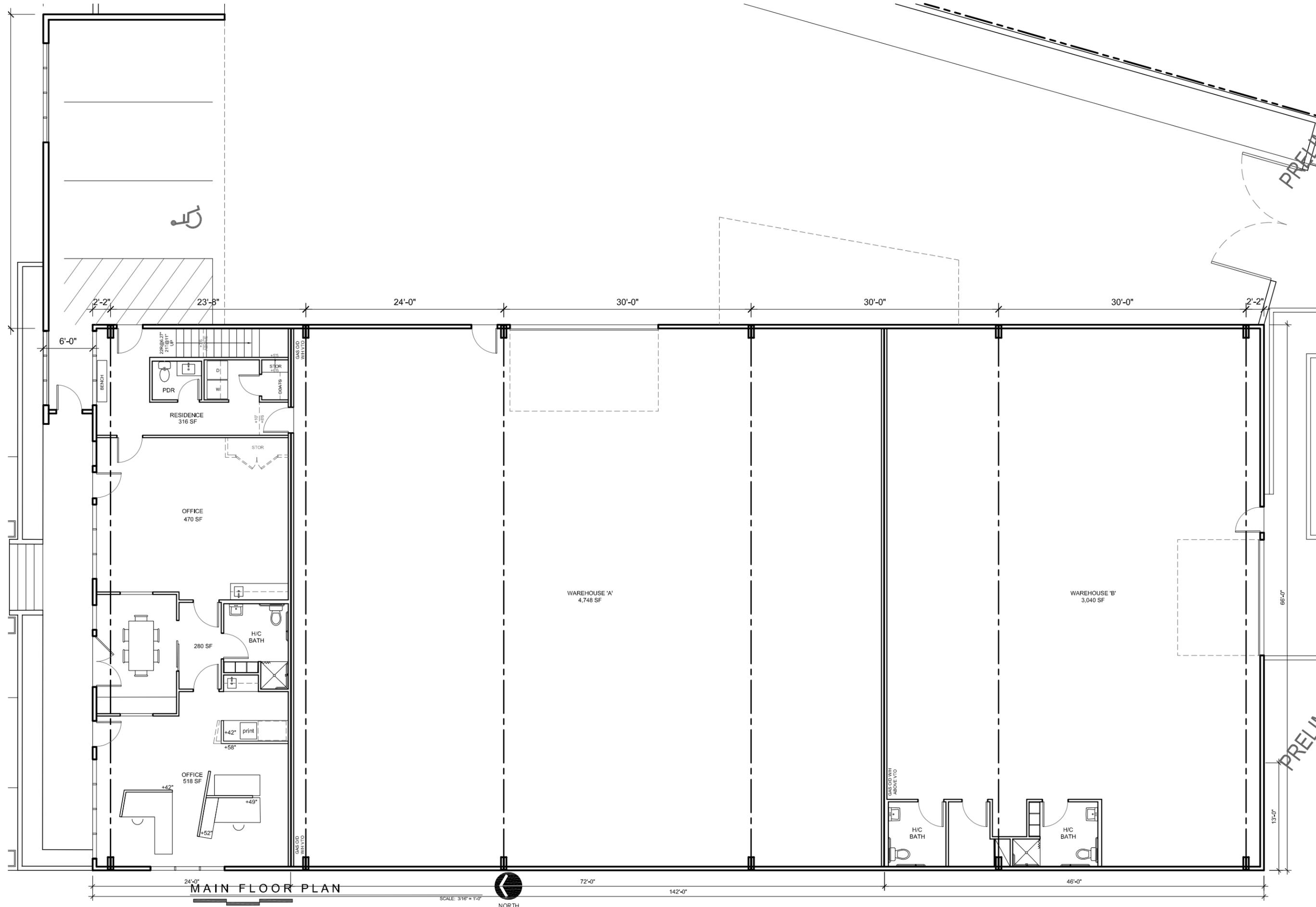
217 Fourth Street • Ashland OR 97520
 541.552.9502
 info@CarlosDelgadoArchitect.com





Carlos Delgado
ARCHITECT
217 Fourth Street • Ashland OR 97520
541.552.9502
info@CarlosDelgadoArchitect.com

PRELIMINARY



DESCRIPTION	DATE

NEW MIXED USE COMM. BLDG
STEPHANIE AND BRYAN DEBOER
200 CLEAR CREEK DR
ASHLAND OR 97520
ASSESSOR'S MAP NO. 391E 09AB TAX LOT NO. 6605

PRELIMINARY

NOT FOR CONSTRUCTION

DRAWN : CHECKED:
TS CD
DATE :
12/15/20
PROJECT :
CLEAR CRK_20
SHEET :
A1.1
OF SHEETS

11X17 SHEETS ARE HALF SCALE

MAIN FLOOR PLAN

SCALE: 3/16" = 1'-0"





PRELIMINARY

Carlos Delgado
ARCHITECT
217 Fourth Street • Ashland OR 97520
541.552.9502
info@CarlosDelgadoArchitect.com

DESCRIPTION	DATE

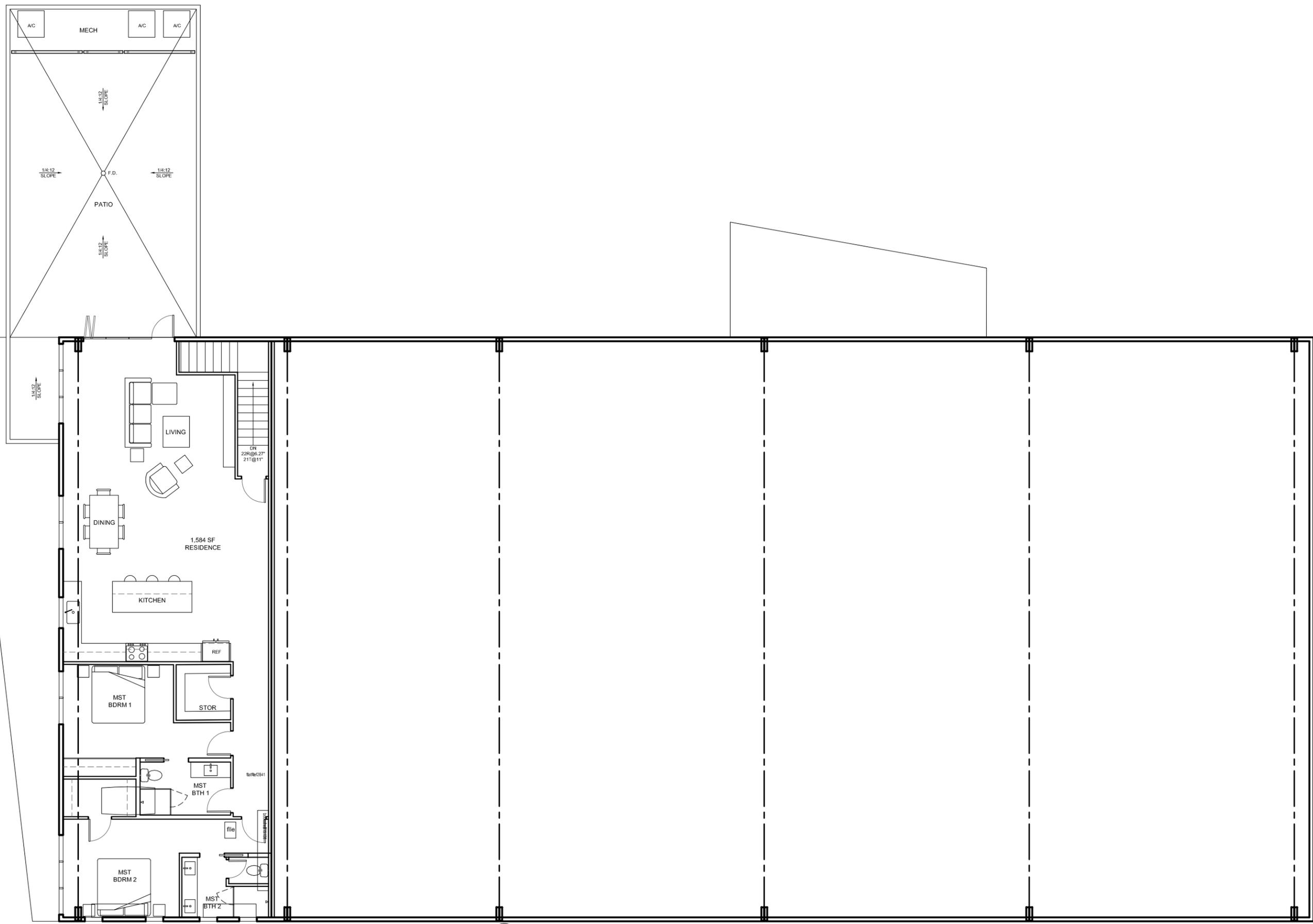
NEW MIXED USE COMM. BLDG
STEPHANIE AND BRYAN DEBOER
200 CLEAR CREEK DR
ASHLAND OR 97520
ASSESSOR'S MAP NO. 391E 09AB TAX LOT NO. 6605

PRELIMINARY

NOT FOR CONSTRUCTION

DRAWN : CHECKED:
TS CD
DATE :
12/15/20
PROJECT :
CLEAR CRK_20
SHEET :
A1.2
OF . SHEETS

11X17 SHEETS ARE HALF SCALE



UPPER FLOOR PLAN



SCALE: 1/4" = 1'-0"



PRELIMINARY

Carlos Delgado
 ARCHITECT
 217 Fourth Street • Ashland OR 97520
 541.552.9502
 info@CarlosDelgadoArchitect.com

DESCRIPTION	DATE

NEW MIXED USE COMM. BLDG
 STEPHANIE AND BRYAN DEBOER
 200 CLEAR CREEK DR
 ASHLAND OR 97520
 ASSESSOR'S MAP NO. 391E 09AB TAX LOT NO. 6605

PRELIMINARY

NOT FOR CONSTRUCTION

DRAWN : CHECKED:
 TS CD
 DATE :
 12/15/20
 PROJECT :
 CLEAR CRK_20
 SHEET :
A2.1
 OF SHEETS

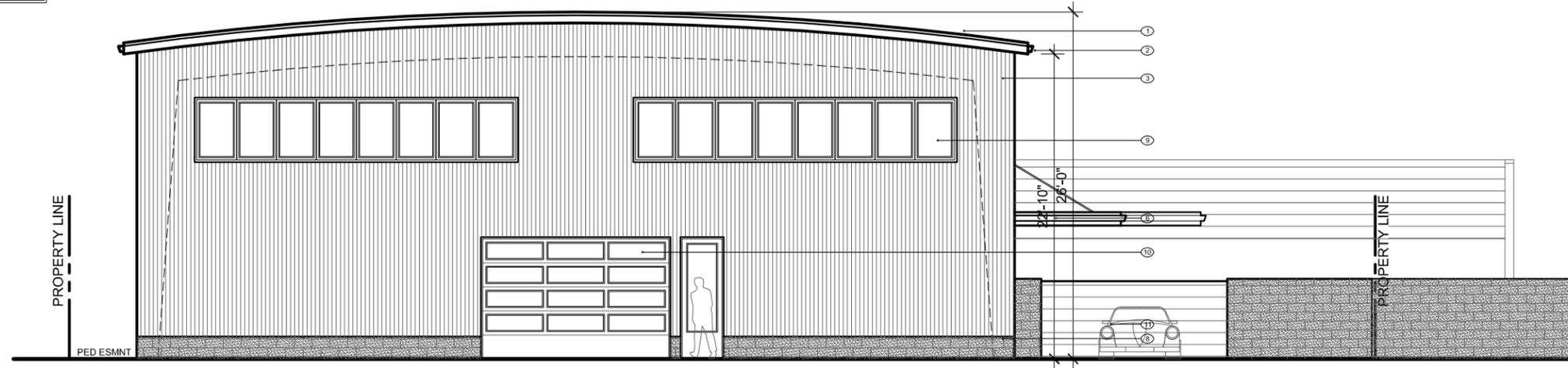
11X17 SHEETS ARE HALF SCALE



NORTH ELEVATION - CLEAR CRK FACADE
 SCALE: 3/16" = 1'-0"



- ELEVATION KEY NOTES**
- ① STANDING SEAM METAL ROOF, MED. GREY
 - ② 'FASCIA' GUTTER, MED. GREY
 - ③ VERTICAL CORRUGATED METAL SIDING, GREY
 - ④ WOOD /CLAD WINDOWS AND DOORS, BRONZE
 - ⑤ 'HARDIE' PANEL SIDING W/ ALUM. REGLETS, TAUPE
 - ⑥ METAL AWNING W/ 'FASCIA' GUTTER, MED. GREY
 - ⑦ 1X10 SHIP LAP HORIZONTAL CEDAR SIDING, NAT. WOOD STAIN
 - ⑧ GROUND FACE CMU, BUFF
 - ⑨ VINYL WINDOWS IN WAREHOUSE, BRONZE EXT.
 - ⑩ METAL AND GLASS GARAGE DOORS, BRONZE
 - ⑪ 1X10 SHIP LAP HORIZONTAL CEDAR GATE, NAT. WOOD STAIN
 - ⑫ HIDDEN MECH. PARAPET



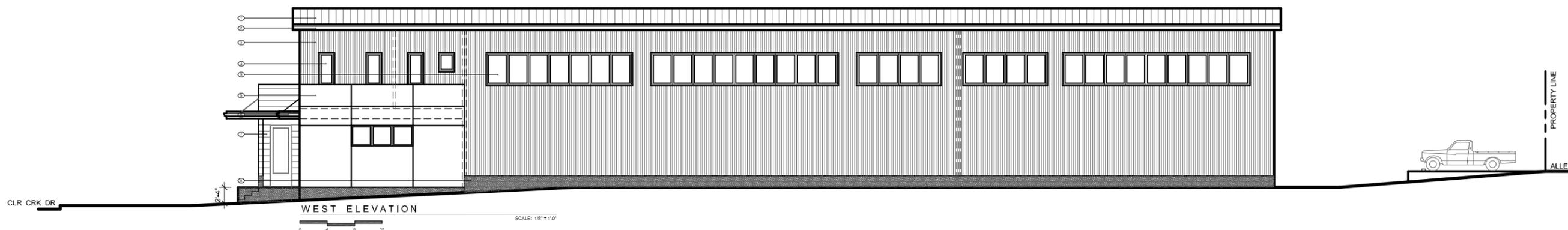
SOUTH ELEVATION - ALLEY FACADE
 SCALE: 3/16" = 1'-0"



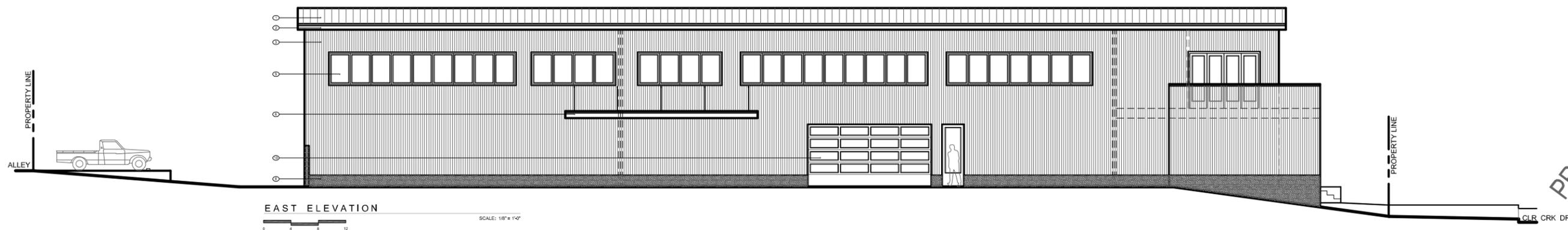


PRELIMINARY

Carlos Delgado
ARCHITECT
217 Fourth Street • Ashland OR 97520
541.552.9502
info@CarlosDelgadoArchitect.com



- ELEVATION KEY NOTES**
- ① STANDING SEAM METAL ROOF, MED. GREY
 - ② 'FASCIA' GUTTER, MED. GREY
 - ③ VERTICAL CORRUGATED METAL SIDING, GREY
 - ④ WOOD /CLAD WINDOWS AND DOORS, BRONZE
 - ⑤ 'HARDIE' PANEL SIDING W/ ALUM. REGLETS, TAUPE
 - ⑥ METAL AWNING W/ 'FASCIA' GUTTER, MED. GREY
 - ⑦ 1X10 SHIP LAP HORIZONTAL CEDAR SIDING, NAT. WOOD STAIN
 - ⑧ GROUND FACE CMU, BUFF
 - ⑨ VINYL WINDOWS IN WAREHOUSE, BRONZE EXT.
 - ⑩ METAL AND GLASS GARAGE DOORS, BRONZE
 - ⑪ 1X10 SHIP LAP HORIZONTAL CEDAR GATE, NAT. WOOD STAIN
 - ⑫ HIDDEN MECH. PARAPET



DESCRIPTION	DATE

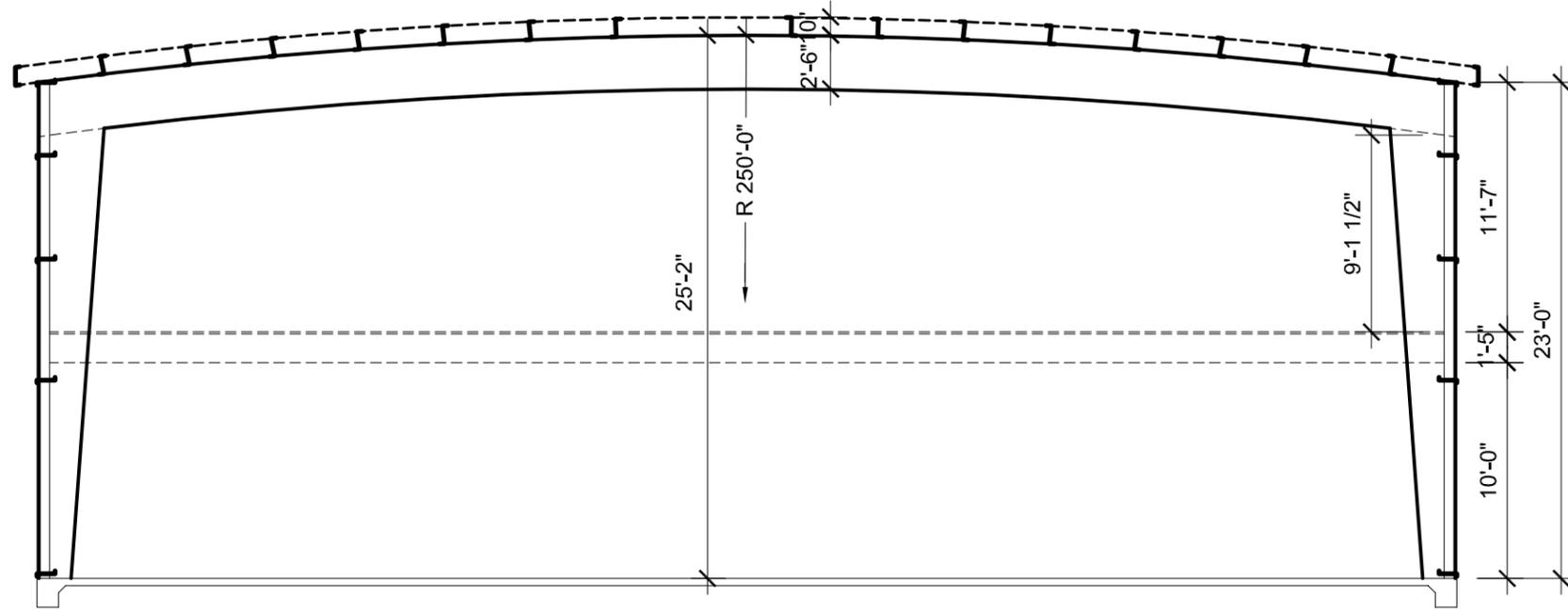
NEW MIXED USE COMM. BLDG
STEPHANIE AND BRYAN DEBOER
200 CLEAR CREEK DR
ASHLAND OR 97520
ASSESSOR'S MAP NO. 391E 09AB TAX LOT NO. 6605

PRELIMINARY

NOT FOR CONSTRUCTION

DRAWN : CHECKED:
TS CD
DATE :
12/15/20
PROJECT :
CLEAR CRK_20
SHEET :
A2.2
OF SHEETS

11X17 SHEETS ARE HALF SCALE



① BUILDING SECTION

SCALE: 3/8" = 1'-0"

PRELIMINARY



Carlos Delgado
ARCHITECT
217 Fourth Street • Ashland OR 97520
541.552.9502
info@CarlosDelgadoArchitect.com

DESCRIPTION	DATE

NEW MIXED USE COMM. BLDG
STEPHANIE AND BRYAN DEBOER
200 CLEAR CREEK DR
ASHLAND OR 97520
ASSESSOR'S MAP NO. 391E 09AB TAX LOT NO. 6605

PRELIMINARY

NOT FOR CONSTRUCTION

11X17 SHEETS ARE HALF SCALE

DRAWN : CHECKED:
TS CD
DATE :
12/15/20
PROJECT :
CLEAR CRK_20
SHEET :
A3.1
OF . SHEETS

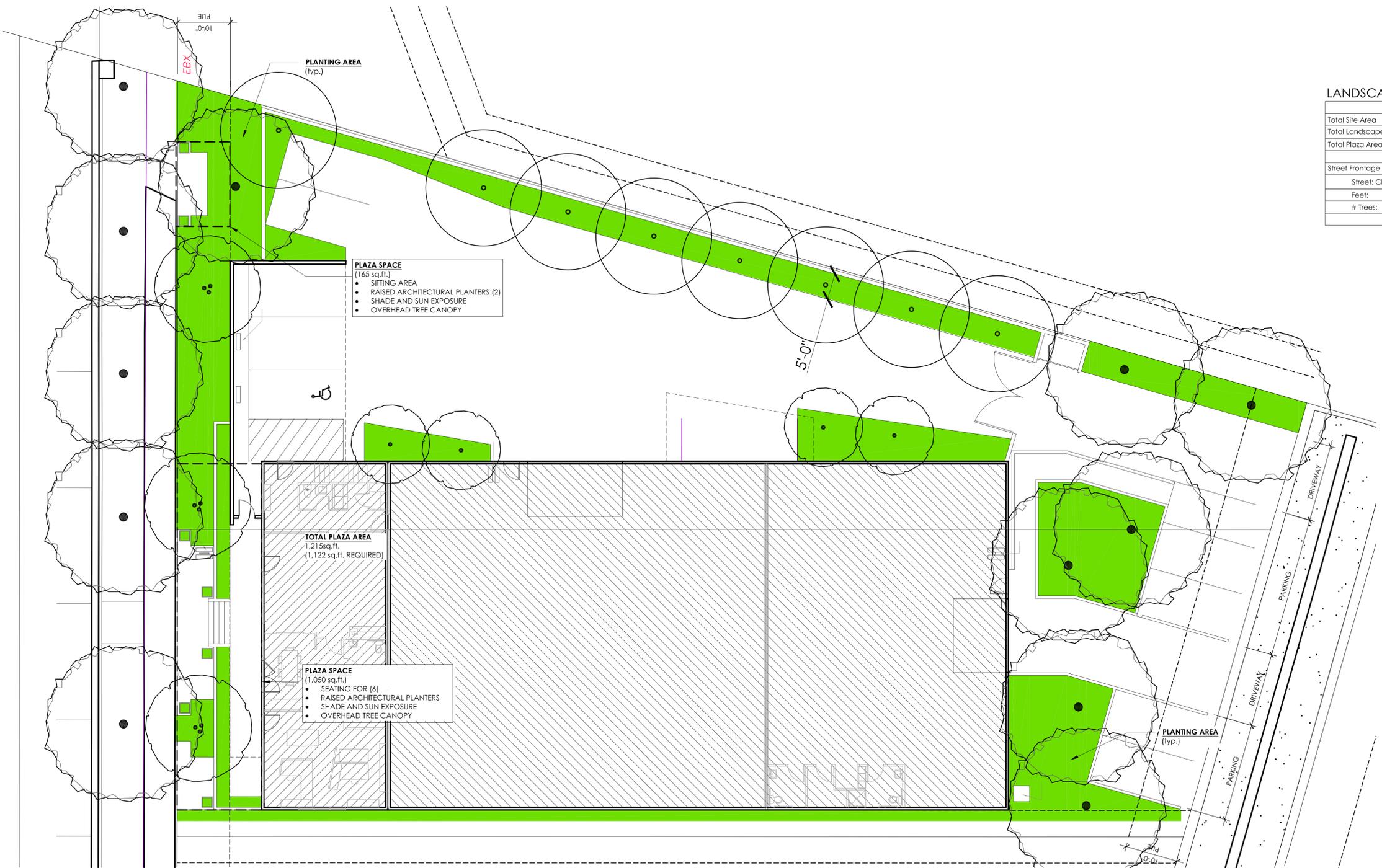


REVISIONS

#	DATE	DESCRIPTION
1	12.21.20	Site Calculations

SITE DESIGN REVIEW
 PRELIMINARY LANDSCAPE SITE PLAN

L 0.0
 PROJECT NO. 2026
 09.25.2020
 TEAM: JCL



LANDSCAPE SITE DATA

	PROPOSED	REQUIRED
Total Site Area	23,224 SF	N/A
Total Landscape Area (square feet)	3,947 SF	3,485 SF (15%)
Total Plaza Area	1,215 SF	1,122 SF
Street Frontage Landscaping		
Street: Clear Creek Dr.	NA	
Feet:	132 LF	
# Trees:	(5)	(5)

