

CITY OF ASHLAND

HISTORIC COMMISSION MEETING

AGENDA

Community Development Building – 51 Winburn Way

October 5, 2022, 6PM

- I. 6:00PM - REGULAR MEETING – CALL TO ORDER
- II. READING OF LAND ACKNOWLEDGEMENT
"We acknowledge and honor the aboriginal people on whose ancestral homelands we live, —the Ikirakutsum Band of the Shasta Nation, including the original past indigenous inhabitants, as well as the diverse Native communities who make their home here today. We also recognize and acknowledge the Shasta village of K'wakhakha — "Where the Crow lights"—that is now the Ashland City Plaza."
- III. INTRODUCTION OF NEW COMMISSIONERS
- IV. (6:05) APPROVAL OF AGENDA (5 min)
 - Commissioner suggested amendments to Agenda
- V. (6:10) APPROVAL OF MINUTES (5 min)
 - Historic Commission electronic meeting of June 8, 2022
- VI. (6:15) PUBLIC FORUM (15 min)
- VII. (6:30) LIAISON REPORTS (5 min)
 - Council report (Moran)
 - Staff report (Severson)
- VIII. (6:35) PLANNING ACTION REVIEW (20 min)
PLANNING ACTION: PA-T1-2022-00192
SUBJECT PROPERTY: 309½ North Pioneer Street
APPLICANT/OWNER: Rogue Planning & Development Services, LLC/Ashland Food Cooperative
DESCRIPTION: A request for Site Design Review approval to modify the exterior of the historic 'Hay Warehouse', a contributing historic resource within the Ashland Railroad Addition historic district, located at 309½ North Pioneer Street. The proposal would add a 'Bottle Drop' dealer redemption kiosk/bottle bag drop zone. The drop zone is proposed as a painted shipping container with a locked deposit door that is opened by a customer's keycard and would enable the deposit of pre-bagged bottles and cans into the receptacle rather than customers needing to wait for them to be counted by hand. **COMPREHENSIVE PLAN DESIGNATION:** Employment; **ZONING:** E-1; **MAP:** 39 1E 09BA; **TAX LOT:** 13800
- IX. (6:55) DISCUSSION ITEMS (10 min)
 - Marking Ashland Places Update – Ken Engelund, Chair of the Public Arts Commission

"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 1-800-735-9200), or by email at planning@ashland.or.us. 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 1)."

- X. (7:05) INFORMATION ITEMS (10 min)
- Ashland's CLG Program review
 - CLG Annual Meeting

XI. ADJOURNMENT

ASHLAND HISTORIC COMMISSION
ELECTRONIC MEETING
DRAFT Meeting Minutes
June 8, 2022

Community Development/Engineering Services Building – Electronic Meeting
6:00PM CALL TO ORDER

Hovenkamp called the electronic meeting to order at 6:02pm.

Commissioners Present:	Council Liaison:
Shostrom	Shaun Moran - ABSENT
Skibby	Staff Present:
Emery	Brandon Goldman; Planning Manager
Whitford	Regan Trapp; Permit Technician II
Swink	Derek Severson; Planner
Hovenkamp	
Von Chamier	
Commissioners Absent:	ALL PRESENT

(6:05) APPROVAL OF AGENDA (5 min)

Commissioner suggested amendments to Agenda

Swink has decided not to renew his appointment with the Historic Commission. He has served on the Commission for 19 1/2 years and will be greatly missed. Swink would like to recommend that the same opening statement that is read at the Council meeting be read at the opening of the Historic Commission meetings.

6:05 APPROVAL OF MINUTES (5 min)

Shostrom/Swink m/s to approve amended minutes for April 6, 2022. Voice vote. ALL AYES. Motion passed.

- Shostrom recommended edits to his comment regarding the Elk's building mural project:
 - "It's a prominent location and will dominate the whole street scene." Edit comment to: ***"Will dominate the whole historic street which could be controversial in a negative way"***

(6:15) PUBLIC FORUM (15 min)

Shelby Scharen introduced herself to the Commission as hopefully the newest member after appointments are made by Council. She is a landscape architect that specializes in Historic Preservation. Von Chamier has been encouraging her to apply for the Historic Commission.

(6:30) LIAISON REPORTS (5 min)

Council report - Moran was absent so no report was given.

Staff report (Goldman) – Items discussed were:

June 14th 1PM-5PM

Conclusion of the City Manager presentation regarding City budget process. There will be Discussion of Commissions and their roles.

June 21st 6:30pm

Appointments of new Commissioners

165 Water will be appealed to Council

(6:35) PRE-APP REVIEW (20 min)

99 N. Main Pre-App Submittal

Severson gave a presentation on the Pre-App. (See **Attachment A** - Severson presentation)

This is listed as a primary contributing resource in the Historic District.

Mark, Cindy and Dave Sandison, the applicants, addressed the Commission regarding the pre-app application.

The applicants are in their "due diligence" period and want to make sure that their idea can move forward before purchase of the property. They are open to recommendations from the Historic Commission.

Commissioners reviewed the pre-application proposal and expressed their support for the design, noting however that they felt the 'clipped corner' should be retained with windows rather than a door. Commissioners suggested that the proposal was a big improvement to the site that would enliven the gateway to downtown.

The applicant will put together a formal application and submit with the Historic Commission recommendations once they decide if they are moving forward with the purchase of the property.

(6:55) DISCUSSION ITEMS

Historic Preservation recap – Past Forward (5 min)

One of the best awards ceremonies we have had! Love that people were encouraged to speak about the history of the projects! It's all in the stories!

Update on the Status of MAPS (Marking Ashland Places) (15 min)

Shostrom gave an update on "edgers" made by Goldman. (See Attachment B)

Hovenkamp asked the Commission if they want to go forward into the next phase and work with PAC? Yes

Keep it in Railroad District or move on to another district?

- Start with Railroad and then pursue another district to keep momentum going.
- Make it a 2-track approach.

Review Historic Commission Meeting procedures (20 min)

Key parts of quasi-judicial – Goldman

- The value of recommendations to the planning commission needs to be related to the Historic Design Standards.
- Make effort to be clear with the applicants so that the Planning Commission can make an informed decision – (See Attachment C) for advisory recommendations published by Goldman.
- This makes the Commission more aware of their advisory role.

Annual Election of Officers

*Skibby/Shostrom m/s to re-appoint Hovenkamp as Chair and Von Chamier as Vice Chair.
Whitford - Call for the question. ALL AYES. Motion passed.*

ADJOURNMENT

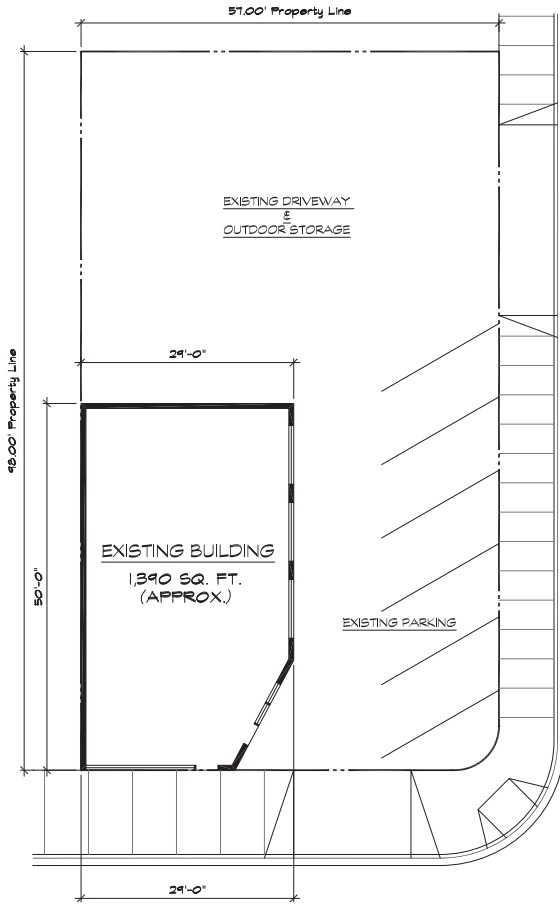
Next meeting is scheduled for July 6, 2022, at 6:00pm via Zoom.

There being no other items to discuss, the meeting adjourned at 8:15pm

Respectfully submitted by Regan Trapp

NEW RESTAURANT & PUB

99 N. MAIN STREET, ASHLAND OR 97520



N. MAIN STREET

CHURCH STREET

EXISTING SITE PLAN

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



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YBARRA
Building Design Studio
5853 Greenleaf Ave., Ste. D Whittier, CA 90601
562.945.5206 email@ybarradesignstudio.com

CONCEPTUAL DESIGN	
NEW RESTAURANT / PUB & APARTMENT	
99 N. MAIN STREET, ASHLAND OR 97520	
APPLICANT	DAVE BANCHE
OWNER ADDRESS	99 N. MAIN STREET, ASHLAND OR 97520
PHONE	562.945.5206
EMAIL	email@ybarradesignstudio.com

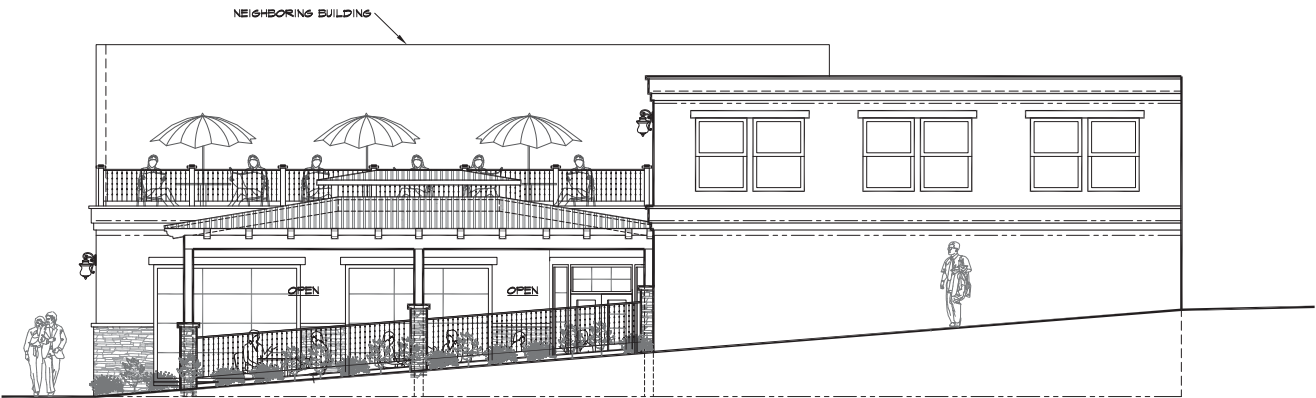
DRAWN BY	ERNEST YBARRA
CHECKED BY	
DATE	17 MAY 2022
SCALE	AS NOTED
JOB NO.	YBDS-22-622
SHEET	1
OF 3 SHEETS	

99 N. MAIN STREET, ASHLAND OR 97520



NEW RESTAURANT & PUB

99 N. MAIN STREET, ASHLAND OR 97520



VIEW from CHURCH STREET

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



VIEW from MAIN STREET

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

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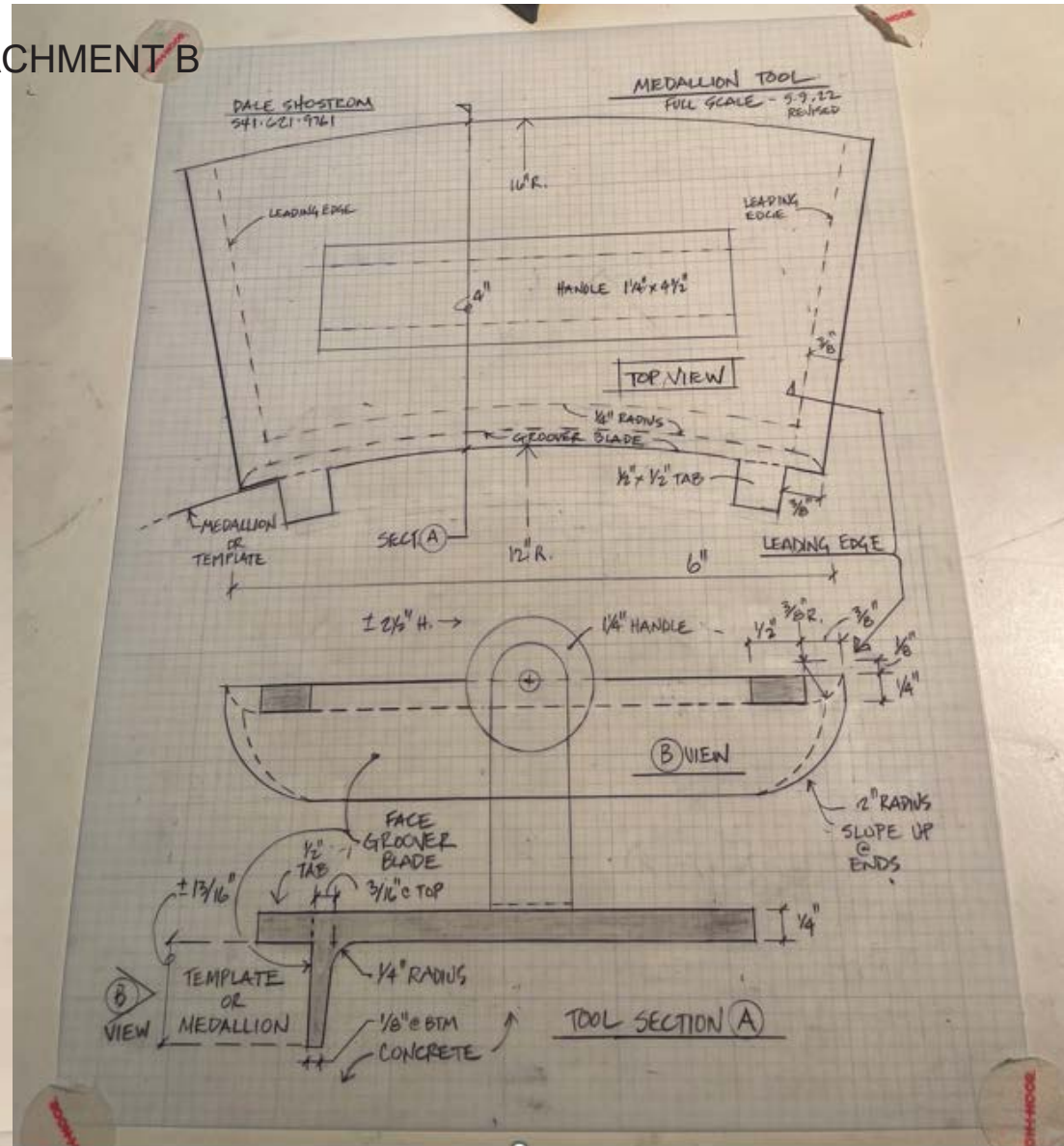
CONCEPTUAL DESIGN
NEW RESTAURANT / PUB & APARTMENT
99 N. MAIN STREET, ASHLAND OR 97520

APPLICANT	DANIEL BANCION
OWNER ADDRESS	99 N. MAIN STREET, ASHLAND OR 97520
PHONE	562.945.5206
EMAIL	email@ybarradesignstudio.com

DRAWN BY	ERNEST YBARRA
CHECKED BY	
DATE	23 MAY 2022
SCALE	AS NOTED
JOB NO.	YBDS-22-022
SHEET	3
OF 3 SHEETS	

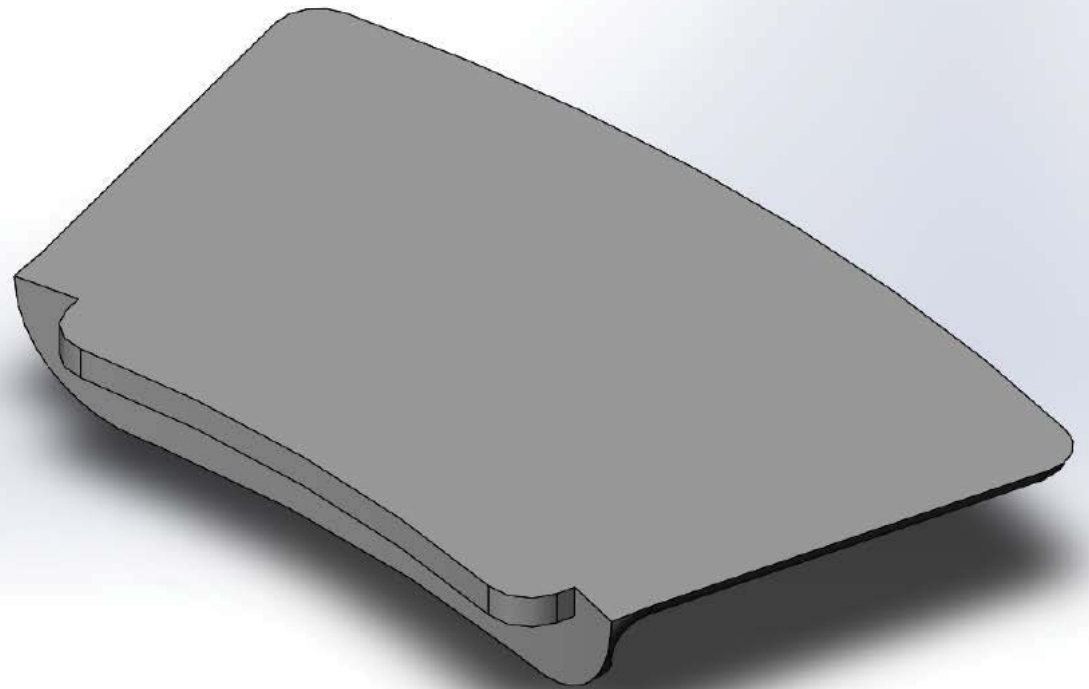
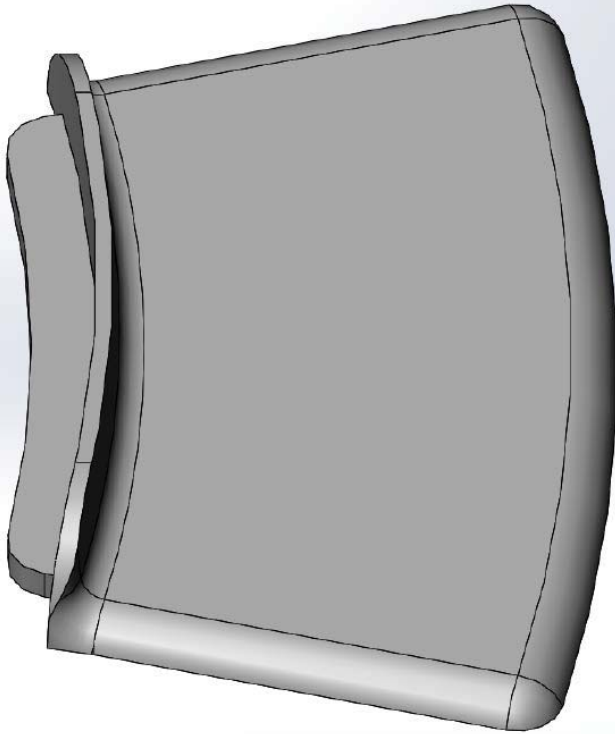
Medallion Tool: 12" Radius, 1/4" round- over concrete edger

ATTACHMENT B



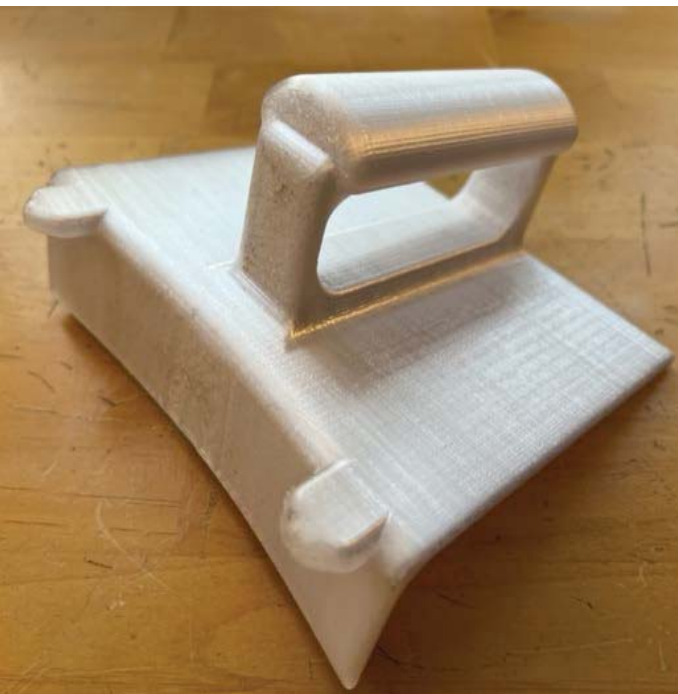
12" Radius, 1/4" round-over concrete edger

ATTACHMENT B



12" Radius, 1/4" round-over concrete edger 3-D Printed Examples

ATTACHMENT



Findings of Fact

ATTACHMENT C



“Findings of fact” is a common term used to refer to a city’s written explanation of a land use decision. The term originates from the courts, where judges often explain their determinations by issuing documents entitled “Findings of Fact and Conclusions of Law.” They recite the relevant facts and then make conclusions by applying those facts to relevant legal criteria.

Historic Commission Review Procedures

Quasi-Judicial

Definition: A proceeding conducted by an administrative or executive official that is similar to a court proceeding, e.g. a hearing.

Like courts, the City's land use review process must apply facts to the applicable ordinances to make a decision. In administering land use ordinances, the city must often determine the facts associated with a particular request and then apply those facts to the legal standards.

This process is called "quasi-judicial," and city authority is limited to applying the rules in place to the facts presented. If the facts indicate an applicant meets the relevant legal standards, then they may be entitled to the approval.

Findings of Fact

Findings of fact should state all the relevant facts the city considered in making its decision. A fact is relevant if it proves or disproves that the application meets the legal standards.

For instance, if an applicant is proposing a new development within a designated Historic District, it is subject to the Historic District Design Standards (18.4.2.050 of the Ashland Land Use Ordinance) and needs to provide the facts that demonstrate compliance with those standards.

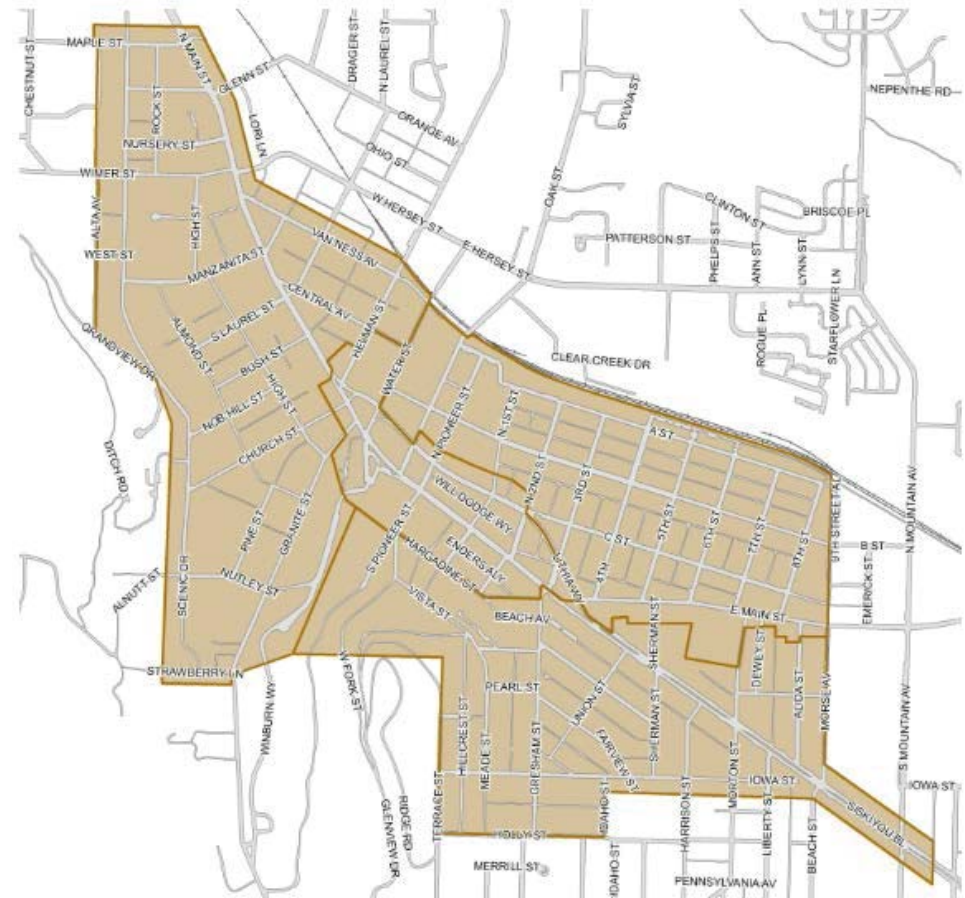


Figure 18.4.2.050. Historic District Overlay

Advisory Commission Recommendations

The Historic Commission advises the Planning Commission and Staff on a variety of planning actions, but in each case the Commission is evaluating the Historic District Design Standards and making a recommendation on whether the applicable criteria are met.

The Historic Commission does not “*Approve*” or “*Deny*” proposals.

Often, Historic Commission recommendations have been stated as follows:

“We *Approve* the application with the following conditions of approval...”

This wording can be confusing to the public and applicants given the project would subsequently be reviewed by staff or the Planning Commission, and thus is not “approved” or “denied” by the Historic Commission. Further the recommendation does not cite the relevant standards which the conditions are addressing.

Advisory Commission Recommendations

To address the Historic Design Standard directly and acknowledge that the finding of fact is a Historic Commission recommendation it would be better stated as follows:

“The Historic Commission finds that the proposed addition’s siding does not match the finish on the exterior walls of the original building as required in 18.4.2.050 C.2.c., and that the proposed windows on the addition are not compatible with the proportion, shape, and size of the original windows on the historic building as required in 18.4.2.050.C.2.g.

The Historic Commission recommends that the Planning Commission [or Staff] condition any approval of the proposed addition to include the provision of 4” horizontal siding matching the original siding, and double hung windows that match the size and spacing of the windows on the original historic building”



NOTICE OF APPLICATION

PLANNING ACTION: PA-T1-2022-00192

SUBJECT PROPERTY: 309½ North Pioneer Street

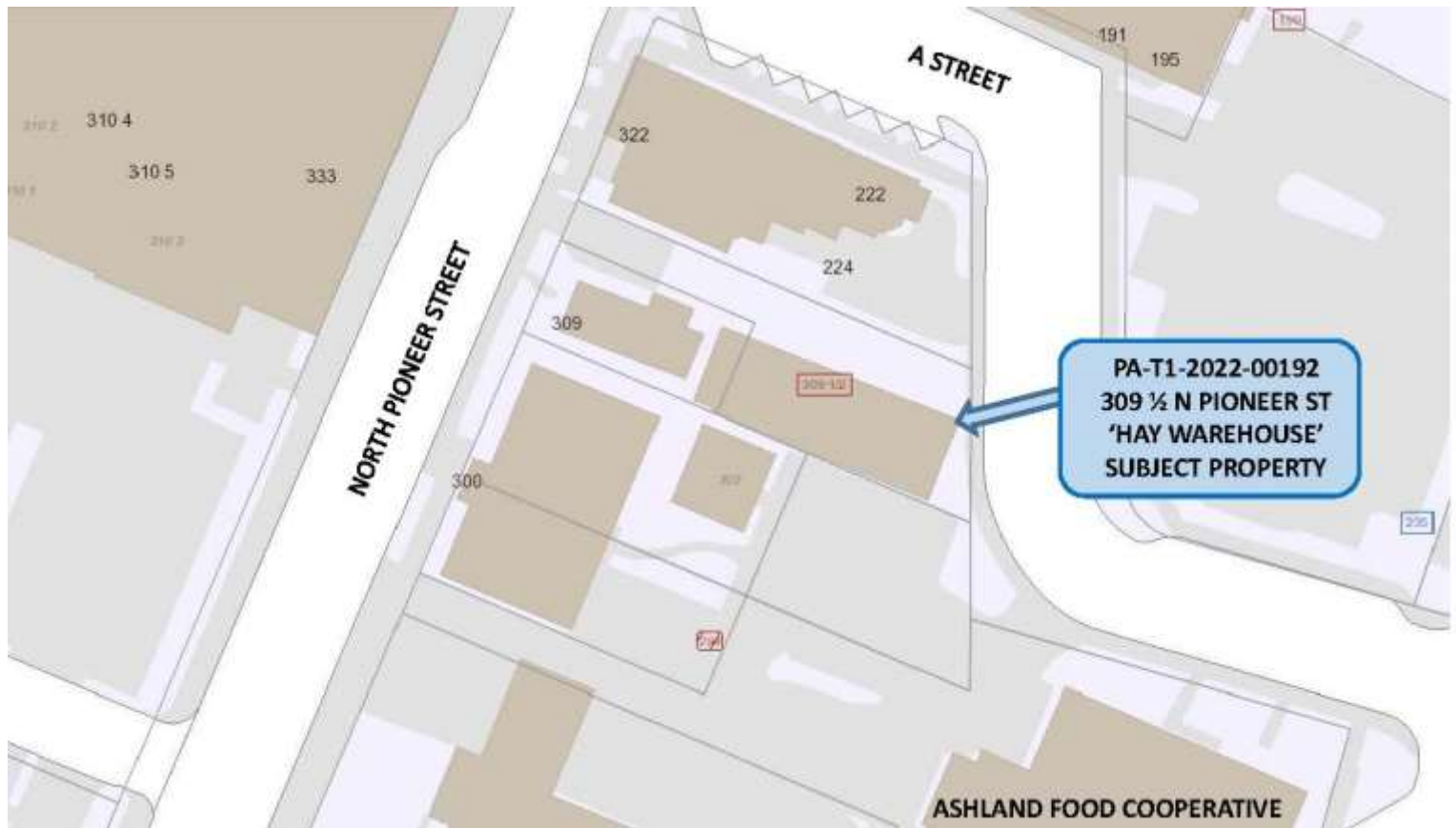
APPLICANT/OWNER: Rogue Planning & Development Services, LLC
Ashland Food Cooperative

DESCRIPTION: A request for Site Design Review approval to modify the exterior of the historic 'Hay Warehouse', a contributing historic resource within the Ashland Railroad Addition historic district, located at 309½ North Pioneer Street. The proposal would add a 'Bottle Drop' dealer redemption kiosk/bottle bag drop zone. The drop zone is proposed as a painted shipping container with a locked deposit door that is opened by a customer's keycard, and would enable the deposit of pre-bagged bottles and cans into the receptacle rather than customers needing to wait for them to be counted by hand. **COMPREHENSIVE PLAN DESIGNATION:** Employment; **ZONING:** E-1; **MAP:** 39 1E 09BA; **TAX LOT:** 13800

NOTE: The Ashland Historic Commission will review this Planning Action at its monthly meeting on **Wednesday, October 5 at 6:00 p.m.** in the Siskiyou Room Siskiyou Room of the Community Development & Engineering Services Building. See page 2 of this notice for information about participating in the electronic public hearing.

NOTICE OF COMPLETE APPLICATION: September 20, 2022

DEADLINE FOR SUBMISSION OF WRITTEN COMMENTS: October 6, 2022



The Ashland Planning Division Staff has received a complete application for the property noted on Page 1 of this notice.

A copy of the application, including all documents, evidence and applicable criteria are available online at "What's Happening in my City" at <https://gis.ashland.or.us/developmentproposals/>. Copies of application materials will be provided at reasonable cost, if requested. 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.

Any affected property owner or resident has a right to submit written comments within the 14-day comment period to planning@ashland.or.us or to the City of Ashland Planning Division, 51 Winburn Way, Ashland, Oregon 97520 prior to 4:30 p.m. on the deadline date shown on Page 1.

Ashland Planning Division Staff determine if a land use application is complete within 30 days of submittal. Upon determination of completeness, a notice is sent to surrounding properties within 200 feet of the property submitting the application. After the comment period and not more than 45 days from the application being deemed complete, the Planning Division Staff shall make a final decision on the application. A notice of decision is mailed to the same properties within 5 days of decision. An appeal to the Planning Commission of the Planning Division Staff's decision must be made in writing to the Ashland Planning Division within 12 days from the date of the mailing of final decision. (AMC 18.5.1.050.G)

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

If you have questions or comments concerning this request, please feel free to contact Derek Severson at 541-552-2040 or derek.severson@ashland.or.us.

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

SITE DESIGN AND USE STANDARDS

18.5.2.050

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.



August 18, 2022

**Site Design Review
for a new structure**

Property Owner:	Ashland Food Cooperative 237 N Pioneer Street Ashland, OR 97520
Applicant:	Rogue Planning & Development Services, LLC 1314-B Center Dr., PMB 457 Medford, OR 97501
Design Consultation:	Shostrom Brothers LTD Dale Shostrom 1240 Tolman Creek Road Ashland, OR 97520
<u>Subject Property</u>	
Property Address:	309 ½ Pioneer Street
Map & Tax Lot:	39 1E 09BA: Tax lot 13800
Comprehensive Plan Designation:	Employment
Zoning:	E-1 Residential Overlay
Adjacent Zones:	E-1, R-2 Railroad Historic District

Request:

Request for Site Design Review to modify the exterior of the historic, contributing structure at 309 ½ A Street through the addition of a Bottle Drop, Dealer Redemption kiosk. This kiosk is intended to facilitate the transfer of the hand counting of redeemable bottles and cans by an employee of the Ashland Food Cooperative (AFC), to a 'Dealer Redemption Center' Bottle Bag drop zone. The drop zone is proposed as a painted shipping container with a locked deposit door that is opened by the customer's account specific keycard.

By law, Ashland Food Cooperative is required to provide a public place where redeemable beverage containers are recycled. This is presently occurring outside of the building in the parking area and by the entry to the building. This proposal will allow for deposit of prebagged bottles and cans into the receptacle instead of waiting for a hand count.

Subject Property:

The subject property is addressed as 309 ½ N. Pioneer Street. The property is zoned Employment (E-1). The .11-acre parcel that extends from Pioneer Street connected via a flagpole connection with N Pioneer Street, extending through to A Street. The 1,872 square foot building that occupies the site was constructed in 1908 and is known as the Hay Warehouse. The Hay Warehouse is a historic contributing structure and is noted as one of the oldest industrial use buildings that remains within the Ashland Railroad Historic District. The warehouse building was operated as a woodworking, tool and material storage building since 1978. The warehouse building on the property is accessible from the A Street side of the property and is 'oriented' toward A Street. There are two, gravel surfaces parking spaces on the north side of the structure that are accessed from A Street. The driveway extends through to Pioneer Street. The structure is setback approximately three-feet from the property line.

The Hay Warehouse building is to the east of the office building that the Ashland Food Coop utilizes at 309 N Pioneer Street. The structure at 309 N. Pioneer circa 1900, is a historic primary contributing, small one-story wood frame structure, known as the "Lucinda Gainard Rental House VI." The building remained a residence until 1987 when its use was converted to office (Planning Action 87-045). This 649 square foot office space used by the Ashland Food Coop. There are two off street parking spaces at this property and an on-street parking space.

In 2010, the Ashland Food Coop began using the Hay Warehouse building for warehouse purposes and it is where can/bottle returns are processed on the southside of the structure where customers wait up to 30 minutes for their redeemable containers to be hand counted.

The Ashland Food Coop is located at 237 N First Street. The 17,788 square foot grocery store requires 38.2 parking spaces. Due to code changes this is a slight reduction from the 2001 Site Review for the addition to the Ashland Food Coop which required 41 parking spaces (9,539 SF retail = 27.2; 3,955 SF office = 6.71; 4300 SF storage = 4.3; Total = 38.2). There are 42 spaces within the parking area of the Ashland Food Coop and there are 12 diagonal parking spaces on First Street. Of the 42 spaces within the parking area, there are eight immediately adjacent to the Hay Warehouse structure.

The Ashland Food Coop is also renting the adjacent property at 224 A Street. There are three parking spaces in the parking area that is immediately to the north of the Hay Warehouse Structure.

The property and the subject property that area to the north, south, east and west are zoned Employment with a Residential Overlay. The uses of the subject property and the immediately adjacent properties are all commercial/employment in use and function. The uses include office, retail, food manufacturing, restaurant, banking, warehousing and automotive repair.

Detailed Proposal:

The request is to add a shipping container that is retrofitted to be a BottleDrop Dealer Redemption Center bag drop location. The application seeks Site Design Review approval to modify the exterior of the historic, contributing structure at 309 ½ Pioneer Street through the addition of a Bottle Drop, Dealer Redemption kiosk. This kiosk is intended to facilitate the transfer of the hand counting of redeemable bottles and cans by an employee of the Ashland Food Cooperative (AFC), to a 'Dealer Redemption Center' Bottle Bag drop facility.

Following a site visit, the Oregon Beverage Recycling Cooperative (OBRC) who oversees all of Oregon's beverage container recycling suggested a new service that is rapidly becoming the favorite recycling method of consumers around the state. OBRC recommended that AFC become a 'Dealer Redemption Center' that uses the 'BottleDrop' system.

The Bottle Drop redemption center is proposed to be repurposed from a 8'x8'x20' shipping container. The proposal is to locate this self-contained, sanitary, and efficient unit on the north side of the Hay Warehouse building. The container will be setback from the Pioneer Street sidewalk, a minimum of 24-feet. This will allow for the visual preservation of the Hay Warehouse historic facade. There will be no alterations to the warehouse structure itself. The BottleDrop redemption center exterior walls will be painted a dark color, matching the warehouse historic 'rusty' metal siding to keep the appearance as low key as possible.

As with current refundable bottle and can returns the trips to drop bags or have redeemable containers hand counted are anticipated to be consolidated. According to the OBRC representatives that is how the redemption centers presently are utilized.

Parking: The warehouse building is 1,872 square feet and the bottle redemption container adds 160 square feet of area. According to AMC 18.4.3.040, the 2,032 square foot warehouse structure requires 1 space per 1,000 sq. ft. of gross floor area, or one vehicle space per two employees whichever is less, plus 1 space per company vehicle. There are two employees that hand count the redeemable bottles and cans and are 'assigned' to the warehouse building. Based on the "whichever is less" statement, there is one space required for the warehouse building required per the two employees, and there is not an associated company vehicle. One parking space is required.

There are eight spaces immediately to the south of the warehouse property on the Coop Site, there and additional 41 parking spaces in the other areas of the CoOp

There is a driveway access from A Street that presently provides for two parking spaces for employees. These spaces will be retained but will have a physical barrier (construction cones) to prevent use of the spaces as drop off parking. These spaces will be resurfaced with asphalt or concrete. The driveway parking space is the loading zone for the OBRC BottleDrop Bag collection truck. The bag collection truck will schedule pick up of the redeemed bags on a weekly, or as needed basis. The collection truck transports the bags to a redemption facility located at the OBRC White City plant.

The use of the driveway is an existing use. Vehicles backing into the driveway from A Street to load or off-load is a use that has been occurring on the site since the 1900s. Industrial related trucks use of the driveway will continue and the other backup conflict space will be paved area for access to BottleDrop eliminating the backing out by employee parking and increasing safety at the intersection.

Findings of fact addressing the criteria from the Ashland Municipal Code for the Conditional Use Permit request are found on the following pages.

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:

The 4,781 square foot property is Employment zoned and is occupied by a 1,872 square foot, historic contributing structure. The existing site improvements could be considered non-conforming development. The E-1 zone does not have setbacks requirements excepting landscape areas, parking, buffering, or building code requirements. The existing structure as a warehouse building lacks distinctive orientation to the street, lacks a formal landscape area and there are no buffers between the surface parking spaces and the adjacent parking area. The proposed small addition to the north side of the historic structure is setback substantially from the front property line where no setback is required. The structure is more than 10-feet from the north, side property line and more than 10-feet from the rear property line, adjacent to N Pioneer Street.

The property is in the detailed site review zone and developments are subject to a Floor Area Ratio standard of .5. The structure on the property and the increased area brings the property closer to the required FAR of 2,395.8 square feet in area.

There is less than 85 percent of the site covered with impervious surfaces. The proposal proposes surfacing of the existing parking area which does not reduce or increase the existing impervious areas.

There are two off-street parking spaces present in the driveway access from A Street. According to AMC 18.4.3.040, the 2,032 square foot warehouse structure requires 1 space per 1,000 sq. ft. of gross floor area, or one vehicle space per two employees whichever is less, plus 1 space per company vehicle. There are two employees that hand count the redeemable bottles and cans and are 'assigned' to the warehouse

building. There is not a company vehicle. Based on the “whichever is less” statement, there is one space required for the warehouse building required per the two employees.

The paved driveway will be utilized by the scheduled OBRC box truck. These pick-ups will be scheduled and like most delivery and pickup drivers, they are familiar with their route and the complexities of each site they attend too.

In addition to the single parking space required for the warehouse structure, there is ample parking provided on the adjacent properties owned by the same property owner and easement to the parking areas can be provided. The adjacent office at 309 N Pioneer Street requires 1.2 spaces (600SF office / 500') with three (3) spaces provided (two off-street and one on-street) and the Ashland Food Coop building requires 42 spaces (see pg. 5) and has 42 on-site with an additional 12 diagonal spaces on 'A' St. According to the OBRC representatives, the customers of the coop properties are the ones using the drop box and unique trips are not generated by the redemption facility. Additionally, other facilities are proposed in Ashland so there is not pressure of this facility being the only one.

Signage: Directional Signage exists on the end of the building that states, “No Parking”. An exempt sign of less than two square feet in area indicating the BottleDrop redemption facility is located around the corner. The signage on the BottleDrop redemption facility explaining operation is small in area and not readable or readily visible from the A Street right-of-way.

Hours of Operation: The BottleDrop redemption facility hours will correspond with the Ashland Food Coop hours of operation which at this time are 7:00 AM to 8:00 PM

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

Finding:

The property is subject to the Historic District Standards for exterior additions. As evidenced in the findings below it can be found that the proposed s converted shipping container to create the BottleDrop redemption facility complies with the Site Design Standards for Employment zoned property with a historic industrial use, and is consistent with the standards for expansion of a non-conforming site.

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 use of the site is non-residential in the Employment zone.

B. Basic Site Review Standards.

1. Orientation and Scale.

Finding:

The existing Hay Warehouse building is oriented towards A Street with a large sliding warehouse door. There are two smaller doors on the north side of the structure. There are no openings for customers or pedestrian entrance to the historic warehouse building. The building is setback only a few feet from the A Street façade. The proposal is to install a completely utilitarian facility that does not provide interior access to the warehouse or the converted shipping container.

The converted shipping container is proposed on the north side of the structure and the container will be placed between these doors. The refurbished container is setback substantially from A Street and will not impact the orientation of the building to the public street. A solid surface walkway will be provided from the sidewalk to the door of the container to allow easier access to the key card activated door.

The driveway accessing the warehouse building is to the side of the structure. Vehicle orientation remains the same.

2. Streetscape.

Finding:

The streetscape is not proposed to be altered. The curbside sidewalk and the driveway are existing elements that will not be relocated or removed. The large setback of the additional area will not alter the streetscape.

3. Landscaping.

Finding:

The site 'landscaping' is pre-existing and is not proposed to be altered. There is no irrigation source at the site and due to the door at the end of the building for the warehouse, the only location for landscaping would be as far from the existing improved landscape areas and in an area that would provide to benefit to the site.

The use of the structure remains warehouse use, the driveway access, and the parking pad exist onsite. Except paving to provide a solid surface for the container, truck access, and an accessible route, there are no physical alterations to the site proposed.

A planter area of approximately 25 square feet in two four foot round painted stock tanks or similar is proposed to provide landscape area and to prevent parking within the area at the front of the Hays Warehouse building.

4. Designated Creek Protection.

Finding:
Not applicable

5. Noise and Glare.

Finding:

Additional light and glare beyond what is standard in the employment zone are not anticipated. There are existing exterior yard lights and cameras on the warehouse structure that are directed downward and focus on the property. The hours of operation of the BottleDrop are timed with the hours of the Ashland Food Cooperative and will not generate more noise than the existing hand count customers awaiting the employee. This may reduce the noise level as it's a drop and go system versus an at times, 30 min. wait for the line to be worked through.

A gooseneck light standard over the BottleDrop access door is necessary, it would be directed downwards to the door of the BottleDrop and only during the hours of operation or motion activated.

6. Expansion of Existing Sites and Buildings.

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

Finding:

The existing site is non-conforming in that it does not have any landscaping (AMC 18.4.4.030.F), or parking space buffer to the property line per AMC 18.4.4.030.F.2.a.

The site location, lot size, structure location, setbacks, coverage, landscape areas, vehicle parking buffer are non-conforming and through the approval of the small shipping container 'addition' on the side of the structure will not increase the non-conformity. There is not additional lot area to lot install additional parking, landscape areas or vegetated buffers.

The site is coming into closer compliance with the standards for vehicle maneuvering area in commercial zones to be paved and with the proposed landscape improvements.

Two, raised landscape planters are proposed that will provide for required landscape improvements and prevent parking in front of the Hay Warehouse building. These are proposed as painted galvanized stock tank in either the oval or round shape to prevent vehicular access area behind sidewalk placed upon the existing surface. The area of the planters is 25.12 square feet.

The paving of the driveway is a required standard in AMC 18.4.3.080.E.1 and the addition of asphalt or concrete area is substantially more than the 8.5 percent of the site that is being expanded. Paving or concrete surfacing brings the site closer to conformance with the Site Design Standards.

The existing lot coverage is retained and not to be enlarged leaving the site development area and impacts the same as they have been since at least the early 1900s.

C. Detailed Site Review Standards.

Finding: The property is located within the Detail Site Review Zone. The proposed BottleDrop redemption facility increases the Floor Area Ratio of the structure slightly, by 8.5 percent thus increasing conformity with required FAR.

The existing historic structures orientation towards A Street is not impacted by the proposal. The existing Hay Warehouse building is oriented towards A Street with a large sliding warehouse door. There are two smaller doors on the north side of the structure. There are no window or door openings for customers or pedestrian entrance to the historic warehouse building. The structure does not have, nor would it be appropriate to install 20 percent of the wall area facing the street in display areas, windows, or doorways for view into the warehouse structure. The proposal does not provide windows that allow view into working areas, lobbies, pedestrian entrances, or display areas as they do not exist on the historic warehouse structure and the BottleDrop redemption facility is utilitarian in nature like the warehouse and the secure key card/fob activated door is utilized to prevent theft of the redeemable beverage containers within.

The existing warehouse building is setback three feet from the A Street sidewalk. The proposal is to install a completely utilitarian facility that does not provide interior access to the warehouse or the converted shipping container. The shipping container is setback 24-feet from the façade of the historic structure, this diminishes the visual impacts to the historic building.

The converted shipping container is setback substantially more than 20-feet from the street and does not have a pedestrian entrance / exist but is a walkup door for dropping redeemable bottles and cans. The pedestrian orientation is provided by the paving of the parking area to provide access to the electronically operated drop door.

The shipping container will be painted a dark color to minimize its visual impacts and upon the historic Hay Warehouse structure. The shipping container is substantially shorter than the existing structure, setback substantially from the street and painted in a manner that will camouflage with the exterior colors and materials of the Hay Warehouse.

D. Additional Standards for Large Scale Projects.

Finding:
Not applicable.

18.4.2.050 Historic District Development

B. Historic District Design Standards.

Finding:

The property is in the employment zone and is an industrial use type of structure. The proposal is consistent with the historic use and architecture of the Hays Warehouse. According to the National Register of Historic Places Registration Documents; "Given its proximity to the railroad and access to shipping, traditional developments within the Ashland Railroad District included numerous industrial and related uses. Livery stables, transfer warehouses and similar uses were once common. Today, only a few of these simple industrial structures remain with the most notable being the Ashland Fruit and Produce Association Warehouse (Site 149.0, built 1912) and its related though separately inventoried Hay Warehouse (42.0, built 1908).

It can be found that proposal is historically consistent as a transfer warehouse serving a modern purpose. The proposal does not substantially impact the historic district design standard objectives such as a sense of entry, a rhythm of openings, and compatible materials.

2. Height.

Finding:

The eight-foot-tall structure is substantially less than the existing Hay Warehouse structure and will not affect the height of the historic structure. The proposal does not vary in height from the heights of the historic buildings in the vicinity.

3. Scale.

Finding:

The scale of the property is not impacted by the proposed BottleDrop redemption facility. The eight-foot-tall shipping container is substantially less tall than the existing 16-foot adjacent wall height and is proportionally scaled to the scale of historic warehouse building.

4. Massing.

Finding:

The massing of the historic structure is not altered with the proposal. The proposed modified shipping container is a smaller mass that is as varied as the historic warehouse structure.

The existing exterior treatments provides a vertical façade on a low horizontal form consistent with historical, industrial building and shipping oriented rectangular and boxy rhythms.

5. Setback.

Finding:

The proposed BottleDrop redemption facility at the side of the building is setback 24-feet from the front façade of the building.

6. Roof.

Finding:

Not applicable.

7. Rhythm of Openings.

Finding:

Not applicable. No discernable change.

8. Base or Platforms.

Finding:

The existing structure lacks a base or platform. The structure is raised off the ground with a rock and concrete pier block. The proposal is to set the converted shipping container, BottleDrop redemption facility upon the asphalt surface. This is a compatible base in the Employment zone.

9. Form.

Finding:

The form of the structure is industrial in shape, setback, coverage, consistent with the historic use of the property.

10. Entrances.

Finding:

The BottleDrop redemption facility is not an entrance to the structure and the sense of entry of the historic structure is not modified.

11. Imitation of Historic Features.

Finding:

The material of the exterior of the modified shipping container is vertically oriented metal sides with a 3 X 4 opening that is key card or QR code activated locking system. The 'structure' is industrial in nature similar to the historic warehouse structure that the BottleDrop facility is adjacent to. The proposed exterior material of metal is consistent with this standard.

12. Additions:

Finding:

The proposal is not for an addition it is a standalone facility that is not structurally connected.

13. Garage:

Finding:

The Hay Warehouse is a garage type building with a large door on the A Street facing façade. The proposed BottleDrop redemption container is setback substantially from the façade. The industrial nature of the container is an appropriate addition to a warehouse structure that provides a legally required service that is not visual distraction with a compatible historically appropriate exterior.

Site Design Review Standards Continued

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:

There are adequate public facilities that service the property. There is an existing driveway apron serving the Hay Warehouse historic structure that will remain.

Adequate transportation is provided to the Ashland Food Coop on the public streets that abut the property. There are two surface parking spaces adjacent to the warehouse building that are proposed to be paved. Though those parking spaces are legally allowed and necessary to retain the functionality of the historic warehouse structure, the driveway location at the curve in A Street creates a potential conflict point for automobiles, other vehicles, pedestrians, and bicycles.

The paving of these parking spaces is proposed to allow better access for the scheduled OBRC pickup truck and to provide a more direct route from the sidewalk and parking areas of the associated Coop.

To prevent the use of the driveway, there will be safety cones blocking the driveway. This allows for the BottleDrop pickup truck to back into the site and have access to a solid surface access area and allows for a solid surface area for the BottleDrop redemption facility to be placed and access to the BottleDrop redemption facility door.

There are ample parking spaces on the immediately adjacent Coop properties and on street parking spaces publicly available in the immediate vicinity.

According to the representative of the OBRC, the benefit of the BottleDrop redemption centers similar to the proposal, the customers of these facilities are using them when they go to the facility where the BottleDrop is conveniently located, and they do not create individual trips. They are ancillary to the store where the facility is located. With additional facilities being approved in Ashland at the various grocery stores, the convenience of the BottleDrop will allow for consolidated trips as expressed by the OBRC representative.

There are public sidewalks along both sides of A Street, Pioneer Street and First Streets. On street parking will continue to be utilized as it presently is. There are on street parking spaces presently along A Street just to the east of the Hay Warehouse building on the north side of the Coop. There are 12, on-street parking spaces on First Street adjacent to the Coop. There are six on-street spaces on A Street, north of the adjacent property. Additionally, there are other on street parking spaces across A Street.

It is anticipated that as presently the pattern of use is that vehicles park on-street and the occupants exist the vehicle and then walks to their destination in one of the numerous commercial businesses in the vicinity. There are crosswalks provided at the intersections of A and Pioneer Street and A First Street. It is not anticipated that the use of the on-street parking will be altered by the creation of the BottleDrop redemption facility.

The proposed BottleDrop container will not have any impact on water, sewer, or electricity more than a typical employment/commercial type of use. As required by building codes the structure and the new paved surfaces will be connected to the urban storm drain facilities to prevent site run-off.

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, 2, or 3, below, are found to exist.

Finding:

No exceptions are requested.



Photo 1:
Door to redeemable container drop. Similar in type to proposed shipping container.



Photo 2: Example of signage at the drop access door.
Hours of operation are the same as the Ashland Food Coop vs. those noted here

From: Eric Chambers <echambers@obrc.com>

Date: July 22, 2022 at 4:29:36 PM PDT

To: Gretchen Bell <gbell@obrc.com>

Subject: Ashland Food Coop

Hi Gretchen,

Thanks for passing along the question from Ashland Food Co-op about the volume of customers/bags that we tend to see at Dealer Redemption Center bag drop locations. To get some perspective about the number of daily visits/bags they might see at the Ashland Food Co-op site, I pulled data for a comparable store (New Seasons 7-Corners in Portland). That store has an average of 20 door scans per day at their drop facility (door scans correlate strongly with individual customers). No two stores are the same, so I just provide that as background/reference for comparative purposes. While the daily limit for bags dropped at Dealer Redemption Centers is 15 bags per day, realistically the typical customer drops the number of bags they can fit in the trunk of a car, so between 1 and 3 bags. The higher limit is intended to prevent somebody from showing up with a trailer full of bags, blocking access, and clogging the drop door. With the 15 bag limit, if the retailer sees somebody abusing the program, they can just take a photo of the bags/bag tags and share them with us, and we have the ability to take account action against individuals violating our terms and conditions.

Another important factor is that, typically, these are not unique vehicle trips to the sites. Customers couple their bag drop off trips with their already existing shopping trips, which is a big advantage of this program, and dramatically reduces unique vehicle trips to the facilities.

Finally, work is underway to create a BottleDrop Express site at the Shop-n-Cart, which will also help spread out the bag volume/demand over multiple sites, easing any issues around volume or congestion at either site. It's a big advantage to be able to deploy two similar bag drop facilities/options in the same community at the same time.

I hope that information helps!

Thanks,

EC

Eric Chambers

External Relations Director

[Oregon Beverage Recycling Cooperative](#)

17300 SE 120th Ave. Clackamas, OR 97015

O: (503) 542-2928 | M: (971) 930-5163



↖ PIONEER ST
↙ 'A' STREET







Dealer Redemption Center Highlights

What is a DRC?

A "Dealer Redemption Center" is a drop off location for BottleDrop Green or Blue Bags located at a retail store that complies with the requirements of ORS459A.700 (these are different from a BottleDrop Express). Under this law, there is no fee charged to the BottleDrop account holder for processing bags, and instead, the retailer hosting the DRC pays a monthly service fee to OBRC based on the number of bags dropped. In addition, customer bags do not count toward the BottleDrop 15 bag per 90-day limit, though a store may choose to limit the number of bags dropped to two per day. All other BottleDrop terms and conditions apply. A store that is a Dealer Redemption Center must also accept up to 24 containers per person, per day, by either a hand count or through a self-service bottle return machine, significantly less than the 144 containers per person per day currently required.

Benefits

- Dealers are only required to accept 24 deposit containers per person per day, rather than 144 deposit containers per person per day.
- Dealers are only required to accept back Green Bags 8am-8pm rather than all open business hours.
- Customers can retrieve funds from their BottleDrop account using the DRC kiosk that is located inside the store, and use the BottleDrop Plus option where applicable.



BottleDrop®
Oregon Redemption Center

DRC Highlights Cont'd.

Installation – Site Preparation and Core Hardware Installation

Where there is not an existing BottleDrop Express site at a retailer, installation of a new DRC has two components: the site preparation, and the core hardware installation.

Site Preparation

- Includes structure, framing, doors, flooring, electrical, plumbing, ADA, and safety/vandalism/theft prevention equipment;
- Dealer completes installation with their preferred contractor in coordination with OBRC and covers all costs;
- Cost: configuration dependent; can range from \$6,000-\$20,000 for most installations, but retailers should get a bid from their preferred contractor(s) before proceeding.

Core Hardware Installation

- Includes hardware, locks, signage, and drop door theft prevention;
- OBRC completes the installation for the retailer and bills the retailer for cost;
- Cost: configuration dependent; can range from \$27,000-\$35,000 or more;
- Payment Option 1: Dealer pays all costs up front;
- Payment Option 2: Dealer signs up for OBRC 5-year monthly payment plan.

Daily Responsibilities of Dealer

- Sell BottleDrop Green Bags inside store to consumers
- Pick up loose containers on the floor and collect them in provided Blue Bags
- Stack bags away from drop door in secure room to ensure drop doors are available for customer use
- Clean interior and exterior of drop door and drop door frame
- Clean bag drop ramps in interior of secure bag room
- Sweep and clean exterior floor around drop door
- Sweep and clean interior floor of secure bag room

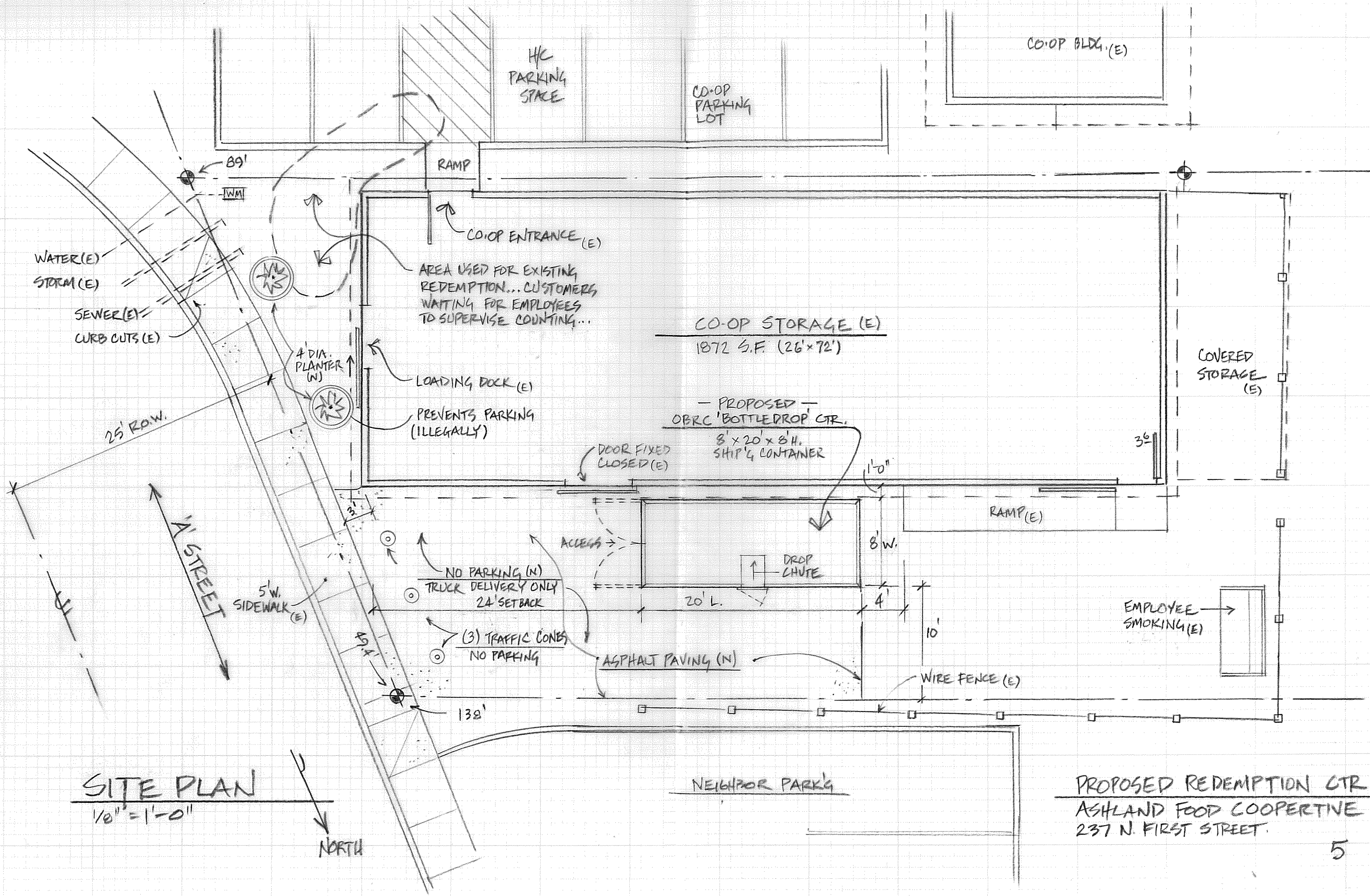


Dealer Compensation

- OBRC and Dealer agree to the fee schedule published annually by OBRC;
- Fee schedule is calculated by combining our current customer processing fees plus hauling costs and maintenance. This calculation will be based on OBRC miles traveled for pickup and the volume of bags received by a DRC. The retailer will be billed monthly for the previous month. The fee schedule does not include any payment plan selected by the Dealer for payment of the upfront core hardware installation cost.

Contact

Retailers interested in the Dealer Redemption Center pilot program may contact Gretchen Bell at gbell@obrc.com.



SITE PLAN

1/8" = 1'-0"

NORTH

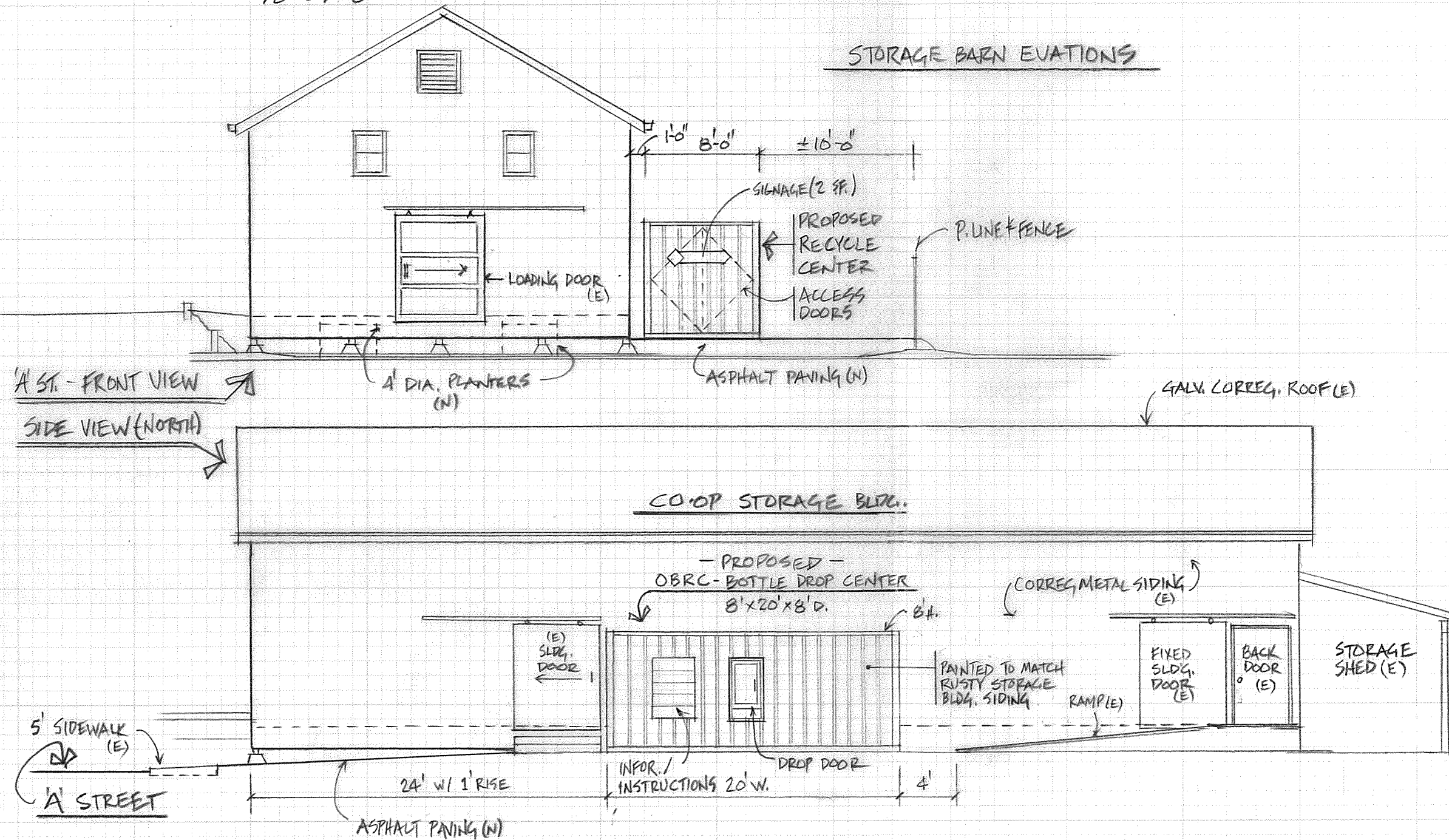
PROPOSED REDEMPTION CTR
ASHLAND FOOD COOPERTIVE
237 N. FIRST STREET.

PROPOSED REDEMPTION CTR. FOR
ASHLAND FOOD COOPERTIVE
237 N. FIRST STREET

ELEVATIONS

1/8" = 1'-0"

STORAGE BARN EVATIONS



CLG Program Review

The primary purpose of this review is to ensure that the local government continues to meet the basic requirements to be a Certified Local Government.

CLG: Ashland

Contact Person: Brandon Goldman

1. Historic Preservation Commission

- Is the commission fully constituted (no vacancies), and have copies of current members' resumes been forwarded to the SHPO?
- Are reasonable efforts made to appoint at least a few historic preservation "professionals"?
- Approximately how many times per year does the commission meet?
- Are written minutes kept and available to the public?
- Are proper public notices given for commission meetings?

Comments: Has two vacancies, the commission currently has 9 seats and are considering changing to 7. A small group (board of the full commission) is available every Thursday afternoon for early feedback on projects. Two will be appointed likely in September. Current make-up includes: historic photographer (has been on for 30 years), designer and builder, interested public and owner of historic property, realtor (home restoration), landscape architect. Scheduled for monthly meetings, but when there are no actions to review, meetings are canceled. So, they meet about 6-8 times a year. Minutes are posted online on the historic commission page. Recruitment is a challenge. There are some changes to the city's commissions, historic being preserved. Notice to the newspaper for all planning actions, then general meeting notices, posted online with an interactive map. *What's happening in my city* section of the website.

Recommendations: Consider professional organizations, archaeologist, etc. as sources of recruitment.

2. Protection of Historic Properties – Includes code review and evaluation of two review decisions if any.

- Does the historic preservation ordinance still contain appropriate protections for designated historic properties?
- Are the historic design review decisions made by the staff and/or commission appropriate and in keeping with accepted historic preservation standards?
- Does the protection meet state law and rule?
- Are commission members and staff provided training in how to apply historic preservation standards?
- Are local historic preservation decisions consistent with decisions made through either the state or federal historic preservation process?

Comments: The code needs to be updated to meeting the [goal 5 rule](#), NR properties can't be automatically regulated, there must be a local designation process for anything after 2017. It is also missing a local landmark designation process. Code seems to support the process, the preliminary review is very helpful. They have run into questions related to transition areas and how to handle those decisions. A solution may be to make clearer options for the transition areas. Illustration in the code is helpful. Demolition language could be updated. Training – process for criteria review was recently provided.

Recommendations: Consider adding more detail about the commission roles and survey. And add a local designation process to the code. Here is a [link](#) to the model ordinance. Kuri will find the national register reference in the code. Have Kuri share about the CLG program with the whole commission. Join NAPC (National Alliance of Preservation Commissions) and ask the question about transition area review. Attend

9/26/2022

the CLG workshop, Oregon Heritage Conference, NAPC Forum. Ask SHPO for training as well. Update 18.5.2.020 Applicability A4 to remove the automatic review of National register properties without a local designation process.

3. Maintain Appropriate Historic Property Records

- Is there an organized filing system for properties that have been surveyed or listed in historic site registers?
- Are these records available to the public?
- Are survey and inventory records consistent with SHPO standards and provided to the SHPO for integration into the master statewide system?

Comments: The city hasn't had a survey in a couple of decades. Inventory books are available online and in-person. Historic district map is on the planning page and it pulls up historic photos, maps, and links to the district. Interested in making a story map for each property. Internal – building permit software flags historic district! Electronic archive system for planning is linked by address.

Recommendations: Consider new context studies and surveys to determine additional properties of historic significance. Consider the story map option for a future CLG grant.

4. Participation in the National Register Nomination Process

- Has the CLG provided SHPO written comments on National Register nominations?
- Have nominations submitted by the CLG been approved by the State Advisory Committee on Historic Preservation and the National Park Service?

Comments: CLGs must comment on and allow public comment on National Register nominations from the area. No new ones recently in Ashland.

Recommendations: Consider new nominations or expanding the history of the existing districts.

5. Public Education and Awareness

- Does the CLG sponsor or support events and activities that promote awareness, understanding, and appreciation for historic properties within the community?

Comments: They do preservation awards. They had the first in-person on since COVID for 2022 in May. Mayor attended. Celebrated several projects. They have started a history Medallion project – imbeds the panels in the sidewalk. The groundbreaking for this art piece is important. Partnering with the arts organization. They have a couple of flyers about owning historic properties and how to do work on them.

Recommendations: Awards are awesome! Use the CLG funds to provide supplementary events around the plaque and art items. Consider additional activities like scavenger hunts, coloring pages, brochures (community development dept document center). Establish some goal setting for the commission. Here is a [link](#) to the planning guide mentioned at the meeting.

6. Grant Management

- Has the CLG used its grant funds appropriately and completely?
- Has grant paperwork been submitted to the SHPO in a timely and organized fashion?
- Are grant records in good order and maintained for the appropriate 5-year (?) retention period?

Comments: Ashland hasn't applied for some time. When they did, management was good.

Recommendations: Apply for the grant in the future.

Overall evaluation

Meets Requirements X

Does Not Meet Requirements

9/26/2022

Comments: Excellent design review processes and opportunity for advance conversation.

Recommendations: Consider developing additional context and exploring survey for more recent history.
Also consider adding in additional community engagement.

SHPO Evaluator: Kuri Gill _____
(print name) (signature)

Date: 9/2/2022 _____

Brandon Goldman

From: GILL Kuri * OPRD <Kuri.GILL@opr.oregon.gov>
Sent: Wednesday, September 14, 2022 8:41 AM
To: GILL Kuri * OPRD
Subject: SAVE the DATE! Certified Local Government (CLG) workshop November 16, 1:00pm-6:30pm

[EXTERNAL SENDER]

Hi All!

Save the date for the annual CLG workshop!

November 16, 1:00pm-6:30pm

We moved it a bit later in the day so commissioners/board members can attend. This is for staff and volunteers. It is FREE and online this year.

Details to follow, but it will include awards, input on the statewide preservation plan and more.

So, mark your calendars!

Take care, Kuri



Kuri Gill (she, her, hers) | Oregon Heritage Grants & Outreach Coordinator

Oregon Heritage, Oregon Parks and Recreation Department

Oregon Commission on Historic Cemeteries

Desk: (503)986-0685 cell: (503)383-6787

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CLG Technical Webinar 8 - Historic Masonry Facade Repairs: When to Call a Structural Engineer



National Park Service sent this bulletin at 09/21/2022 03:00 PM EDT

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State, Tribal, Local, Plans & Grants

National Park Service
U.S. Department of the Interior

Historic Masonry Façade Repairs: When to Call a Structural Engineer

Wednesday October 12 at 12:00pm EST



A brick building with a cupola and trees

Presented by Rachel Shanley, P.E.

Date: Wednesday, October 12 at 12:00pm EST

Historic masonry buildings provide an important connection to a community's past, but require additional care and attention to maintain performance and safety for building owners and occupants. Often, these buildings' structures also serve as the façade, enhancing the need for a multidisciplinary approach to rehabilitation. When restoring these buildings, it is important to understand the building's structure to provide a suitable repair that respects its architecture. Selecting appropriate materials and construction methods is important to achieve a finished product that is sensitive to the building's historic character. In this webinar, we will describe various types of masonry buildings and explore common and unique types of masonry problems. We will also review what triggers a structural repair versus an aesthetic or building enclosure repair, and explore examples of structural details created to repair localized masonry problems.

After attending [this webinar](#), participants will be able to:

- Understand different types of masonry building construction.
- Identify common problems associated with each masonry building type.
- Recognize when masonry repairs require structural engineering repairs.
- Pull from a toolchest of creative structural solutions for complicated masonry repairs.

Register

SPEAKER

Rachel Shanley, P.E. | Senior Project Manager

Rachel Shanley has extensive structural engineering experience and serves as a liaison for SGH's multidisciplinary teams of structural and enclosure engineers tackling integrated repairs and rehabilitation of historic buildings. While she has taken on many roles in different types of projects, including historic building renovation and new building design, Rachel is drawn to old buildings, especially buildings in disrepair and buildings with a history of uncertain modifications.