



Planning Commission Meeting Agenda

ASHLAND PLANNING COMMISSION

REGULAR MEETING AGENDA

Tuesday, September 10, 2024

Note: Anyone wishing to speak at any Planning Commission meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and complete address for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

I. CALL TO ORDER

7:00 p.m., Civic Center Council Chambers, 1175 E. Main Street

II. ANNOUNCEMENTS

1. Staff Announcements
2. Advisory Committee Liaison Reports

III. PUBLIC FORUM

Note: To speak to an agenda item in person you must fill out a speaker request form at the meeting and will then be recognized by the Chair to provide your public testimony. Written testimony can be submitted in advance or in person at the meeting. If you wish to discuss an agenda item electronically, please contact PC-public-testimony@ashland.or.us by September 10, 2024 to register to participate via Zoom. If you are interested in watching the meeting via Zoom, please utilize the following link: <https://zoom.us/j/94533934144>

IV. TYPE II PUBLIC HEARINGS

1. **PLANNING ACTION:** PA-T2-2024-00050
SUBJECT PROPERTY: 113 Pine St.
APPLICANT & OWNER: Rogue Development for Charlie Hamilton
DESCRIPTION: A request for concurrent Outline and Final Plan approval of four-lot, Performance Standards Option (PSO) subdivision. The proposal includes three proposed residential lots and a common area lot. The application includes a request for an exception to street standards to not install park row and to retain the existing frontage improvements. The application also includes a request to remove a total of seventeen trees, five of which are 'significant'. **COMPREHENSIVE PLAN DESIGNATION:** Single Family Residential; **ZONING:** R-1-7.5; **MAP:** 39-1E-08-AD; **TAX LOT:** 2600
2. **PLANNING ACTION:** PA-T2-2024-00049
SUBJECT PROPERTY: 2308 Ashland Street
APPLICANT & OWNER: MCA Architecture / Les Schwab
DESCRIPTION: A request for Site Design Review approval to add a "RV and Truck Service Area canopy" at the east end of the building as part of the ongoing and previously approved site modernization. The planning action includes a request to remove three sweetgum trees along the property frontage and replace with Trident Maples. **COMPREHENSIVE PLAN DESIGNATION:** Commercial; **ZONING:** C-1; **MAP:** 39-1E-14-BA; **TAX LOT:** 1100

V. OPEN DISCUSSION

VI. ADJOURNMENT

Next Meeting Date: September 24, 2024



TYPE II PUBLIC HEARINGS

PA-T2-2024-00050, 113 Pine Street

NOTICE OF APPLICATION

PLANNING ACTION: PA-T2-2024-00050

SUBJECT PROPERTY: 113 Pine St.

APPLICANT & OWNER: Rogue Development for Charlie Hamilton

DESCRIPTION: A request for concurrent Outline and Final Plan approval of four-lot, Performance Standards Option (PSO) subdivision. The proposal includes three proposed residential lots and a common area lot. The application includes a request for an exception to street standards to not install park row and to retain the existing frontage improvements. The application also includes a request to remove a total of seventeen trees, five of which are 'significant'.

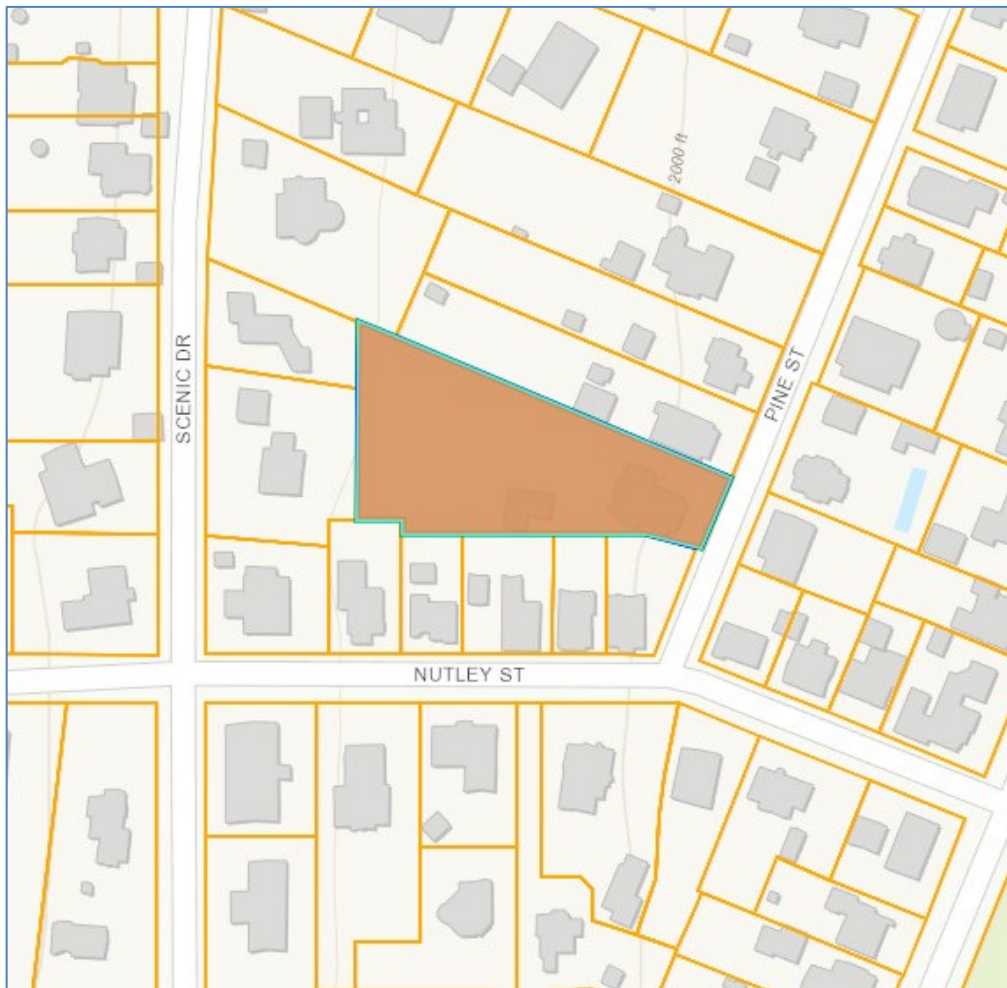
COMPREHENSIVE PLAN DESIGNATION: Single Family Residential; ZONING: R-1-7.5;

MAP: 39-1E-08-AD; TAX LOT: 2600

NOTE: The Ashland Historic Commission will review this Planning Action on Wednesday, September 4, 2024 at 5:00 PM at 51 Winburn Way.

NOTE: The Ashland Tree Commission will review this Planning Action on Thursday, September 5, 2024 at 2:00 PM at 51 Winburn Way.

NOTE: ASHLAND PLANNING COMMISSION MEETING: *Tuesday September 10, 2024 at 7:00 PM, Ashland Civic Center, 1175 East Main Street*



COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900

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

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.

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

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

If you have questions or comments concerning this request, please feel free to contact Aaron Anderson at 541-552-2052 or aaron.anderson@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).

APPROVAL CRITERIA FOR FINAL PLAN

18.3.9.040.B.5

Final Plan approval shall be granted upon finding of substantial conformance with the Outline Plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan meets all of the following criteria.

- a. The number of dwelling units vary no more than ten percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.
- b. The yard depths and distances between main buildings vary no more than ten percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this Ordinance.
- c. The open spaces vary no more than ten percent of that provided on the outline plan.
- d. The building size does not exceed the building size shown on the outline plan by more than ten percent.
- e. The building elevations and exterior materials are in conformance with the purpose and intent of this ordinance and the approved outline plan.
- f. That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.
- g. The development complies with the Street Standards.
- h. Nothing in this section shall limit reduction in the number of dwelling units or increased open space provided that, if this is done for one phase, the number of dwelling units shall not be transferred to another phase, nor the open space reduced below that permitted in the outline plan.

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900

OUTLINE PLAN SUBDIVISION APPROVAL (AMC 18.3.9.040.A.3)

Approval Criteria for Outline Plan. The Planning Commission shall approve the outline plan when it finds all of the following criteria have been met.

- a. The development meets all applicable ordinance requirements of the City.
- b. Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.
- c. The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the open space, common areas, and unbuildable areas.
- d. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.
- e. There are adequate provisions for the maintenance of open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.
- f. The proposed density meets the base and bonus density standards established under this chapter.
- g. The development complies with the Street Standards.
- h. The proposed development meets the common open space standards established under section [18.4.4.070](#). Common open space requirements may be satisfied by public open space in accordance with section [18.4.4.070](#) if approved by the City of Ashland.

EXCEPTION TO STREET STANDARDS

18.4.6.020.B.1

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

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

TREE REMOVAL PERMIT (AMC 18.5.7.040.B)

Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

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

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900

Staff Report

**ASHLAND PLANNING DEPARTMENT
STAFF REPORT**

Before the Planning Commission - September 10, 2024

PLANNING ACTION: PA-T2-2024-00050
OWNER: Charlie Hamilton
APPLICANT: Rogue Planning & Development Services, LLC

LOCATION: 113 Pine St 39-1E-08-AD Tax Lot 2600
ZONE DESIGNATION: R-1-7.5
COMP. PLAN DESIGNATION: Single Family Residential

ORDINANCE REFERENCES: 18.2.4 General Regulations for Base Zones
18.2.5 Standards for Residential Zones
18.3.9 Performance Standards Overlay
18.4.8 Solar Access
18.5.1 General Review Procedures
18.5.3 Land Divisions & Property Line Adjustments
18.6.1 Definitions

APPLICATION DATE: August 2, 2024
PUBLIC NOTICE: August 20, 2024
MEETING DATE: September 10, 2024
120-DAY DEADLINE: November 30, 2024

PROPOSAL: A request for concurrent Outline and Final Plan approval for a four-lot Performance Standards Option (PSO) subdivision. The proposed subdivision includes three residential lots and one open space lot for the property located at 113 Pine Street. The application includes a request for an exception to street standards to not install standard street improvements due to the existing sidewalk. The application also includes a request to remove five significant trees.

I. Introduction

Site Description

The subject property is Tax lot #2600 of Assessor Map 39-1E-08-AD and is located at 113 Pine Street. The property is 0.78 acres in size and is zoned R-1-7.5 (Single Family Residential). The property is located within the Skidmore Academy Historic District and is occupied by the 'E.E. Philips House' built in 1903. While the building is classified as "Historic Contributing" it is in poor condition, is not habitable, and is proposed to be removed. The building was declared as 'dangerous' by the Building Official, and a demolition permit has already been approved.

The property has an existing non-conforming driveway that is partially on the adjacent property and is proposed to be redeveloped on the subject property as a private drive. The frontage improvements include curb-tight sidewalk, but they are on the subject property rather than within the Right-of-Way (ROW). The application includes 7' of ROW dedication so that the sidewalk

will be in the public ROW. The application includes a request for an exception to street standards to leave the existing sidewalk as opposed to installing a park row. The property came into its present size and shape when it was partitioned in 1978 (PA78-365, recorded as County Survey #7326). The property is irregularly shaped and has 63-feet of frontage on the uphill side of Pine Street (minimum lot width for the zone is 65-feet). The property is 335 feet in depth and is sloped at approximately 15%. There is a steep dry gully along the south of the property with slopes exceeding 35%.

II. Performance Standards Option (PSO) Subdivision – Outline and Final Plan

The Land Use Ordinance provides for a ‘Performance Standards Option’ for land subdivisions. The “Purpose” of the chapter is provided at AMC 18.3.9.010, which states:

“The purpose of this chapter is to allow an option for more flexible design than is permissible under the conventional zoning codes. The design should stress energy efficiency, architectural creativity, and innovation; use the natural features of the landscape to their greatest advantage; provide a quality of life equal to or greater than that provided in developments built under the standard zoning codes; be aesthetically pleasing; provide for more efficient land use; and reduce the impact of development on the natural environment and neighborhood.”

1) Applicability

The subject property is not located within the PSO overlay, however, the code allows for the use of the PSO standards outside of the overlay in certain circumstances. In this case the application relies on the standard at AMC 18.3.9.030.D.2 which provides:

“That development under this chapter is necessary to protect the environment and the neighborhood from degradation which would occur from development to the maximum density allowed under subdivision standards, or would be equal in its aesthetic and environmental impact.” [underline added]

The subject property was subdivided in 1978 into its present configuration with a narrow frontage but large area. The subject property is 0.78 acres and is zoned R-1-7.5, this provides for a base density of 4.52*. A four-lot subdivision would require the dedication of a public street†. In addition to the dedication of a public street under the standard subdivision regulations the proposal would also need to meet dimensional standards of lot size, minimum lot-width, minimum and maximum lot depth, and width to depth ratio, or seek a variance to those standards as needed.

The present proposal is for three residential lots served from a private drive. In staff’s analysis it is not necessary to consider an alternative subdivision design, but rather to consider the impact of what is being proposed, a 3-lot PSO subdivision, compared to “*development to the maximum density allowed*,” which would be a 4-lot subdivision under the standard zoning code. It is true that the nature of the site’s topography, dry gully and shape may mean that a standard

* Density is calculated by lot area divided by minimum lot size for the zone: $33,886 / 7,500 = 4.52$. (It is also worth noting that the property is eligible for a 9-unit cottage housing development – 1 cottage unit per 3,750 sq. ft.)

† See: AMC 18.4.6.040.C.1, Dedicated Public Streets Required.

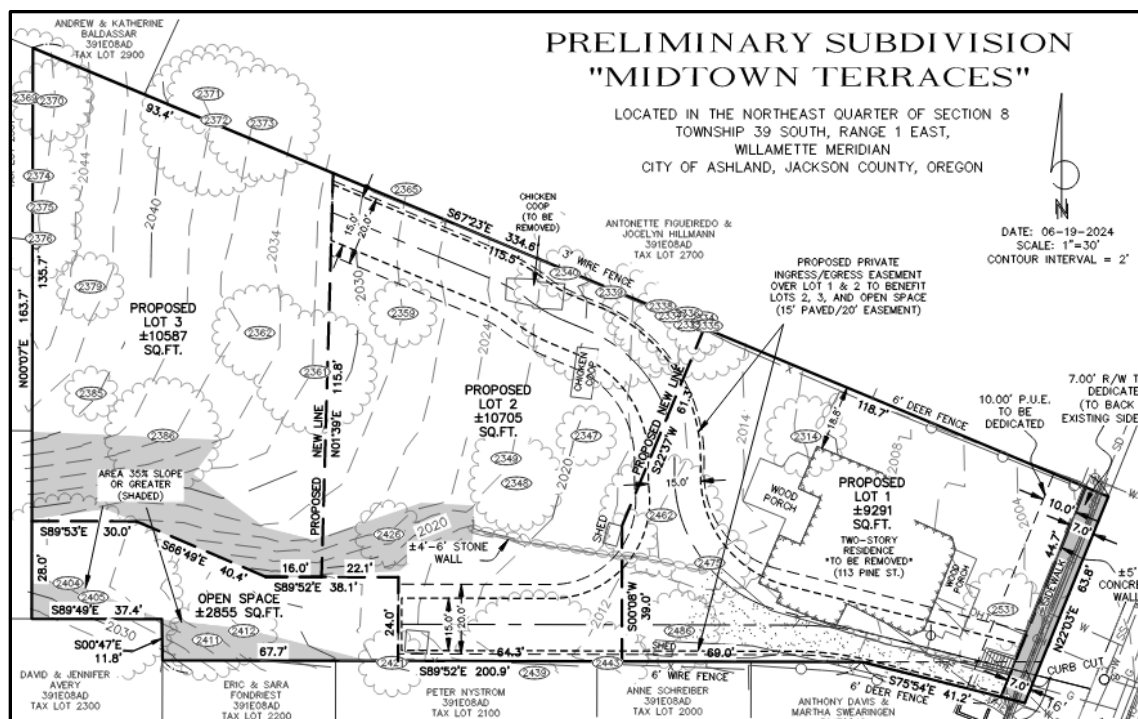
subdivision isn't possible without a request for a variance, but that is exactly the type of situation where the performance standards were intended for, so long as it is at least equal in its *"aesthetic and environmental impact"*.

In terms of impact to the neighborhood it is obvious that a short cul-de-sac built to public street standards (47' wide) would have a much greater impact to the neighborhood and streetscape than the proposed private drive (15' paved width inside 20' easement). Additionally, it is axiomatic that three residential lots will have a lesser traffic impact than four would. Based on the difference between the development of a street as opposed to the private drive, as well as the protection of the steep slopes, it is obvious that the proposed subdivision will certainly be a lesser impact on the neighborhood and the environment than would occur from "development to the *maximum density allowed*." Furthermore, staff would reiterate the purpose of the Performance Standards chapter is to allow an option for more flexible design than is permissible under the standards subdivision regulations.

Staff conclude that this is exactly the type of infill subdivision that the Performance Standards Options were written for and furthers the overall purpose of those standards in terms of the efficient land use and reducing the impact on the neighborhood and environment. It is staff's assessment that the use of the performance standards is appropriate, provided it can be shown that natural features of the site, as well as the character of the neighborhood are properly protected.

2) Performance Standards Option (PSO) Subdivision – Outline Plan Approval

The proposed subdivision, shown below, will create three new residential lots, and a single open space lot. The application also requests an exception to the street standards to not install standard street frontage improvements and instead leave the existing sidewalk in place.



The approval criteria for outline plan include eight items which are summarized as follows:

- 1) The development meets all applicable ordinance requirements of the city.
- 2) Adequate key City facilities can be provided including water, sewer, paved access.
- 3) The natural features, such as wetlands and large trees, are included in unbuildable areas.
- 4) The development of the land will not prevent adjacent land from being developed.
- 5) There are adequate provisions for the maintenance of common open space.
- 6) The proposed density meets the base and bonus density standards.
- 7) The development complies with the street standards.
- 8) The proposed development meets the common open space standards.

Next, we briefly address each of the approval criteria, and any needed conditions of approval to demonstrate compliance with the applicable standards.

The first approval criterion is that *“the development meets all applicable ordinance requirements of the city.”* The application materials explain that the proposal utilizes the Performance Standards Option Chapter 18.3.9, and that the development demonstrates compliance with the standards from AMC 18.3.9.050 – 18.3.9.080. The application materials emphasize that as a Performance Standards Options proposal, the application is not required to meet the minimum lot size, lot width, lot depth or setback standards of part 18.2. The applicant has provided findings addressing each of the approval criteria in detail, and by their reference are incorporated herein as if set out in full.

Each of the three residential lots is over 9,000 square feet and the application has considered Maximum Permitted Floor Area (MPFA) calculations and impervious surface estimates for future development. The proposed building envelopes do not encroach on the slopes that exceed 35% which are defined as ‘severely constrained’ and the code considers unbuildable.

The application explains that the existing driveway encroaches onto the property to the south and has a non-conforming spacing. The application proposes to redevelop the driveway approach by shifting it so that it exists fully on the subject property with “approximately 17-feet” of spacing. While this does not fully meet the standard spacing of 24-feet it decreases the non-conformity. Additionally, to require that the driveway be moved to fully meet the 24-foot spacing would cause significant impact on the existing concrete retaining wall. The code requires that when a driveway over 50 feet in length shall meet the width and design requirements of section 18.5.3.060. Those standards require that *“Drives shared by adjacent properties shall have a width of 20-feet, with a 15-foot paved driving surface.”* The application materials show a 20-easement proposed to be improved with a 15-foot paved drive and turn around area. The grading plan indicates that no portion of the drive is steeper than 14%.

With the application materials fully considered staff concluded that findings can be made that all applicable ordinance requirements have been met.

The second approval criterion is that *“adequate key City facilities can be provided including water, sewer, paved access.”* The subject property fronts Pine Street which is equipped with all city utilities including water, sewer, storm drain and electric. Public works has confirmed that there are no concerns regarding the capacity of any of these services for the three newly created

lots. Pine Street is paved and has a curb tight sidewalk on the subject property side. The specific details of the street standards are addressed in the seventh approval criterion below.

The original utility plan showed both sewer and water to serve lot three terminating in the open space lot which would require excavation through steep slopes to reach the proposed building envelope. After consulting with the applicant and discussing this, it was explained that the location where they were shown was an error and that the utilities were meant to follow the private drive. A revised utility plan was submitted showing the sewer line following the private drive, but due to an error the water line was not relocated. Additional conversations with the applicant made clear that all utilities will follow the private drive and rather than submit yet another revision it was agreed that a condition of approval would be added to the application requiring a revised utility plan prior to any work showing all utilities following the private drive. A condition of approval requiring a revised utility plan showing all utilities following the private drive has been included below. With the condition of approval staff have determined that findings can be made that this approval criterion has been met.

The third approval criterion is that “*the natural features, such as wetlands and large trees, are included in unbuildable areas.*” The subdivision plan includes a small open space area containing the gully area. The application also includes a tree inventory for all trees greater than six inches DBH. Each tree has a circle that relates to the trees critical root zone (CRZ)^{*}. A complete tree protection plan is supposed to include locations of proposed structures, however in the present application there are no proposed residences just ‘conceptual elevations.’ The plans show that 17 trees are proposed for removal, five of which are “significant[†].” Most of the trees proposed for removal are either in direct conflict with the proposed private drive or building envelopes.

The Tree Removal regulations provide that only significant trees are regulated on the subject property. That said, it is staff’s position that because the language in the approval criterion is ‘*large trees,*’ and the fact that the application is justifying the use of the PSO standards are “*necessary to protect the environment*” that all inventoried trees are to be considered for protection. Many of the trees that are proposed for removal are in the private drive area or are in poor condition and these are discussed further below, however as it relates to this approval criterion there are three proposed tree removal in particular that deserve discussion. The proposed building envelope for lot three is drawn essentially to the maximum extent: to within six feet of the property line to the east and west, and right up to the steep slopes to the south. Staff have concluded that, in the absence of a proposed residence, there is no justification to approve the removal of healthy trees just because they fall within the building envelope that has been maximally drawn. To that end, Staff recommends that the building envelope on lot three be modified to protect three healthy Oak Trees that are 6, 8, and 16 inches DBH (#2385, 2379, 2361 respectively), and a condition of approval has been included below to that effect. Next, there are two trees on the tree protection plan where the proposed tree protection is obviously insufficient, and the proposed drive is clearly located within the CRZ. The first is tree #2439 is described as an 18” healthy Walnut on the adjacent property to the south, the other is tree #2339 a healthy 24” American Elm on the adjacent property to the north. To that end staff have included a condition

^{*} According to the International Society of Arboriculture (ISA), a tree's critical root zone (CRZ) is a circle around the base of the tree that's one foot in radius for every inch of the tree's diameter at 4.5 feet above the ground.

[†] Significant Tree - A conifer tree having a trunk 18 caliper inches or larger in diameter at breast height (DBH), or a deciduous tree having a trunk 12 caliper inches in DBH.

of approval below that any excavation within the CRZ of either tree be supervised by the project arborist. Staff conclude that with these two conditions of approval discussed above findings can be made that this approval criterion has been met.

The fourth approval criterion is that *“the development of the land will not prevent adjacent land from being developed.”* The subject property is surrounded by small parcels that are all developed with single family homes. There are three adjacent properties that are more than twice the minimum lot size for the zone, however due to topography, the location of existing development and dimensional standards they are not able to further subdivide. Staff concludes that based on the existing pattern of development and topography that findings can be made that the proposal will not prevent adjacent land from being developed.

The fifth approval criterion is that *“there are adequate provisions for the maintenance of common open space.”* The application states that “A Homeowner’s Association (HOA) with Covenants, Conditions and Restrictions (CC&Rs), and By-Laws will be created with a land use attorney. The provisions for the maintenance of the common open space, the driveways, stormwater detention facility and the shared features will be addressed in the subdivision governing documents.” A condition of approval has been included below that will require the applicant to provide CC&R’s for review that include sufficient maintenance for the private drive and all common area amenities. The CC&Rs shall also address fence standards adjacent to open space. Staff conclude that with the creation of the HOA with binding CC&R’s findings can be made that this approval criterion has been met.

The sixth approval criterion is that *“the proposed density meets the base and bonus density standards.”* The application explains that the property is 0.78 acres, and that the PSO standards allows for 3.6 du/acre in the R-1-7.5 zone which calculates to a base density of 2.8. The application proposes to use the ‘conservation housing bonus’ which provides a density bonus of 15% when constructed to Earth Advantage standards. The 15% bonus increases the allowed density from 2.8 to 3.22. A condition of approval is included below that will require that all residential units approved for development shall meet the minimum requirements for certification as an Earth Advantage home, as approved by the Ashland Conservation Division under the City’s Earth Advantage program (adopted by Resolution 2006-06). With the conditions of approval included below staff have determined that findings can be made that the proposed density of three residential lots meets the base and bonus density standards.

The seventh approval criterion is that *“the development complies with the street standards.”* The current street standards require 47’ as a minimum ROW width for a neighborhood street (23.5’ per side of centerline) with 22’ of pavement curb-to-curb and includes park row and sidewalk. The 1892 official city map shows that many of these older historic roads were dedicated as 40’ wide (20’/side), while other roads, including Pine Street were dedicated to 32’ wide (16’/side). There are two locations along Pine Street where surveys have dedicated an additional four feet of ROW in apparently in keeping with the historical ROW standard of 40’ total or 20’ per side. In the present case the subject property is developed with curb-tight sidewalk that is on the subject property as opposed to in the ROW. Here the applicant is proposing to dedicate seven feet of additional ROW to the back edge of the existing sidewalk and requests and exception to the street standards to leave the existing sidewalk in place rather and install a park row. The approval

criteria for the exception that is requested is discussed below. If findings can be made that the exception is approved then this approval criterion will be satisfied as well.

The eighth and final approval criterion is that “*the proposed development meets the common open space standards.*” The application notes that no open space dedication is required for subdivision of less than ten lots, however the applicant has included an open space dedication to serve as a common amenity to the subdivision and to “preserve the steep slopes and preserve the historic landscape feature of the gully.” While there is not a requirement for open space due to the number of lots the PSO standards do require that significant natural features be retained in unbuildable areas. With the open space dedication staff conclude that findings can be made that this approval criterion has been met.

3) Exception to Street Standards

As mentioned above the 1892 official city map shows that Pine Street ROW was dedicated to 32’ wide (16’/side). There is existing and continuous curb line along the entire street with a paved width of nearly the entire ROW. This curb-to-curb pavement width exceeds city standards for a neighborhood street significantly and any attempt to meet city standards would require relocated the curb. The existing sidewalk sits on the subject property and seven feet of additional dedication is proposed to the rear of the sidewalk.

Current street standards require 47’ as a minimum ROW width for a neighborhood street (23.5’ per side of centerline) with 22’ of pavement curb-to-curb and includes park row and sidewalk. The Code allows for exceptions to these standards where “*There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site.*” Based on the existing conditions including the concrete retaining wall, and the narrower than typical ROW, and wider than typical pavement the justification of the exception appears to be sound. A strict application of the street standards would require reducing the paved width and relocation of the curb line which simply would not make sense. Staff concludes that the approval of the exception to the street standards is reasonable when considering the existing development.

4) Final Plan Approval

The approval criteria for Final Plan are intended to ensure substantial conformance between Outline plan approval and Final Plan approval when the two are requested as separate procedural steps. Where the two are allowed to be filed concurrently, as is the case here, there is no procedural separation between the two and the concurrent Final Plan proposal is identical to the Outline Plan in terms of number of dwelling units, yard depths, common open spaces, standards resulting in density bonuses, and street standards. Based on the concurrent request for Outline and Final Plan approval staff conclude that findings can be made that the Final Plan approval criteria are met.

5) Tree Removal

The application includes a request to remove five significant trees, one of which that is dead, however there are a number of smaller trees that are also proposed to be removed. As discussed above staff recommends denial of removing trees #2385, 2379, and 2361 since there is no proposed residence and that the building envelope is drawn to its maximum extent. The remainder of the proposed tree removals appear to be reasonable based on the poor health of

many of the proposed removals and their location as it relates to the building envelopes. The Tree Management Advisory Committee (MAC) is scheduled to meet and review the application materials on Thursday September 5th at the Community Development building and their feedback will be presented at the Planning Commission hearing.

6) Historic Review

The Historic Preservation Advisory Committee is scheduled to meet and review the application materials on Wednesday September 4th at the Community Development building. Because the application is for a land subdivision and there are no proposed buildings at this time it is not anticipated that there will be meaningful input from the Committee. The purpose of the review is largely to make them aware of the demolition of the existing home. Any other recommendations from the HPAC will be brought to the Planning Commission hearing.

7) Public Input

Notice was posted at the property frontage and mailed to all properties within 200' on August 20, 2024. Staff has had informal communication with several adjacent property owners. Three formal written comment were received and will be included in the Planning Commission Packet.

One of the property owners who contacted staff were the owners of 68 Scenic. They had noticed the land use notice posted at Pine Street and contacted staff due to concerns about their sewer easement which they believed crossed the subject property. They also stated that they had not received the Notice of hearing. Staff confirmed that 68 Scenic was on the mailing list and also emailed them the notice with links to the application materials. Next, while staff is not a licensed surveyor, the meets and bounds description of the easement was straight forward enough that we were able to determined that the easement did not in fact cross the subject property but went to the north and connected to a sewer main that runs between 97 and 101 Pine Street.

III. Procedural – Approval Criteria

1) Outline Plan

AMC 18.3.9.040.a.3. Approval criteria for outline plan. The planning commission shall approve the outline plan when it finds all of the following criteria have been met:

- A. the development meets all applicable ordinance requirements of the city.
- B. adequate key city facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a city facility to operate beyond capacity.
- C. the existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the common open space, common areas, and unbuildable areas.
- D. the development of the land will not prevent adjacent land from being developed for the uses shown in the comprehensive plan.
- E. there are adequate provisions for the maintenance of common open space and common areas, if required or provided, and that if developments are done in

phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.

F. the proposed density meets the base and bonus density standards established under this chapter.

G. the development complies with the street standards.

H. the proposed development meets the common open space standards established under section 18.4.4.070. Common open space requirements may be satisfied by public open space in accordance with section 18.4.4.070 if approved by the city of Ashland.

2) Final Plan

AMC 18.3.9.040.B.5. Approval Criteria for Final Plan. Final plan approval shall be granted upon finding of substantial conformance with the outline plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan meets all of the following criteria:

a. The number of dwelling units vary no more than ten percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.

b. The yard depths and distances between main buildings vary no more than ten percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this ordinance.

c. The common open spaces vary no more than ten percent of that provided on the outline plan.

d. The building size does not exceed the building size shown on the outline plan by more than ten percent.

e. The building elevations and exterior materials are in conformance with the purpose and intent of this ordinance and the approved outline plan.

f. That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.

g. The development complies with the street standards.

h. Nothing in this section shall limit reduction in the number of dwelling units or increased open space; provided, that if this is done for one phase, the number of dwelling units shall not be transferred to another phase, nor the common open space reduced below that permitted in the outline plan.

3) Exception to the Street Standards

1. Exception to the Street Design Standards. The approval authority may approve exceptions to the street design standards in section 18.4.6.040 if the circumstances in either subsection B.1.a or b, below, are found to exist.

a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site;

and the exception is the minimum necessary to alleviate the difficulty; and the exception is consistent with the purpose, intent, and background of the street design standards in subsection 18.4.6.040.A; and the exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable:

- i. For transit facilities and related improvements, access, wait time, and ride experience.
 - ii. For bicycle facilities, feeling of safety, quality of experience (i.e., comfort level of bicycling along the roadway), and frequency of conflicts with vehicle cross traffic.
 - iii. For pedestrian facilities, feeling of safety, quality of experience (i.e., comfort level of walking along roadway), and ability to safely and efficiently cross roadway; or
- b. 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 purposes, intent, and background of the street design standards in subsection 18.4.6.040.A.

4) Tree Removal

2. Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

- a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.3.10.
- b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.
- c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.
- d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.
- e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

IV. Conclusion and Recommendations

Staff recommend that the Planning Commission approve the Outline and Final Plan for the subdivision including the proposed exception to street standards, and removal of four of the five requested significant trees (and the specific retention of trees #2361, #2379, and #2385). If the Planning Commission approves the application, staff recommends including the following conditions of approval below:

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise specifically modified herein.
- 2) That the building envelope on lot three be modified to protect three healthy Oak Trees that are 6, 8, and 16 inches DBH (#2385, 2379, 2361 respectively) and that the revised plan be submitted prior to any site work.
- 3) That a revised utility plan be submitted for review showing all proposed utilities to follow the private drive rather than extend into the gully area and that the revised plan be submitted prior to any site work.
- 4) That any excavation within the CRZ of tree #2439 and #2339 be supervised by the project arborist.
- 5) That permits shall be obtained from the Ashland Public Works Department prior to any additional work in the public right of way.
- 6) That a final Fire Prevention and Control Plan addressing the General Fuel Modification Area requirements in AMC 18.3.10.100.A.2 of the Ashland Land Use Ordinance 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 per Resolution 2018-028.
- 7) That a final survey plat shall be submitted within 12 months of Final Plan approval and approved by the City of Ashland within 18 months of this approval. Prior to submittal of the final subdivision survey plat for signature:
 - a. All easements including but not limited to public and private utilities, public pedestrian and public bicycle access, drainage, irrigation, and fire apparatus access shall be indicated on the final subdivision plat submittal for review by the Planning, Engineering, Building and Fire Departments.
 - b. Subdivision infrastructure improvements including but not limited to utilities, driveways, streets and common area improvements shall be completed according to approved plans, inspected and approved.
 - c. Electric services shall be installed underground to serve all lots, inspected and approved. The final electric service plan shall be reviewed and approved by the Ashland Electric, Building, Planning and Engineering Divisions prior to installation.
 - d. That the sanitary sewer laterals and water services including connection with meters at the street shall be installed to serve all lots within the applicable phase, inspected and approved.

- e. The property owner shall sign in favor of Local Improvement Districts (LIDs) for the future street improvements, including but not limited to paving, sidewalks, park row with irrigated street trees, curb, gutter, storm drainage and undergrounding of utilities. This LID agreement shall be signed and recorded concurrently with the final survey plat. Nothing in this condition is intended to prohibit an owner/developer, their successors or assigns from exercising their rights to freedom of speech and expression by orally objecting or participating in the LID hearing or to take advantage of any protection afforded any party by City ordinances and resolutions.
- 8) That the building permit submittals shall include the following:
- a. Identification of all easements, including but not limited to any public and private utility easements, mutual access easements, and fire apparatus access easements.
 - b. That all residential units approved for development shall meet the minimum requirements for certification as an Earth Advantage home, as approved by the Ashland Conservation Division under the City's Earth Advantage program as adopted by Resolution 2006-06. (required for the density bonus of the subdivision.)
 - c. Solar setback calculations demonstrating that all units comply with Solar Setback Standard A in the formula $[(\text{Height} - 6) / (0.445 + \text{Slope}) = \text{Required Solar Setback}]$ and elevations or cross section drawings clearly identifying the highest shadow producing point(s) and the height(s) from natural grade.
 - d. Final lot coverage calculations demonstrating how lot coverage is to comply with the applicable coverage allowances of the R-1-7.5 zoning district. Lot coverage includes all building footprints, driveways, parking areas and other circulation areas, and any other areas other than natural landscaping.
 - e. 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 through the curb or gutter at a public street, a public storm pipe, an approved 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.

Public Comments

Michael Sullivan

From: Michael Sullivan
Sent: Friday, August 30, 2024 8:31 AM
To: Michael Sullivan
Subject: FW: Statement for the Planning Commission

From: Anne Schreiber <izzyrain@gmail.com>
Sent: Friday, August 30, 2024 4:58 AM
To: Aaron Anderson <aaron.anderson@ashland.or.us>
Subject: Fwd: Statement for the Planning Commission

[EXTERNAL SENDER]

Aaron -

I noticed a couple of small copy edits. I am sending a slightly updated version:

Hi Aaron -

Here is my statement for the Planning Commission. I will read some version of this at the Planning Commission meeting. Do I need to send you a separate statement for the Tree Commission? It will basically be a version of this just focused on the trees and with a more thorough analysis of the many discrepancies in the report concerning tree destruction. Please let me know if you need additional information.

Thanks so much.

Anne

To the City of Ashland Planning Commission:

I am writing to express my views about the proposed development at 113 Pine Street.

My ideal preference is for there to be no development on this unique open space, which, for generations, has been a haven for trees, plants and the wildlife they support, a migratory route for countless animals including deer, turkeys, birds, and small mammals, as well as a rare open space in a historic district. This is a small area and its unique location, close to the wildlife corridor above Scenic Drive, makes it a space that should be protected from sub-division and development.

However, since unique open space is not protected by municipal code, I hope we can limit this development to ensure it has the lowest possible impact on the environment and the community.

I ask you to consider the following issues and to do what you can, within the law and within your discretion, to limit the detrimental impact of this development on the environment and to the community. I ask that you reject this current plan and suggest that the developer create two houses rather than three, which would greatly mitigate the specific concerns I detail below.

1. Tree Preservation: There are 39 trees on the site greater than 6 inches in diameter of which 19 are "significant trees" or trees greater than 12 inches. The plan submitted by Suncrest Homes *does not*

indicate specific building sites. However, the plan *does* call for the destruction of at least 11 trees (19 trees by a more realistic count), 5 of which are "significant." "Significant Trees" are protected under Ordinance No. 2883 and Chapter 18.61 of the Municipal Code. Although certain exceptions exist, the spirit of the law protects the trees and necessitates that developers prioritize the health and well-being of the tree - even if that means moving the building site or making the building site smaller to accommodate the well-being of significant trees in the building envelope and the overall diversity and health of the ecosystem. Suncrest Homes offers a justification for killing these significant trees (and other mature trees) which can be summarized as "the tree is in the way..." This is not an appropriate justification for flouting the policies and protections put into law to sustain Ashland's mature and diverse trees.

According to Municipal section 18.61.010:

"A. The City recognizes that trees can provide soil stability, noise buffering, and wind protection benefits. The City of Ashland greatly values trees for their ecological importance, temperature mitigation, enhanced wildlife habitat and aesthetics.

C. The City recognizes that because of the known benefits of trees, development property should be protected from unregulated removal of trees prior to the approval of development plans. Trees on such properties should be preserved so that they may be considered for incorporation into development plans."

Though the law states that trees should be preserved and incorporated into development plans (read: protected); Suncrest Homes is submitting a plan asking to cut down at least 19 trees, at least 5 of which are significant and thus protected, before a building plan is even presented.

Furthermore, the regulations for proposed Tree Removals, as governed by the Municipal Code section 18.5.7.010 which governs Tree Removals, states:

2. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks; and

3. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property

Removal of these trees, especially the 5 trees deemed by the arborist's survey as significant, would have a significant negative impact on canopy, diversity, tree density, and the wildlife who depend on these trees for housing, food, and protection.

Furthermore a careful analysis of the tree map on Page 46 of the Suncrest Homes proposal shows that several of the trees they are proposing to retain are actually on neighboring property, thus reducing the overall ratio of trees to be destroyed versus trees to be retained. For example, see Tree numbers 2421 and 2439 against the southern property border. These trees are on the property line or in neighboring properties. Listing these trees as slated to be "retained" obfuscates the true ratio of trees to be retained vs trees to be destroyed.

Also, though 27 trees are listed "to be retained" (see Page 41 of the Suncrest proposal), the site map on Page 46 shows that this is impossible, as a road is proposed over the site of several trees that are listed on Page 41. See for example Tree number 2486 as an example of a false claim that a tree will be retained when the site map clearly shows that the tree will be destroyed. Also listed on Page 41 of the proposal as "retained" is tree number 2379, listed as a healthy black oak, yet, this tree is shown as "planned for removal" on the map on Page 51. In fact, the map on Page 51 has several discrepancies with the list on Page 41 and the overall numbers cited in the proposal. I counted 19 trees designated for destruction on the map on Page 51, whereas the list on Page 41 gives the number of destroyed trees as 11.

I propose seeking an independent arborist review to mitigate the discrepancies rampant in this plan.

We must do everything we can to protect these diverse and important trees and we must not give the developer carte blanche to destroy trees before a specific building plan is presented and approved.

2. The Road: The Suncrest proposal calls for a driveway to bisect the property, both in the east/west and the north/south directions, necessitating the killing of several large trees, destroying the greenway used by multiple animals, and creating an eyesore for all the surrounding properties. The size and design of the driveway seems to be necessitated by the decision to fit three properties in this small and irregular space. If there were only two properties, the driveway could be shorter and could measure under 120 feet, thus not necessitating the hammerhead fire turnaround. The proposed design is only possible if the Performance Standards Option is granted, as a road this size (over 200 feet in just the north/south direction) is not standard and is definitely not in keeping with the ecology or aesthetics of the area. Based on conversations I've had with people familiar with the fire code, this driveway design does not make sense for fire safety infrastructure as the current hammerhead turn around is at the south side of the drive and would thus necessitate a fire truck to back down the road to the southern border of the property before turning around. I ask that you rule that the developer rethink this proposal to come up with a creative solution resulting in a smaller road footprint, less than 120 feet in length, and thus not requiring the additional firetruck turnaround.

3. Open Space and Performance Standard Subdivision:

There is lots of language in the proposal that speaks of creative design and open space, however, it's important to see beyond this window dressing and understand that the so-called open space and environmental improvements are self-serving. In all cases, we should not grant the developer the right to clear trees in one part of the property just because he's leaving open space in another part of the property.

For example, Suncrest Homes is asking for a Performance Standards Subdivision though this property is outside of the Hillside Overlay. As noted in the Purpose statement, (AMC 18.3.9.010), the Performance Standards option is used to *"allow an option for more flexible design than is permissible under the conventional zoning codes."* While granting this variance might enable more "creative" design, it is also the case that the developer is only able to fit three houses in this small lot because he will have freedom from the constraints of the stricter building codes.

The Suncrest proposal implies that Lot 4 which is "privately held open space" is designed for the good of the community and environment. In fact, the developer is seeking good will for leaving this little bit of open space which he couldn't build on anyway due to the gully and angle of the slope. The open space represents only 8% of the entire property and like the trees being listed as retained that are not even on the property, the open space benefits serve only as a distraction to the larger problems with this proposal. The presence of open space in Lot 4, should not enable the developer to compensate for environmental degradation committed on other parts of the property.

Summary:

I understand that development is a fact of life in Ashland, however, especially in these times of heightened environmental concerns, it's essential that we do whatever we can to reduce the footprint of a project such as this. This is a unique piece of open space that should be preserved for the generations. Reducing the number of homes on this proposed property from 3 to 2 would reduce the number of trees to be cut down in the building areas, reduce the need for a large driveway necessitating a fire turnaround, and leave extended open space for the trees, plants and animals who call this land home.

Thank you for your consideration.

Sincerely,
Anne Schreiber
125 Nutley Street
Ashland, Oregon 97520
izzyrain@gmail.com
917-488-7331

From: [Aaron Anderson](#)
To: [planning](#)
Subject: FW: 113 Pine Street Development
Date: Wednesday, September 4, 2024 8:17:55 AM
Attachments: [image001.png](#)

Hello front office,
This was sent to me yesterday. Please add to the file.
Thank you

Aaron Anderson CFM, Sr. Planner

Pronouns he, him



City of Ashland

Community Development

51 Winburn Way, Ashland, Oregon 97520

541.552.2052 | TTY 800.735.2900

aaron.anderson@ashland.or.us

Online ashland.or.us; social media (Facebook @CityOfAshlandOregon | Twitter @CityofAshland)

This email transmission is official business of the City of Ashland, and it is subject to Oregon Public Records Law for disclosure and retention. If you have received this message in error, please contact me at 541.552.2052

From: Peg Sjogren <sjogren@sou.edu>
Sent: Tuesday, September 03, 2024 10:15 AM
To: Aaron Anderson <aaron.anderson@ashland.or.us>
Cc: Anne Schreiber <izzyrain@gmail.com>
Subject: 113 Pine Street Development

[EXTERNAL SENDER]

I live on a flag lot that sits between Scenic and Pine St. My comments are based on my experience with a very similar situation -- land developed for three houses -- and I would like to share some of my thoughts on the plan as presented. I admit I have not read all of the environmental and planning guidelines presented. But I do not feel the plan as presented works best for all three planned lots.

It does not make sense to plan driveway space that runs around the bottom two lots and makes those lots prone to unnecessary traffic. The "common space" does nothing for anyone except to make the top lot more open and desirable -- there are no neighbor driveways taking up space.

I believe the driveway should be extended all the way up along the side of the development closest to Nutley St. Any easement should include maintenance requirements equally portioned to the three lots (even tho' as planned the top lot does not have as much asphalt around it). I think there should be some off street parking to accommodate visitors -- the current "common space" could provide two or three parking spaces that could be used equally by all lots. This additional space is important in addition to whatever turnaround and parking is planned for each lot. I also think the fire department access would be facilitated without the driveway extending across the property. I think the livability of the properties and the unique character of the neighborhood should take precedence over the most convenient or cheapest solution for development.

Specific consideration should be given to landscaping or fencing or walls to protect the neighbors on the Nutley St. side of the project.

This is a special property in a special neighborhood. I live at 180 Church St. and invite anyone interested to visit my home to see a similar development in the same neighborhood that accommodates three building lots on a shared driveway that runs below Scenic towards Pine St. (please call first).

Peg Sjogren
541-482-1368.

"The world as we have created it is a process of our thinking. It cannot be changed without changing our thinking." Albert Einstein

Planning Commission Meeting

Tuesday, September 10, 2024

RE: Subject Property, 113 Pine St., and objections to development proposal

Applicant and Owner: Rogue Development for Charlie Hamilton

Public Comment for Staff Report:

Lawrence Van Egdom and Julia Vinciguerra, property owners of 68 Scenic Dr.

Specific Objections are as follows:

- 1.) Distance between driveways should be 50 feet on residential streets (curb cut to curb cut).
Code 18.92.080
 - Current proposed plan is out of compliance with the City of Ashland land use code.
- 2.) Results from Geotechnical study have not been shared. Potential impacts for surrounding properties uphill and downhill of proposed development – erosion, drainage and foundations of existing homes.
 - *Code 18.3.10.090*
- 3.) Fire prevention control plan has not been shared. Potential impacts for surrounding properties.
 - *Code 18.3.10.100* and General Fuel Modification Area Standards to be reviewed and approved/disclosed to surrounding homeowners.
- 4.) Light spillover – 68 Scenic Dr, residential property, sits directly above, and adjacent to lot 3 of the proposed Rogue Development. Given the proposed driveway and/or connecting development street to the driveway, car lights will consistently impact 68 Scenic Drive. Given the proximity of the new residences, exterior home lighting and street lighting will negatively impact 68 Scenic Drive residents.
 - *Code 18.4.4.050*
- 5.) No Tree Protection Plan
 - *Code 18.4.5.030*
- 6.) Removing 17 trees, five of which are significant, goes against the Ashland Climate and Energy Action Plan. Please see attached link. [Climate and Energy Action Plan Executive Summary](#)
 - *Code 9.40.020*
- 7.) Proposed development is within a historic designation area and does not support the preservation of Ashland's historic past.
 - *Code 2.24.040*
- 8.) Stormwater and drainage impact – proposed common area and driveway floods
- 9.) Conformance with Open Space Network Plan – New developments must provide open space consistent with the design concepts within the Greenway and Open Space chapter of the Normal Neighborhood plan Framework in in conformance with the Normal Neighborhood Plan Open Space Network Map. The proposed development is not in compliance with B.7. a – d.
 - *Code 18.3.4.060*
 - Additional context for *Code 18.3.4.060, B.7.d.* – the proposed development site is considered “important scenic views to the community” and has harbored wildlife since its original purchase. The proposed development goes against the above code - the application does not protect scenic views important to the community nor does the development protect the community character and quality of life of the neighboring homes by buffering areas of development with green spaces equivalent to the one currently found.

Applicant Submittal

ROGUE PLANNING & DEVELOPMENT SERVICES, LLC



MIDTOWN TERRACES

A PERFORMANCE STANDARDS SUBDIVISION BY SUNCREST HOMES

**REQUEST FOR FOUR LOT
PERFORMANCE STANDARDS SUBDIVISION**

Property Address: 113 Pine Street
Map & Tax Lot: 39 1E 08AD; 2600

Property Owner/Applicant: Charlie Hamilton
Kasey Hamilton
PO BOX 1313
Talent, OR 97540

Planning Consultant: Rogue Planning & Development Services
1314-B Center Dr., PMB #457
Medford, OR 97501

Surveyor: Terra Survey
274 Fourth Street
Ashland, OR 97520

Civil Engineering: KAS and Associates
304 S Holly Street
Medford, OR 97501

Landscape Architecture: Terrain Landscape Architecture
310 Oak Street, Suite 3
Ashland, OR 97520

PROPOSAL:

The request is for approval of an Outline and Final Plan of four lot, Performance Standards Subdivision (AMC 18.3.9). There are three residential development lots and a common area lot. The lots will be accessed via a shared private driveway.

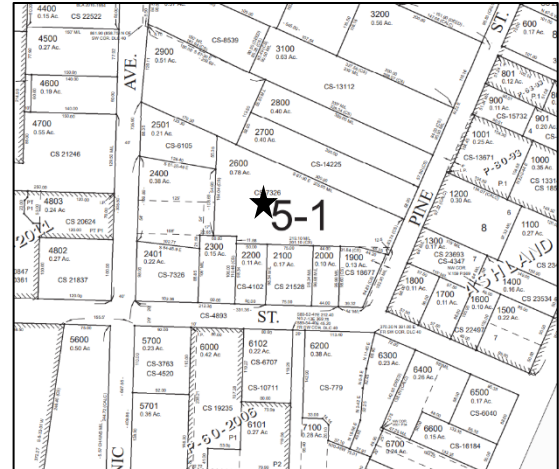
An exception to street standards to not install seven-foot landscape park row and six-foot sidewalk on Pine Street to retain the existing public street frontage improvements is requested (AMC 18.4.6.020.B).

Tree removal request to remove five trees is proposed with the application due to the development of the property. Two of these trees are dead.

PROPERTY DESCRIPTION:

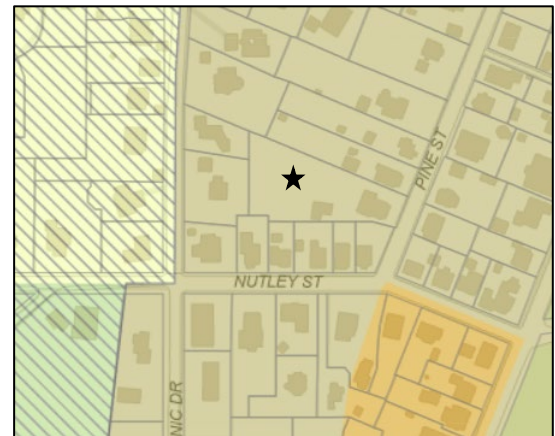
The subject property is on the west side of Pine Street and is approximately 100 feet to the north of the intersection of Pine and Nutley Streets.

The property is zoned residential, 7,500 square foot minimum lot area (R-1-7.5) and the properties to the north, and south are also zoned R-1-7.5. Properties to the west are zoned R-1-7.5 and residential, 10,000 square foot minimum lot area (R-1-10). The property and the adjacent properties are within the Skidmore Academy Historic District.



The parent parcel in its current configuration was created as part of a three-lot partition in July 1978 (78-365). The trapezoidal parcel is 33,886 square feet in area. The parcel has a narrow street frontage of 63.8 feet on the east side adjacent to Pine Street and extends an average lot depth of 307-feet to the west. The parcel widens to more than 163 feet along the west property line.

The property is occupied by a 1,630-square foot single story residence. There is an 856 square foot unfinished basement.



The house was constructed sometime around 1903 appearing on the first Sanborn Fire Insurance Map in 1907. The single-story residence sits above Pine Street with a poured in place concrete wall that extends from the at grade concrete stairs leading to the house up to nearly five feet tall on the north end. The wall is adjacent to the curbside sidewalk. The structure is built up above the street with a daylight basement and a flight of stairs to the front porch. The existing structure is centralized on the property and located approximately 22-feet from the property line and 16-feet from the wall. The structure is considered Historic Contributing in the Historic Resources Inventory for the Skidmore Academy Historic District. In 1983, the structure was assessed by the Jackson County Assessor at 70 percent of its value due to the condition by 2006, the assessment notes the structure is near the end of its economic life.

At this time, the structure is not habitable. Following complaints to the city council, city of Ashland Code Compliance and the Ashland Fire Department were tasked with address the complaints of fire safety concerns, squatter concerns and a hoarding situation. The property was cleared of much of the debris and the structure was secured to prevent trespass. The building was tagged by the city of Ashland Fire

Department as “Unsafe” based on the exterior conditions of the home that are evident. In addition to the clear and present danger presented by the failed front porch, the structure has moved off the ‘foundation’. There are substantial structural issues, and the building has come into the property owner’s possession as a dangerous building in accordance with the International Existing Building Code (IEBC) pursuant to AMC 15.04.010.B. A separate demolition permit seeking dangerous building declaration has been applied for.

The property is accessed via a 10-foot-wide concrete apron and a gravel driveway on the south side of the structure. This driveway is partially located on the property to the south. There is approximately 16.3 feet of separation between the driveway apron on the subject property and the adjacent property to the south.

Public infrastructure and utilities are present on Pine Street. These include water, storm sewer and sanitary sewer service. The property is served by overhead electric from across Pine Street. This crosses the northeast corner of the property to the south at 105 Nutley Street. The 105 Nutley Street sanitary sewer line appears to cross the subject property in the same location as the overhead electric. There are no easements.

There is a dry gully along the south side of the property. This gully historically extends from Winburn Way, under the homes between the north side of Granite Street up to the terminus of Nutley Street. The property is not within the Physical Constraints Overlay, the slopes in the southwest portion of the property adjacent to the gully are 35 percent greater. These slopes are identified as Severe Constraints layer of the Physical Constraints map.

There are 39 trees greater than six inches in diameter at breast height. There are 19 Significant trees on the subject property and on the adjacent properties that are within 15-feet of the subject property. The trees are a variety of deciduous and conifer including Oak, Maple, Cottonwood, Ash, Walnut, Pear, Apple, Incense Cedar, Fir, Pine and Sequioa. The majority of the trees are less than 12-inches in diameter at breast height. Many of the trees are in a state of decline due to lack of maintenance and care. There are some near specimen Oak trees on the property near the gully. There are only five of the nineteen significant trees proposed for removal. An International Society of Arboriculture licensed arborist has been obtained to address tree preservation and proposed tree removals.

Pine Street is a Neighborhood Street. Neighborhood Street right of way varies from 47 feet up to 57-foot-wide and requires 8-foot wide landscape parkrows and six-foot wide sidewalks. The current right of way of the majority of Pine Street is 40 feet. Along the frontage of the subject property, the Pine Street right of way is slightly less, approximately 33-feet, due to the lot pre-dating the current ROW

widths. Pine Street is improved with a curb and gutter and a five-foot-wide curbside sidewalk along the west side of Pine Street along the frontage of the subject property.

DETAILED PROPSAL:

The request is for Outline and Final Plan for a four lot, Performance Standards Subdivision. There are three development lots, each exceeding the minimum lot area in the R-1-7.5 zone. An open space area of 2,855 square feet is proposed as an amenity for the homeowners and to aid in the preservation of the slopes, significant trees and the gully area.

Utilization of the Performance Standards Subdivision Option is requested consistent with the Purpose Statement from AMC 18.3.9.010. The Purpose Statement notes that the Performance Standards Option should be used to allow an option for more flexible design than is permissible under the conventional subdivision codes when due to the undeveloped nature of the property, sloping topography, or the existence of vegetation, the result is equal in its environmental and aesthetic impact as subdivision standards would allow, are more suitable for development under Performance Standards.

The Performance Standards Option - Overlay map does not include this property. Development under the Performance Standards chapter is allowed when the development is necessary to protect the environment from degradation and would be of equal in aesthetic and environmental impact as allowed through maximum density under subdivision standards (18.3.9.030.D.2.). The lot area allows for four lots, each more than 7,500 square feet in area. A three lot, flag lot configuration is also possible with the same result as the proposed PSO Subdivision but without the open space.

The .78 acre, nearly 34,000 square foot parent parcel is largely undeveloped but surrounded by historic development patterns that were developed pattern similar to a traditional subdivision code. Has severely constrained slopes that will be protected from disturbance, preserves numerous trees including nearly all significant stature trees and only removes the minimum number of trees for construction of the driveway, the homes and to remove dead and dying vegetation.

Lot 1 is proposed to be a 9,291 square foot lot. Lot 1 consists of the area of the existing structure that will be removed. The existing lot width along Pine Street is 63.8 feet wide with the south 20-feet as an easement for the driveway. This lot extends an average of 119 feet to the rear property line. Due to the condition of the existing structure on the property, it will be removed. The lot has zero percent downhill to the north the purposes of solar setbacks and the lot width exceeds required north/south lot dimensions for the purposes of solar setbacks. At the time of development of the lot, coverage, not

to exceed 45 percent of 9,291 square feet in area (4,180.95 square feet). The maximum permitted floor area (MPFA) for the replacement residence is 2,648 square feet of floor area.

Proposed Lot 2 is to the west of Lot 1 and will be accessed via the shared driveway. Lot 2 is proposed to be 10,705 square feet. Along the south property line is the fire truck apparatus hammerhead area and the open space area. The lot has a coverage area of 4,871.25 square feet in area. Proposed Lot 2 has a slope of less than one percent (.07) uphill to the north. The building envelope line provides for the solar setback envelope of 29.13-feet for a 21-foot-tall shade producing point. The maximum permitted floor area (MPFA) for the new construction is 2,766.17 square feet of floor area. This lot will include some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

Lot 3 is further west, this lot is proposed to be 10,587 square feet in area. Proposed Lot 3 also takes access from the shared private driveway. The front yard is more than 20-feet from the north property line because of the shared driveway and trees upon the adjacent property to the north. The setback is five feet from the 20-foot access easement for the driveway. The rear property line is opposite (rear) and the east and west property lines are the side yards with six feet of separation. This lot has a coverage area of 4,764.15 square feet in area. The lot has a slope of 1.4 percent uphill to the north. The building envelope line demonstrates the solar setback envelope of 25.64 feet for a 21-foot tall structure and not exceed the lots N/S dimension. The maximum permitted floor area (MPFA) for the new construction is 2,735.68 square feet of floor area. This lot also includes some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

The proposed home designs stress energy efficiency with each unit constructed to Earth Advantage Standards. The proposed homes are architecturally creative and are designed in a manner to not prevent the lot to the north from access to passive or active solar.

A voluntarily provided open space is proposed to provide preservation of significant trees and provide a common area lot that is 2,835 square feet in area. The open space lot will have deeded access for each of the lots within the development. The open space will be improved with landscaping, benches and pathways leading to Lots 2 and 3. The utilities for Lots 2 and 3 extend through the open space lot. Lot 1 will have access via the easement of the fire apparatus access hammerhead area across Lot 2.

The property is outside of the Hillside Overlay. Topography of than 35 percent are considered Severe Constraints and are not considered developable. The sloped areas of more than 35 percent along the banks of the gully are shown on the proposed preliminary subdivision plat map. Some of these areas

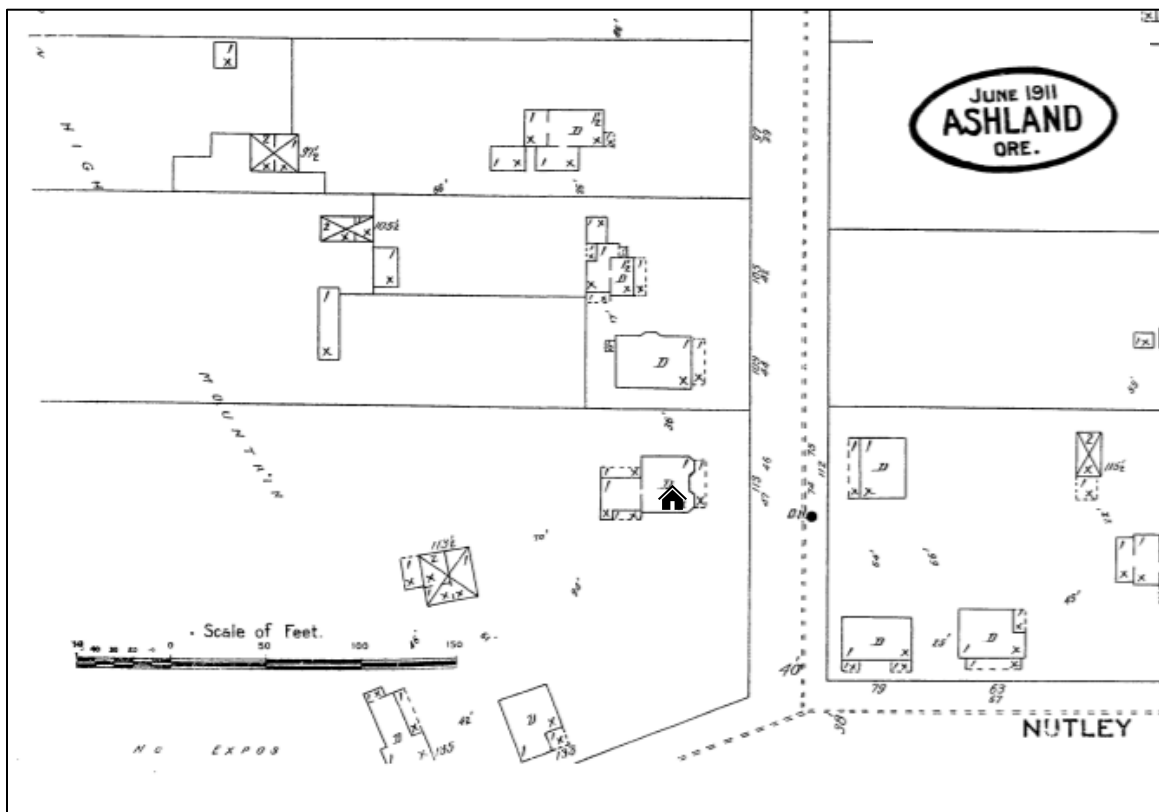
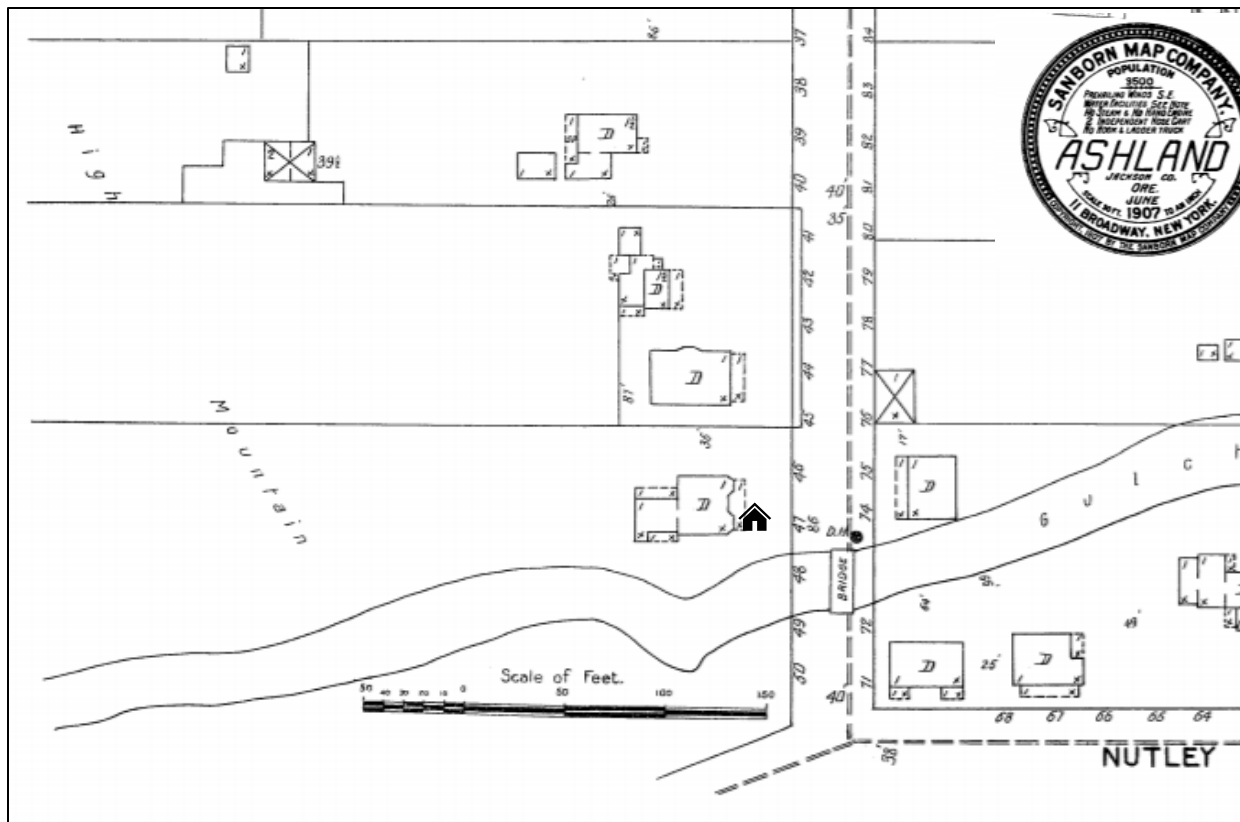
are protected from development within the open space area. The areas of 35 percent upon Lots 2 and 3 are outside of the building envelope and the slopes will be restricted through a slope easement on the survey, and deed restricted to further protect the slopes from future development. The excavation for the utility trenches in the slope area and the creation of a graveled walking path from the open space to Lots 2 and 3 will not exceed 1,000 square feet in area, 20-cu yards of material exported or imported, and no structures will be constructed. The proposed development avoids impacts to the areas of severe constraints areas near the gully. The maps also depict severe constraints upon the front property line where the retaining wall is located, the slope of the front yard is not in excess of 35 percent as evidenced on the topographical site survey.

There are 39 trees on the property or adjacent to the property. Of those, there are 19 Significant trees. The trees are a variety of deciduous and conifer including Oak, Maple, Cottonwood, Ash, Walnut, Pear, Apple, Incense Cedar, Fir, Pine and Sequioa. The majority of the trees are less than 12-inches in diameter at breast height (DBH). Many of the trees are in a state of decline due to lack of maintenance and care. There are only five of the nineteen significant trees proposed for removal. One of the four, an 18-inch DBH Cottonwood directly adjacent to the north property line is dead. The other four significant trees proposed for removal are due to the location of the shared driveway or within the building envelope. There is a 12-inch DBH Walnut Tree within the building envelope of Lot 2, a 16-inch DBH Oak tree within the building envelope of Lot 2 and a 16-inch DBH Norway Maple within the path of the driveway and the 14-inch DBH Plum tree within the open space lot is in a severe state of decline. An International Society of Arboriculture licensed arborist has been obtained to address tree preservation and proposed tree removals.

On the following pages, findings of fact addressing the 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.



Performance Standards Option Subdivision
Midtown Terraces
113 Pine Street
39S 1E 08AD; 2600



FINDINGS OF FACT

PERFORMANCE STANDARDS OPTION AND PERFORMANCE STANDARDS OVERLAY 18.3.9

18.3.9.010 Purpose. The purpose of this chapter is to allow an option for more flexible design than is permissible under the conventional zoning codes. The design should stress energy efficiency, architectural creativity, and innovation; use the natural features of the landscape to their greatest advantage; provide a quality of life equal to or greater than that provided in developments built under the standard zoning codes; be aesthetically pleasing; provide for more efficient land use; and reduce the impact of development on the natural environment and neighborhood.

Finding:

The request is for Outline and Final Plan for a four lot, Performance Standards Subdivision. There are three development lots, each exceeding the minimum lot area in the R-1-7.5 zone. An open space area of 2,855 square feet is proposed as an amenity for the homeowners and to aid in the preservation of the slopes, large stature trees and the natural gully area.

Utilization of the Performance Standards Subdivision Option is requested consistent with the Purpose Statement from AMC 18.3.9.010. The Purpose Statement notes that the Performance Standards Option should be used to allow an option for more flexible design than is permissible under the conventional subdivision codes when due to the undeveloped nature of the property, sloping topography, or the existence of vegetation, the result is equal in its environmental and aesthetic impact as subdivision standards would allow, are more suitable for development under Performance Standards.

18.3.9.020 Applicability

Developments exercising the Performance Standards option, including developments that are required to apply the option pursuant to this ordinance, shall meet the provisions of this chapter and all other applicable sections of this ordinance; except that developments subject to this chapter are not required to meet the minimum lot size, lot width, lot depth, and setback standards of part 18.2, and other standards as specifically provided by this chapter. The Performance Standards option may be used to divide residential and non-residential zoned land.

Finding:

The proposed development seeks to utilize the Performance Standards Option and the proposal demonstrates compliance with the provisions of this chapter.

18.3.9.030 PSO-OVERLAY

B. Applicability. This chapter applies to properties located in the Performance Standards Option Overlay (PSO) as depicted on the Zoning Map. All developments in the PSO overlay, other than partitions and development of individual dwelling units, shall be processed under this chapter. The minimum number of dwelling units for a Performance Standards Subdivision within residential zoning districts is three.

Finding:

The property is not within the PSO – Overlay as depicted on the zoning map. There are three dwelling units proposed within the proposed Performance Standards Option subdivision.

D. Development Outside PSO-Overlay. If a parcel is not in a PSO overlay, then development under this chapter may only be approved if one or more of the following conditions exist.

2. That development under this chapter is necessary to protect the environment and the neighborhood from degradation which would occur from development to the maximum density allowed under subdivision standards or would be equal in its aesthetic and environmental impact.

Finding:

The proposed three lot Performance Standards Option Subdivision proposes to protect the environment from degradation and will be equal in its aesthetic impact as that would occur from development to the maximum density allowed under the subdivision standards.

Environmental protection is provided to large stature and significant trees within the proposed open space. The open space reduces the areas of the lots where structures can be built. The area of the open space on Lots 2 and 3 is an area within the gully that could be developed with structures without the open space designation.

The proposed open space and the severely constrained slopes adjacent to the Homeowners Association maintained open space area will include protections in the form of slope easement and deed restrictions that would not be provided in a standard subdivision procedure. This increases the environmental protections.

A Performance Standards Subdivision is requested because as noted in the Purpose statement (AMC 18.3.9.010), the Performance Standards option should be used to allow an option for more flexible design than is permissible under the conventional zoning codes. The parent parcel is largely undeveloped but surrounded by historic development patterns that were developed in a layout and development pattern similar to a traditional subdivision code. Excepting the

residence near Pine Street, which is in very poor condition, the narrow gravel driveway, small, shed structures and the trees, the .78 acre, the nearly 34,000 square foot parcel is largely vacant.

The configuration of the parent parcel is another consideration for the use of the flexibility provided within the Performance Standards Subdivision to utilize a private driveway instead of a flag lot layout. The property area would allow for a flag lot configuration with Lot 1 being excessively deep just to meet minimum lot width standards whereas the Performance Standards Subdivision Option allows for flexibility in lot layout. Specifically, by not requiring a flagpole property line connection for Lots 2 and 3 that reduces the lot width along the street, the Performance Standards Option allows for the the same driveway configuration within an easement therefore a similar average lot width of the existing lot width for proposed Lot 1.

It can be found that development under the PSO-Overlay is supported by the property location in a largely developed area, on a lot that has a narrow street frontage that presents access limitations and lot configuration issues that would not apply in the Performance Standards Option Subdivision.

It can be found that the proposal provides for the preservation of significant natural features including topography and significant trees within a 2,865 square foot open space, that is deed restricted for no development, and slope easement upon the unbuildable areas that are in excess of 35 percent.

Each proposed lot area substantially exceeds the minimum lot area in the zone while preserving the natural features though the creation of open space, deed restricted, unbuildable areas and preservation of large stature trees. Further protections are provided because the proposed homes are to be constructed to Earth Advantage Standards, be architecturally creative and aesthetically pleasing. The environmental protections provided for the open space while being less than 900 feet from Lithia Park and 1,100 feet from the Waterline Road provides for a great quality of life with an efficient use of the land and limited impacts to the natural environment and neighborhood.

REVIEW PROCEDURES AND CRITERIA

18.3.9.040

A. Outline Plan. A proposed outline plan shall accompany applications for subdivision approval under this chapter. For developments of fewer than ten lots, the outline plan may be filed concurrently with the

final plan, as that term is defined in subsection 18.3.9.040.B.4. For developments of ten or more lots, prior outline plan approval is mandatory.

Finding:

The attached subdivision plans including topographical survey, building envelopes, conceptual grading, erosion control, drainage and utility plan address the submittal requirements of the Outline Plan and Final Plan.

The proposal is for concurrent review of Outline and Final Plan because there are fewer than ten units.

The proposed subdivision utilizes conventional financing through FDIC lending institutions and private financing. The property proposed for development is owned by Charlie Hamilton.

The proposed common lot and private driveway will have maintenance stipulations outlined in the Homeowner's Association and Covenants, Conditions & Restriction Documents. The steep slopes that are outside of the common area and upon Lots 2 & 3, will be restricted from development both by deed and by ordinance.

A. 3. Approval Criteria for Outline Plan. The Planning Commission shall approve the outline plan when it finds all of the following criteria have been met:

a. The development meets all applicable ordinance requirements of the City.

Finding:

The proposed development is exercising the Performance Standards Option. The development demonstrates compliance with the standards from 18.3.9.050 – 18.3.9.080, and the provisions of this chapter. The other applicable sections of this ordinance including: 18.4.3 Parking, Access, & Circulation; 18.4.6 Public Facilities; 18.4.8 Solar Access Performance Standard, 18.5.3 Land Divisions and Property Line Adjustments; 18.5.7 Tree Removal Permits, and preservation of the Severe Constraints slopes 18.3.10.060.D., etc. are addressed in these findings.

The PSO – Overlay development is subject to chapter 18.3.9 and is not required to meet the minimum lot size, lot width, lot depth, and setback standards of part 18.2, and other standards as specifically provided by this chapter. The proposed development complies with all other applicable standards from the R-1-7.5 zone.

Lot 1:

Proposed Lot 1 consists of the area of the existing structure that will be removed. The existing lot width along Pine Street is 63.8 feet wide with the south 20-feet as an easement for the driveway. This lot extends an average of 119 feet to the rear property line. The rear property line is ~113 feet. The average lot width is 88.4 feet. The proposed lot area is 9,291 square feet.

Due to the condition of the existing structure on the property, it will be removed.

Standard setbacks are proposed for this Lot with 20-foot front yard setback, six-foot north side, or as required based on the height of the future structure shade producing point from natural grade. A ten-foot rear yard setback and a five foot from easement setback are provided with the building envelope. Proposed Lot 1 has zero percent slope to the north for the purposes of solar setbacks. The lot width exceeds required north/south lot dimensions for the purposes of solar setbacks. A 21-foot-tall shade producing point requires a 33.78-foot setback from the north property line. This distance does not exceed 50 percent of the lot's N/S dimension of ~88.47 feet.

At the time of development of the lot, coverage did not exceed 45 percent of the lot area, or 4,180.95 square feet. The maximum permitted floor area (MPFA) for the replacement residence is 2,648 square feet of floor area.

Lot 2:

Proposed Lot 2 is to the west of Lot 1 and will be accessed via the shared driveway. Lot 2 is proposed to be 10,705 square feet. Along the south property line is the fire truck apparatus hammerhead area and the open space area.

The building envelope depicts the north (front), south (rear), east and west (sides) setbacks. All setbacks proposed meet or exceed minimum setbacks in the R-1-7.5 zone. The front yard is more than 20-feet from the north property line because of the shared driveway and trees upon the adjacent property to the north. The setback is five feet from the 20-foot access easement for the driveway. The rear property line is opposite (rear) and the east and west property lines are the side yards with six feet of separation. The lot has a coverage area of 4,871.25 square feet in area. Proposed Lot 2 has a slope of less than one percent (.07) uphill to the north. The building envelope line demonstrates the solar setback envelope of 29.13-feet for a 21-foot-tall shade producing point does not exceed 50 percent of the lot's N/S dimension. The maximum permitted floor area (MPFA) for the new construction is 2,766.17 square feet of floor area. This

lot will include some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

Lot 3:

Proposed Lot 3 is further west and will also be accessed by the private driveway. This parcel is proposed to be 10,587 square feet in area. Proposed Lot 3 also takes access from the shared private driveway. The front yard is more than 20-feet from the north property line because of the shared driveway and trees upon the adjacent property to the north. The setback is five feet from the 20-foot access easement for the driveway. The rear property line is opposite (rear) and the east and west property lines are the side yards with six feet of separation. This lot has a coverage area of 4,764.15 square feet in area. The lot has a slope of 1.4 percent uphill to the north. The building envelope line demonstrates the solar setback envelope of 25.64 feet for a 21-foot tall structure and not exceed the lots N/S dimension. The maximum permitted floor area (MPFA) for the new construction is 2,735.68 square feet of floor area. This lot will include some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

The proposed open space lot is 2,855 square feet in area. The open space lot will have deeded access for each of the lots within the development. The open space will be improved with landscaping, benches and pathways leading to Lots 2 and 3. The utilities for Lots 2 and 3 extend through the open space lot. Lot 1 will have access via the easement of the fire apparatus access hammerhead area across Lot 2.

The property is outside of the Hillside Overlay. Topography of than 35 percent are considered Severe Constraints and are not considered developable. The sloped areas of more than 35 percent along the banks of the gully are shown on the proposed preliminary subdivision plat map. Some of these areas are protected from development within the open space area. The areas of 35 percent upon Lots 2 and 3 are outside of the building envelope and the slopes will be dedicated with a slope easement and deed restricted to further protect the slopes from future development. The excavation for the utility trenches in the slope area and the creation of a graveled walking path from the open space to Lots 2 and 3 will not exceed 1,000 square feet in area, 20-cu yards of material exported or imported, and no structures will be constructed. The proposed development avoids impacts to the areas of severe constraints areas near the gully. The maps also depict severe constraints upon the front property line

where the retaining wall is located, the slope of the front yard is not in excess of 35 percent as evidenced on the topographical site survey.

b. Adequate key City facilities can be provided including water, sewer, paved access to and through the development, electricity, urban storm drainage, police and fire protection, and adequate transportation; and that the development will not cause a City facility to operate beyond capacity.

Finding:

The proposed layout provides adequate key City facilities.

All utilities will be extended to the development lots through the private driveway via easement across proposed Lot 1, through Lot 2 and onto serve Lot 3.

Water pressures are adequate to serve the proposed, efficient dwellings. There will be three new water meters provided. A fire hydrant is present directly across Pine Street from the driveway.

Sanitary sewer laterals using gravity flow from the dwellings down to the sanitary sewer main within Pine Street. There have no indications that the sewer mains are not adequate for the additional flows from the new residences.

The stormwater will be captured and detained onsite in engineered, underground detention pipes located between the street and the dwelling on Lot 1. Following the retention, detention and treatment of the stormwater within the system, the stormwater percolates out to the public system within the street. There have not been any indications that there were issues with the storm drainage system.

Following meetings with the City of Ashland Electric, an electric vault will be installed extending the service from across Pine Street, under the roadway and to a new vault on the west side of Pine Street.

All of the utilities will have easements from the Common Area Lot and from the adjacent lots through which utilities cross.

18.3.9.060

Parking Standards

All development under this chapter shall conform to the following parking standards, which are in addition to the requirements of chapter 18.4.3, Parking, Access, and Circulation.

A. On-Street Parking Required. For all performance standards subdivisions in R-1 zones, and for all performance standards subdivisions in R-2 or R-3 zones which create or improve city streets, at least one on-street parking space per proposed lot shall be provided with the following exceptions:

1. Where on-street parking is provided on newly created or improved streets, the total number of on-street spaces required should not surpass the available street frontage, with each parking space being considered equivalent to 22 feet in length without interruption and exclusive of designated no-parking areas.

Finding:

No streets are proposed. Not applicable.

18.4.3.080.

Vehicle Area Design

A. Parking Location

Finding:

Per 18.4.3.080 Vehicle Area Design, each lot will have adequate parking with two vehicle spaces within a garage accessed from the private drive either directly or from a driveway extension. The residential parking is not within any required yard area.

B. Parking Area Design.

Finding:

Not applicable

C. Vehicular Access and Circulation.

a. In no case shall driveways be closer than 24 feet as measured from the bottom of the existing or proposed apron wings of the driveway approach.

Finding:

The existing driveways are separated by less than 24-feet. The driveway serving the residence to the south is approximately 17-feet from the existing driveway apron. The driveway will be moved to the south, off the adjacent property and increasing the separation slightly.

b. Partitions and subdivisions of property located in an R-2, R-3, C-1, E-1, CM, or M-1 zone shall meet the controlled access standards set forth below. If applicable, cross access easements shall be required so that access to all properties created by the land division can be made from one or more points.

Finding:

The subject property is zoned R-1-7.5 and is not subject to the controlled access standards per this section.

c. Street and driveway access points in an R-2, R-3, C-1, E-1, CM, or M-1 zone shall be limited to the following.

Finding:

The property is zoned R-1-5 and not subject to the standards.

d. Access Requirements for Multi-family Developments. All multi-family developments which will have automobile trip generation in excess of 250 vehicle trips per day shall provide at least two driveway access points to the development. Trip generation shall be determined by the methods established by the Institute of Transportation Engineers.

Finding:

Not applicable.

4. Shared Use of Driveways and Curb Cuts.

a. Plans submitted for developments subject to a planning action shall indicate how driveway intersections with streets have been minimized through the use of shared driveways and all necessary access easements. Where necessary from traffic safety

and access management purposes, the City may require joint access and/or shared driveways in the following situations.

- i. For shared parking areas.
- ii. For adjacent developments, where access onto an arterial is limited.
- iii. For multi-family developments, and developments on multiple lots.

Finding:

The proposed access uses an existing driveway apron, shifts it north and widens it slightly to provide adequate access to the private drive. This single, narrow driveway minimizes access points.

- b. Developments subject to a planning action shall remove all curb cuts and driveway approaches not shown to be necessary for existing improvements or the proposed development. Curb cuts and approaches shall be replaced with standard curb, gutter, sidewalk, and planter/furnishings strip as appropriate.

Finding:

The proposal is to develop a standard driveway approach where presently one does not exist. There are no additional, unnecessary approaches.

- c. If the site is served by a shared access or alley, access for motor vehicles must be from the shared access or alley and not from the street frontage.

Finding:

The proposal is to create a shared, private drive.

- 5. Alley Access. Where a property has alley access, vehicle access shall be taken from the alley and driveway approaches and curb cuts onto adjacent streets are not permitted.

Finding:

There is no alley access.

18.3.9.040A.3 (continued)

c. The existing and natural features of the land; such as wetlands, floodplain corridors, ponds, large trees, rock outcroppings, etc., have been identified in the plan of the development and significant features have been included in the common open space, common areas, and unbuildable areas.

Finding:

The existing and natural features of the land including the 19 significant trees, the gully and the steep topography on the south and north sides of the gully that are shown as Severe Constraints are identified on the plan maps.

The south side of the dry gully and the steep slopes are preserved within the ~2,800 square foot common area with the steep slopes on the north side identified as unbuildable and protected through deed restriction. There are large stature deciduous trees within the open space on the southwest property lines including large stature Oak and Plum trees and a large stature Walnut tree is to be proposed at the top of the steep slope on the south side of the building envelope of Lot 3.

d. The development of the land will not prevent adjacent land from being developed for the uses shown in the Comprehensive Plan.

Finding:

The adjacent properties are zoned residential. The properties to the north and south of the property have limited development potential due to the location of the existing structures and lot configurations. There is a larger parcel on the north side of the property that may have development potential, but the lots narrow width limits its development potential.

A gridded street system is not proposed due to the limited lot width of the parent parcel, topography of the subject property and the adjacent properties. Additionally, the adjacent properties lot area, dimensions, topography, and trees greatly limit if not completely prevent extension of any vehicular access through the subject property.

e. There are adequate provisions for the maintenance of common open space and common areas, if required or provided, and that if developments are done in phases that the early phases have the same or higher ratio of amenities as proposed in the entire project.

Finding:

A Homeowner's Association (HOA) with Covenants, Conditions and Restrictions, and By-Laws will be created with a land use attorney. The provisions for the maintenance of the common open space, the driveways, stormwater detention facility and the shared features will be addressed in the subdivision governing documents.

The subdivision is not phased.

f. The proposed density meets the base and bonus density standards established under this chapter.

Finding:

The density of the lot based on area alone is four (4) lots that are 7,500 square feet in area. When the Performance Standards Option is applied the density of AMC 18.3.9 for the R-1-7.5 Overlay is applied. The PSO density for R-1-7.5 zones is 3.6 dwelling units per acre. The parent parcel area is 33,976.8 square feet (.78 acres) $.78 \times 3.6 = 2.81$ is the base density.

 Survey indicates 33,886

The proposed density is three (3) lots. Each residence will be constructed to the Earth Advantage Standards which allows for a 15 percent density bonus ($2.81 \times 1.15 = 3.23$).

The proposal complies with the minimum density and the bonus density standard with the development of the Earth Advantage Certified dwelling units.

The lot area is adequate for three lots utilizing the standard partitioning section of the ordinance, and the proposed density is the same but with the Earth Advantage development of energy efficient housing is proposed that would not be required in the standard partition scenario.

g. The development complies with the street standards.

Finding:

There are changes to the existing frontage except the dedication of right of way to align the east property line with the adjacent properties to the north and south. The existing curbside sidewalk with retaining wall behind will remain.

An exception to street standards is sought to not install a wider public sidewalk and landscape park row along the Pine Street frontage. See exception findings for reasons not to install a 43.8-foot-long section of park row and relocate the sidewalk to where it has no connection to adjacent curbside sidewalks.

No new public streets are proposed.

h. The proposed development meets the common open space standards established under section 18.4.070. Common open space requirements may be satisfied by public open space in accordance with section 18.4.4.070 if approved by the City of Ashland.

Finding:

No open space is required when the minimum density is less than 10 units. The proposed open space area is 2,855 square feet. It has no dimension of less than 20-feet. The open space area preserves the large stature, significant trees, preserves the steep slopes and preserves the historic landscape feature of the gully. The open space will remain largely in the condition it is in with removal of dead / dying plum trees, removal of the overgrown vegetation, addition of benches, providing a path from the terminus of the fire apparatus access hammerhead and through to the lots. There will be a minor encroachment of decomposed granite path from the open space to Lots 2 and 3. The paths will not trigger the development thresholds for disturbance of constrained slopes. The building permit submittal for the infrastructure portion of the subdivision will provide the final landscape and irrigation plan to improve the aesthetics of the open space.

The open space provides additional environmental protection as required by with the application of the Performance Standards Option that would not be required through the standard partitioning process including the flag lot configuration. The allowance of the Performance Standards Subdivision Option provides a greater benefit of additional open space for the neighborhood that includes many oversized lots with large stature and significant trees. The open space area reduces the buildable areas of the lots which limits the number of structures and the impacts to adjacent properties and environmental protections. The HOA and CC & Rs will provide clear standards for the open space.

Fencing on Lots 2 and 3 adjacent to the open space will be limited to four feet of solid panel fencing. All other fencing determinations will be made at building permit phase.

4. Approval of the Outline Plan.

- a. After the City approves an outline plan and adopts any zone change necessary for the development, the developer may then file a final plan in phases or in its entirety.

Finding:

The plan is filed in its entirety.

- b. If an outline plan is phased, 50 percent of the value of the common open space shall be provided in the first phase and all common open space shall be provided when two-thirds of the units are finished.

Finding:

The application is not for a phased subdivision.

FINAL PLAN

18.3.9.040.B.

5. Approval Criteria for Final Plan. Final plan approval shall be granted upon finding of substantial conformance with the outline plan. This substantial conformance provision is intended solely to facilitate the minor modifications from one planning step to another. Substantial conformance shall exist when comparison of the outline plan with the final plan meets all of the following criteria:

- a. The number of dwelling units vary no more than ten percent of those shown on the approved outline plan, but in no case shall the number of units exceed those permitted in the outline plan.
- b. The yard depths and distances between main buildings vary no more than ten percent of those shown on the approved outline plan, but in no case shall these distances be reduced below the minimum established within this ordinance.
- c. The common open spaces vary no more than ten percent of that provided on the outline plan.
- d. The building size does not exceed the building size shown on the outline plan by more than ten percent.
- e. The building elevations and exterior materials are in conformance with the purpose and intent of this ordinance and the approved outline plan.
- f. That the additional standards which resulted in the awarding of bonus points in the outline plan approval have been included in the final plan with substantial detail to ensure that the performance level committed to in the outline plan will be achieved.
- g. The development complies with the street standards.
- h. Nothing in this section shall limit reduction in the number of dwelling units or increased open space; provided, that if this is done for one phase, the number of dwelling units shall not be

transferred to another phase, nor the common open space reduced below that permitted in the outline plan.

Finding:

With the concurrent proposal, there are no intended modifications between outline and final plan.

6. Any substantial amendment to an approved final plan shall follow a Type I procedure in section 18.5.1.040 and be reviewed in accordance with the above criteria.

Finding:

It is understood substantial amendment would require additional review.

LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

18.5.3.020 Applicability and General Requirements

A. Applicability. The requirements for partitions and subdivisions apply, as follows.

1. Subdivisions are the creation of four or more lots from one parent lot, parcel, or tract, within one calendar year.

Finding:

The request is for approval of a Performance Standards subdivision. The proposed subdivision creates four lots from one parent tract of land. Three development lots and a common area lot.

B. Land Survey. Before any action is taken pursuant to this ordinance that would cause adjustments or realignment of property lines, required yard areas, or setbacks, the exact lot lines shall be validated by location of official survey pins or by a survey performed by a licensed surveyor.

Finding:

An official survey of the property has been performed by an Oregon licensed surveyor.

C. Subdivision and Partition Approval Through Two-Step Process. Applications for subdivision or partition approval shall be processed by means of a preliminary plat evaluation and a final plat evaluation.

1. The preliminary plat must be approved before the final plat can be submitted for review.

2. The final plat must demonstrate compliance with all conditions of approval of the preliminary plat.

Finding:

The proposal is for an Outline and Final Subdivision plat review.

D. Compliance With Oregon Revised Statutes (ORS) chapter 92. All subdivision and partitions shall conform to state regulations in Oregon Revised Statute (ORS) chapter 92, Subdivisions and Partitions.

Finding:

The subdivision will conform to state regulations in ORS chapter 92.

E. Future Re-Division Plan. When subdividing or partitioning tracts into large lots (i.e., greater than two times or 200 percent the minimum lot size allowed by the underlying land use district), the lots shall be of such size, shape, and orientation as to facilitate future re-division and extension of streets and utilities. The approval authority may require a development plan indicating how further division of oversized lots and extension of planned public facilities to adjacent parcels can occur in the future. If the Planning Commission determines that an area or tract of land has been or is in the process of being divided into four or more lots, the Commission can require full compliance with all subdivision regulations.

Finding:

The minimum lot size in the zone is 7,500 square feet in area. The proposed resulting lot areas following the partition is for three lots that are less than two times the minimum lot area.

PRELIMINARY SUBDIVISION PLAT CRITERIA

18.5.3.070

A. Approval Criteria. The approval authority, pursuant to subsection 18.5.3.030.A, may approve, approve with conditions or deny a preliminary subdivision plat on findings of compliance with all of the following approval criteria.

1. The subdivision plan conforms to applicable City-adopted neighborhood or district plans, if any, and any previous land use approvals for the subject area.

Finding:

There are no City adopted neighborhood or district plans. To the applicant's knowledge, there are not previous approvals for the subject properties that would prevent the proposed subdivision.

2. Proposed lots conform to the requirements of the underlying zone, per part [18.2](#), any applicable overlay zone requirements, per part [18.3](#), and any applicable development standards, per part [18.4](#) (e.g., parking and access, tree preservation, solar access and orientation).

Finding:

The proposed lots conform to the requirements of R-1-7.5 zone. The proposed subdivision is consistent with the standards from 18.3.9 for Performance Standards Option Subdivision. The three parcels for development will have more than 7,500 square feet of area.

18.2.2.030 Allowed Uses

A. Uses Allowed in Base Zones. Allowed uses include those that are permitted, permitted subject to special use standards, and allowed subject to approval of a conditional use permit.

Finding:

A Performance Standards Options Subdivision to create a four-lot, residential subdivision is permitted use in the zone. The proposed subdivision seeks to create three new residential lots and a common space lot. The lots are proposed to be accessed via a private driveway. Private driveways are allowed to access three lots within a Performance Standards Option Subdivision.

One and two family residences are permitted use in the zone.

18.2.5.090 Standards for Single-Family Dwellings

A. The following standards apply to new single-family dwellings constructed in the R-1, R-1-3.5, R-2, and R-3 zones; the standards do not apply to dwellings in the WR or RR zones.

B. Single-family dwellings subject to this section shall utilize at least two of the following design features to provide visual relief along the front of the residence:

1. Dormers
2. Gables
3. Recessed entries
4. Covered porch entries
5. Cupolas
6. Pillars or posts
7. Bay window (min. 12" projection)
8. Eaves (min. 6" projection)
9. Off-sets in building face or roof (min. 16")

Finding:

The submitted concepts of residences and designs are of a similar aesthetic as the adjacent property. There is an eclectic mix of architectural styles in this area of the Skidmore-Academy Historic District. The conceptual elevations demonstrate that two or more of the design features listed above will be provided on the proposed single-family residential units.

Lot 1:

Proposed Lot 1 consists of the area of the existing structure that will be removed. The existing lot width along Pine Street is 63.8 feet wide with the south 20-feet as an easement for the driveway. This lot extends an average of 119 feet to the rear property line. The rear property line is ~113 feet. The average lot width is 88.4 feet. The proposed lot area is 9,291 square feet.

Due to the condition of the existing structure on the property, it will likely be removed. A credit for the system development charges for parks, transportation and the coverage area will be obtained.

Standard setbacks are proposed for this Lot with 20-foot front yard setback, six-foot north side, or as required based on the height of the future structure shade producing point from natural grade. A ten-foot rear yard setback and a five foot from easement setback are provided with the building envelope. Proposed Lot 1 has no slope to the north for the purposes of solar setbacks. The lot width exceeds required north/south lot dimensions for the purposes of solar setbacks. A 21-foot-tall shade producing point requires a 33.78-foot setback from the north property line. This distance does not exceed 50 percent of the lot's N/S dimension of ~88.47 feet.

At the time of development of the lot, coverage did not exceed 45 percent of the lot area, or 4,180.95 square feet. The maximum permitted floor area (MPFA) for the replacement residence is 2,648 square feet of floor area.

Lot 2:

Proposed Lot 2 is to the west of Lot 1 and will be accessed via the shared driveway. Lot 2 is proposed to be 10,705 square feet. Along the south property line is the fire truck apparatus hammerhead area and the open space area.

The building envelope depicts the north (front), south (rear), east and west (sides) setbacks. All setbacks proposed meet or exceed minimum setbacks in the R-1-7.5 zone. The front yard is more than 20-feet from the north property line because of the shared driveway and trees upon

the adjacent property to the north. The setback is five feet from the 20-foot access easement for the driveway. The rear property line is opposite (rear) and the east and west property lines are the side yards with six feet of separation. The lot has a coverage area of 4,871.25 square feet in area. Proposed Lot 2 has a slope of less than one percent (.07) uphill to the north. The building envelope line demonstrates the solar setback envelope of 29.13-feet for a 21-foot-tall shade producing point does not exceed 50 percent of the lot's N/S dimension. The maximum permitted floor area (MPFA) for the new construction is 2,766.17 square feet of floor area. This lot will include some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

Lot 3:

Proposed Lot 3 is further west and will also be accessed by the private driveway. This parcel is proposed to be 10,587 square feet in area. Proposed Lot 3 also takes access from the shared private driveway. The front yard is more than 20-feet from the north property line because of the shared driveway and trees upon the adjacent property to the north. The setback is five feet from the 20-foot access easement for the driveway. The rear property line is opposite (rear) and the east and west property lines are the side yards with six feet of separation. This lot has a coverage area of 4,764.15 square feet in area. The lot has a slope of 1.4 percent uphill to the north. The building envelope line demonstrates the solar setback envelope of 25.64 feet for a 21-foot-tall structure and not exceed the lots N/S dimension. The maximum permitted floor area (MPFA) for the new construction is 2,766.17 square feet of floor area. This lot will include some of the areas of more than 35 percent slopes into a deed restriction that prevents further development of those slopes following the installation of the pathway from the open space to the lot.

Open Space Lot:

The proposed open space lot is 2,855 square feet in area. The open space lot will have deeded access for each of the lots within the development. The open space will be improved with landscaping, benches and pathways leading to Lots 2 and 3. The utilities for Lots 2 and 3 extend through the open space lot. Lot 1 will have access via the easement of the fire apparatus access hammerhead area across Lot 2.

Fences:

Any fences or walls within the development will comply with the fence and wall standards from 18.4.4.060 specifically adjacent to the open space where a not more than four foot fence will be

proposed. Fence permits will be obtained and will be provided for on the building permit submittals.

Hillside:

The property is outside of the Hillside Overlay. Topography of than 35 percent are considered Severe Constraints and are not considered developable. The Severe Constraints map depicts severe constraints along the front property line where the retaining wall behind the sidewalk is located, the slope of the front yard is not in excess of 35 percent as evidenced on the topographical site survey.

The areas of more than 35 percent along the banks of the gully are shown on the proposed preliminary subdivision plat map. The areas of over 35 percent are protected from development within the open space area. Where the areas of 35 percent upon Lots 2 and 3 are located they are protected by ordinance as unbuildable area. They are located outside of the building envelope, and the slopes will have a slope easement and be deed restricted to further protect the slopes from future development. The excavation for the utility trenches in the slope area and the creation of a graveled walking path from the open space to Lots 2 and 3 will not exceed 1,000 square feet in area, 20-cu yards of material exported or imported, and no structures will be constructed.

The proposed development avoids impacts to the areas of severe constraints areas near the gully. The building envelopes are outside of the areas of severe constraints and the trees within the areas of severe constraints are preserved.

There are greater protections provided with a Performance Standards Subdivision than would be provided in a partition scenario where there would be no open space and no HOA to assure compliance with the deed restrictions.

Tree Preservation and Removal:

A Tree Protection and Preservation Plan has been prepared that includes notes for construction within the root zones and tree preservation techniques to address the construction impacts on the trees on the subject property as well as the adjacent property to the north. There are substantial numbers of healthy trees and significant stature trees retained with the proposal. Near specimen Oak trees are preserved within the open space.

Within the area of Lot 1, within the building envelope area, the driveway area or heavily impacted by construction are five trees. Of those, one is significant, a 16-inch DBH Norway

Maple (#2462). Within the building envelope there are three 10-inch fruit trees. In the front yard area is a 10-inch Red Maple tree and that will be removed. The three apple trees are in decline or within the driveway area.

Proposed Lot 2 has an 8-inch DBH pear tree, an 8-inch DBH Raywood Ash a 7-inch DBH Norway Maple, and a 12-inch DBH Walnut tree (#2348) that will be removed. These trees are within the building envelope. The 12-inch DBH Walnut tree is a significant tree, the others are not. According to the project arborist, Walnut is in decline.

Lot 3 has a 6-inch DBH California Black oak, an 8-inch DBH apple tree and a 14 inch DBH Incense Cedar tree that will be removed, these trees are within the building envelope. A 16-inch DBH California Black Oak (#2361) is within the side yard setback and building envelope area of Lot 3. A significant Walnut tree near the open space area, and the trees on the west property line will be preserved.

Within the Open space lot on the south side of the property there are two Plum trees in severe state of decline. One of the trees is a 14-inch DBH tree (#2411) and the other is an 8-inch DBH Plum. Both of these trees will be removed and mitigation trees will replace the canopy from the Plum trees.

There is a dead, large stature, 18-inch DBH Cottonwood tree (#2365) on the shared property line between the subject property and the adjacent property to the north. This tree will be removed with the property owner to the north's permission. This dead tree needs to be removed and the property owners will work in concert with each other.

Tree removal findings for the four trees that meet the thresholds for significant trees are presented on page 33-35.

3. Access to individual lots necessary to serve the development shall conform to the standards contained in section [18.4.3.080](#) Vehicle Area Design.

Finding:

The proposed private driveway accessing the proposed lots will be within a 20-foot-wide access easement with a 15-foot-wide paved driveway and a 20-foot-wide clear easement width.

The proposed driveway will utilize the same location as the existing driveway apron on the south side of the property. The adjacent driveway to the south is less than 24-feet from the subject property driveway. The separation between the driveways is increased with this proposal.

The width (20-feet clear, 15-feet paved) and the grade of the driveway at no point exceeds 15 percent. The proposed driveway is adequate to allow for a circulation system that will accommodate the expected onsite traffic.

The future development proposal will provide adequate parking for the future houses.

The surface will be installed in a manner that does not allow for the surface waters to drain across any public right-of-way or adjacent properties as per the civil drawings for the driveway construction.

4. The proposed streets, utilities, and surface water drainage facilities conform to the standards in chapter [18.4.6](#), and allow for transitions to existing and potential future development on adjacent lands. The preliminary plat shall identify all proposed public improvements and dedications.

Finding:

There are no proposed streets. The development of the remainder of any adjoining land or access to adjacent residential lands will not be impeded by the proposal. The development of adjacent properties is limited due to the size of the properties, the existing structure locations, the lot configurations, topography, access limitations, etc. of the adjacent properties and are not impacted by this proposal.

There are no proposed transitions to potential future developments on adjacent lands due to the limitations on the number of lots accessed via a private driveway and the lack of available area on adjacent parcels, topography, or future connectivity of a public street because of the previously listed limitations on future development potential.

The proposed utilities extend from the existing infrastructure present within the Pine Street right of way. All of the proposed infrastructure and the driveway has been designed by an Oregon Licensed Civil Engineer. The utility plan conforms to the requirements of AMC 18.4.

No modifications are proposed to the street. The preliminary plat identifies the proposed dedication of public right of way, a 10-foot Public Utility Easement behind the property, and preliminary easements for private utilities within the easement areas.

Pine Street is improved with a curb, gutter and curbside sidewalk. No changes to the right of way are proposed. Right of way dedication to match the adjacent properties is proposed. Along the frontage of the subject property and the adjacent properties, there is a retaining wall and established trees that prevent the extension of landscape park row and sidewalk to street design standards.

EXCEPTION TO STREET STANDARDS

18.4.6.020.B.1.

Finding:

The proposal does not include improvements to Pine Street thus an exception to Street Standards is required.

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

- a. There is demonstrable difficulty in meeting the specific requirements of this chapter due to a unique or unusual aspect of the site or proposed use of the site.

Finding:

The code allows for the granting of exceptions when physical conditions exist that preclude development of a public street, or components of the street. Such conditions may include mature trees, topographical constraints, and limited right-of-way. Each of these conditions are present on the frontage.

The property has a 63.8-foot-wide frontage to Pine Street. Along the frontage of the property and the adjacent properties to the north and south, there is approximately 5.5-feet of right of way. This right of way width is not adequate to install required improvements. The narrow width of the property frontage following the installation of the driveway leaves 43.8-feet of frontage for a small landscape park row and sidewalk. There are curbside sidewalk connections off-site of the subject property to the north or south. If the sidewalk were built to present standards, the existing improvements would not connect. The unique situation includes the development and prevention of a sidewalk and park row system that goes nowhere.

Pine Street is an collector and requires a right-of-way of 47 feet. The standards seek 32-33 feet of curb-to-curb pavement, seven – eight feet of landscape park row, and six -feet of

sidewalk on. Inadequate right-of-way is present on the east side of Pine Street to provide the city standard improvements. The proposed dedication of right of way aligns the right of way and the property lines adjacent to the north and south property boundaries. Extending a park row and sidewalk beyond the property would require dedication of right-of-way by adjacent property owners and a substantial alteration to the trees and utilities within the right-of-way.

b. The exception will result in equal or superior transportation facilities and connectivity considering the following factors where applicable.

Finding:

No changes to the transportation facilities are proposed so they will remain equal to the present improvements.

c. The exception is the minimum necessary to alleviate the difficulty.

Finding:

The proposed exception is to not modify the sidewalk or install a park row. There is inadequate right-of-way to achieve park row and sidewalk improvements. Not installing sidewalk alleviates the difficulty in extensions of said sidewalks in a logical and functional manner on properties that are not associated with the proposed development and based on existing development, will not redevelop in a manner that would require dedication of right-of-way or removal of trees.

d. The exception is consistent with the Purpose and Intent of the Street Standards in subsection 18.4.6.040.A.

Finding:

The Purpose and Intent of the Street Standards section speaks to connectivity and design focus on a safe environment for all users, design streets as public spaces, and enhance the livability of neighborhoods, consistent with the Comprehensive Plan. There are no sidewalks with park row in the Pine Street neighborhood. The lack of right-of-way to install improvements and that not installing sidewalk and park row will not negatively impact the vehicular, bicycle and pedestrian experience.

A street tree will be planted in the front yard behind the sidewalk. The tree will be chosen from the City of Ashland Recommended Street Tree Standards.

5. All proposed private common areas and improvements, if any, are identified on the preliminary plat and maintenance of such areas (e.g., landscaping, tree preservation, common areas, access, parking, etc.) is ensured through appropriate legal instrument (e.g., Covenants, Conditions and Restrictions (CC&Rs)).

Finding:

There will be a Homeowners Association with Covenant, Conditions and Restrictions (CC&Rs) developed that addresses the use and maintenance of all shared access and utility easement areas. The CC&Rs will further describe driveway use, fire apparatus access standards, maintenance of all private utilities within the utility and access easement, storm water facility maintenance, driveway surfacing standards, open space maintenance and care requirements, the tree preservation plan, fencing standards and restrictions adjacent to the open space, and severely constrained hillside preservation.

It can be found that this standard can be met with the final plat submittals.

6. Required State and Federal permits, as applicable, have been obtained or can reasonably be obtained prior to development.

Finding:

There are no required state and federal permits that need to be obtained prior to development.

TREE REMOVAL PERMIT CRITERIA

18.5.7.040

B. Tree Removal Permit.

2. Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

- a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.3.10.

Finding:

There are five deciduous trees that have a DBH of 12-inches or more that are proposed for removal, one of which is dead. These trees are within the area of the private driveway, and within the building envelope area of Lots 2 and 3 or within the open space and in a severe state of decline. The tree removal permits are necessitated by the construction of a driveway and residential dwellings and to allow the planting of new trees.

The proposed private driveway area which is in the existing driveway footprint requires the removal of a 16-inch DBH healthy Norway Maple on proposed Lot 1. The driveway is required to be in this location due to site topography, the need for adequate width, grades for the driveway, and allows for the driveway on the south side where the existing driveway and topography conducive to the driveway is located. Additionally, the proposed location of the driveway keeps the construction impacts from the driveway further from the large stature trees on the adjacent property to the north.

Within the building envelope area of Lot 2, the significant tree proposed for removal is a 12-inch DBH Black Walnut (#2348). According to the arborist evaluation, this tree is in decline. It is also within the buildable area of proposed Lot 2. Within the side yard setback of Lot 2 and substantially within the side yard and building envelope area of Lot 3 is a 16-inch DBH California Black oak tree (#2361). This oak tree is considered healthy but within the building envelope of Lot 3. Additionally, California Black oaks notoriously do not withstand the impacts from construction and the changes to hydrology with development where historically there was open lawn area.

Within the Open space lot on the south side of the property there is a 14-inch DBH Plum tree in severe state of decline.

b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.

Finding:

The removal of the five trees will not have a significant impact on erosion, soil stability or protection of adjacent trees. The trees are not part of any windbreak.

c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.

Finding:

There are five significant deciduous trees proposed for removal. The removal of these trees will not have a significant impact on tree densities, sizes, canopies or species diversity. There are more than 25 trees retained on the subject property following the development. There are substantial numbers of deciduous trees within 200 feet of the property.

d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.

Finding:

The tree removal facilitates the development of an oversized parcel with a small subdivision and housing as envisioned by the zoning map and the Comprehensive Plan. The trees are not especially unique, are none are in excellent health. Impacts to the 16-inch DBH Oak tree (2361) are inevitable no matter where structures were proposed when considering the property line setbacks, separation between building requirements, fire separations, and that Oak trees do not tolerate construction. There is no reason to alter the development layout to preserve the Oak, Plum or Maple trees.

e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

Finding:

One new street tree is proposed. There will be a mitigation tree in the yard areas of each lot to mitigate for the removal of the trees. The dead Cottonwood Tree will not be mitigated for.

The four mitigation trees will be identified on the Final landscape and irrigation plan that will be submitted with the final plat for review and the building permit application.

ATTACHMENTS:

1978 Partition Plat Survey #7326

Southern Oregon Tree Care Report, May 5, 2024

Geotechnical Report, May 28, 2024

Topographical Survey

Preliminary Subdivision Plat

Subdivision Civil Plans

Grading Plan

Utility Plan

Electric Distribution Plan

Tree Removal / Tree Protection Plan

Landscape and Irrigation Plan

APPROVAL: 7326

James H. H. H. H.
 Planning Commission Date
 6/20/78-365

MINOR LAND PARTITION

LOCATED IN
 NE 1/4 OF SEC. 8, TWP. 39S., R. 1E.W.M.
 JACKSON COUNTY OREGON
 for

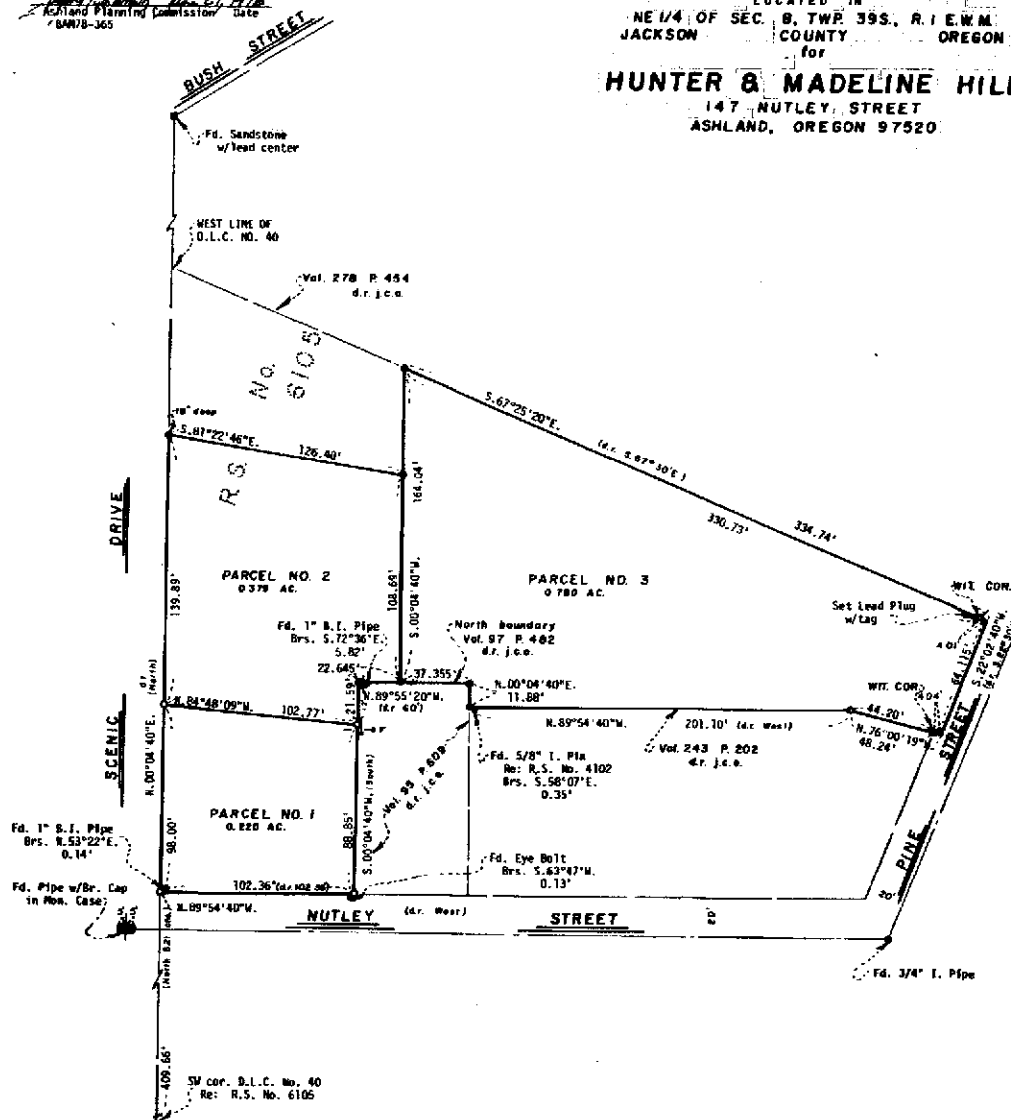
HUNTER & MADELINE HILL

147 NUTLEY STREET
 ASHLAND, OREGON 97520

Filed for record this the 13th day of *July* 1978
 at 12:40 o'clock P.M. and recorded in Volume 2, page 32
 of "Minor Land Partitions" in Jackson County, Oregon.

Pat Watson
 County Clerk

Robert A. Poling
 Deputy



SURVEYOR

EVERETT L. SWAIN, R.P.L.S.
 ASHLAND, OREGON

JUNE 22, 1978

- Scale: 1"=40' Basis of Bearing: N.O.A.A. True Bearing R-S (Sec. 8)
- Found 5/8 inch Iron Pin unless otherwise shown
 - Set 5/8 x 24 inch Iron Pin tagged RLS 759
 - △ Set 5/8 x 24 inch Iron Pin tagged Wt. Cor. RLS 759

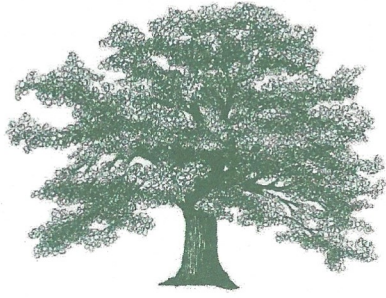
SURVEYOR'S CERTIFICATE

I, Everett L. Swain, Registered Professional Land Surveyor of the State of Oregon No. 759, hereby certify that this map is conformable to the field notes and the survey has been correctly executed within the requirements and regulations of the State of Oregon.

Everett L. Swain
 Surveyor

7326

7326



Southern Oregon Tree Care, LLC

P.O. Box 3815
Central Point, OR 97502
(541) 772-0404
info@sotreecare.com

Suncrest Report

Prepared For:

Charlie and Kasey Hamilton

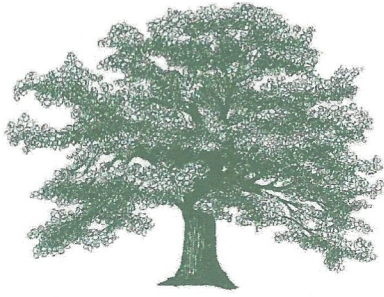
By

Willie Gingg

ASCA Consulting Arborist

ISA Board Certified Master Arborist #PN5564B

May 2nd, 2024



Southern Oregon Tree Care, LLC

P.O. Box 3815
Central Point, OR 97502
(541) 772-0404
info@sotreecare.com

I met Charlie and Kasey Hamilton at 113 Pine St in Ashland, Oregon on April 22nd, 2024. They are planning to build a few homes on the property and asked me to write a brief report describing the trees on this site, both those they plan to remove as well as those that will remain. In walking the property with them and discussing which are to remain and which will need to be removed I discussed a few that should also just be removed due to apparent decline. This report will use the "Preliminary Plat" map dated 4-1-2024 they provided to me to describe the trees by number. I will not be including scientific names of fruit trees nor repeating them for each additional tree of the same species. I also did not verify diameter measurements, nor will I include them as they are all on the aforementioned map. They will be listed here in the order they are on the map, removals first, retained trees in a second list.

Removals

- Tree 2314- Apple, in significant decline with much deadwood.
- Tree 2347- Norway maple (*Acer platanoides*) small declining tree that may be inside building footprint.
- Tree 2348- Walnut, declining tree that may be inside building footprint.
- Tree 2349- Raywood ash (*Fraxinus oxycarpa* 'raywood'), severe decline and may be inside building footprint.
- Tree 2359- Pear, vigorous little tree likely in the way of building.
- Tree 2361- California black oak, healthy but likely inside building footprint.
- Tree 2362- Incense cedar (*Calocedrus decurrens*), young healthy tree likely inside building footprint.
- Tree 2365- Black cottonwood (*Populus trichocarpa*), Practically dead (1 small green branch).
- Tree 2462- Norway maple, Healthy tree, removed for driveway construction.
- Tree 2475- Apple, healthy tree, inside driveway footprint.
- Tree 2531- Red maple (*Acer rubrum*), Tree is in decline, main central leader has died, tree likely will not survive construction damage.

Retained

Trees 2333,2334,2335, 2336, 2337, 2338,2339 American elm (*Ulmus americana*), difficult to be certain at this early in the season but they all appear healthy and tend to be a vigorous tree.

Tree 2340- California black oak (*Quercus kelloggii*) is a young healthy tree.

Tree 2369- Apple, older tree, fair health, some visible trunk decay.

Tree 2370- California black oak, healthy tree near property line.

Tree 2371- Coast redwood (*Sequoia sempervirens*), fair health, near property line.

Tree 2372- Walnut, healthy, vigorous tree, multi leader tree near property line.

Tree 2373- Giant sequoia (*Sequoia giganteum*), healthy vigorous tree near property line.

Tree 2374- Oregon white oak (*Quercus garryana*), healthy oak near property line.

Trees 2375,2376,2379- California black oak, very nice, healthy oaks near property line.

Tree 2385- Oregon white oak, nice, healthy young oak near the building site.

Tree 2386- Walnut, fair health, some trunk decay present, near the building site.

Trees 2404, 2405- Oregon white oaks, near specimen trees across draw from building site near property line.

Tree 2411- Plum, tree is in decline.

Tree 2412- Plum, healthy tree.

Tree 2421- Oregon white oak, healthy, young oak near property line.

Tree 2426- Douglas-fir (*Pseudotsuga menziesii*), could not locate this tree.

Tree 2439- Walnut, large, healthy tree near property line.

Tree 2443- Norway maple, tree is in fair condition and near the property line.

Tree 2486- Apple, in fair condition.

In summary there are a proposed 11 trees to be removed and 27 to be retained during this potential development. Please feel free to reach out to my office regarding further questions.



Willie Gingg
Southern Oregon Tree Care, LLC
I.S.A. Board Certified Master Arborist
#PN5564B

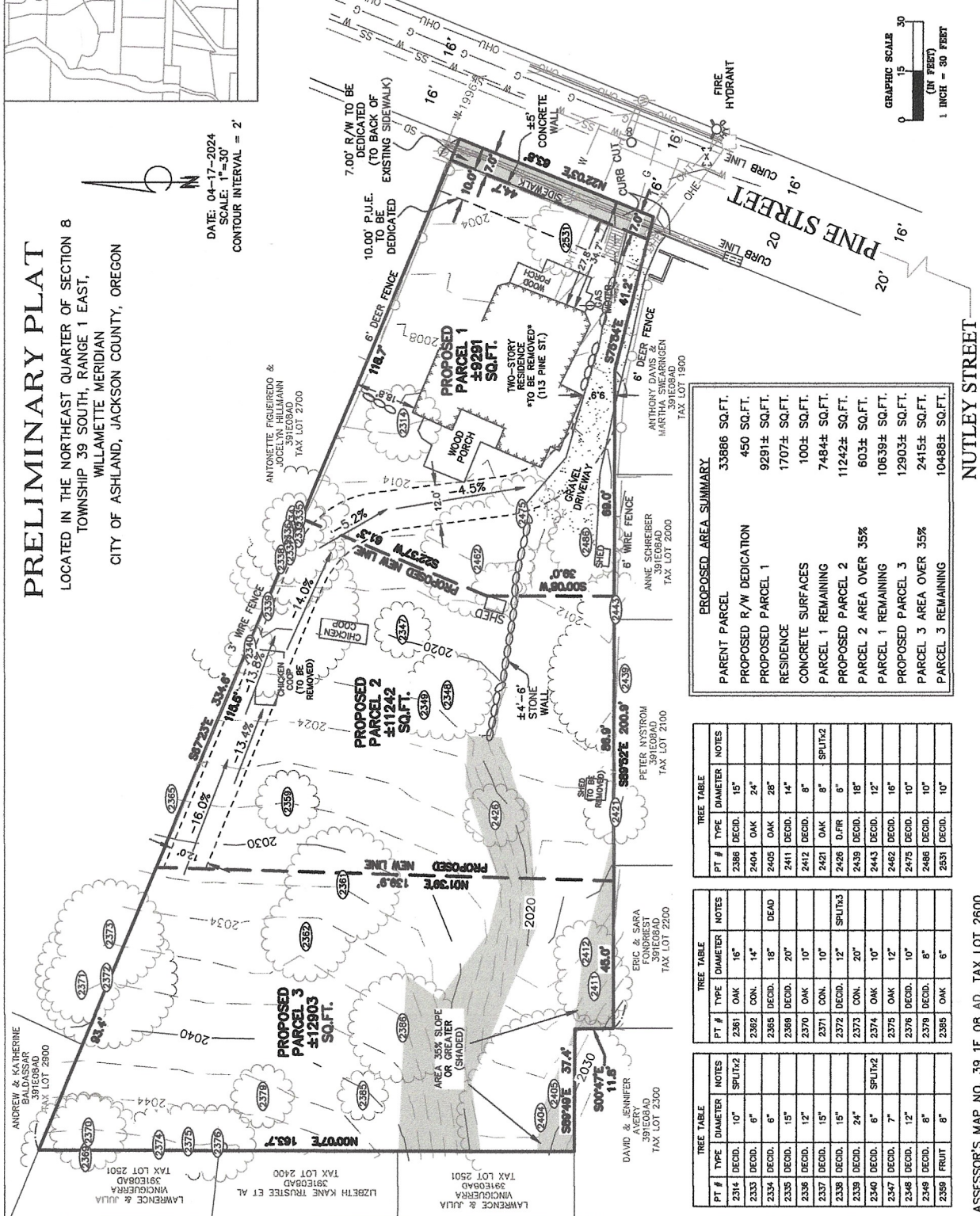
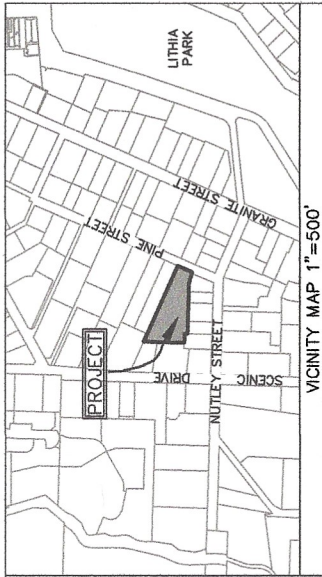
5-2-24

Date

PRELIMINARY PLAT

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8
TOWNSHIP 39 SOUTH, RANGE 1 EAST,
WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON

DATE: 04-17-2024
SCALE: 1"=30'
CONTOUR INTERVAL = 2'



PROPOSED AREA SUMMARY	
PARENT PARCEL	33886 SQ.FT.
PROPOSED R/W DEDICATION	450 SQ.FT.
PROPOSED PARCEL 1	9291± SQ.FT.
RESIDENCE	1707± SQ.FT.
CONCRETE SURFACES	100± SQ.FT.
PARCEL 1 REMAINING	7484± SQ.FT.
PROPOSED PARCEL 2	11242± SQ.FT.
PARCEL 2 AREA OVER 35%	603± SQ.FT.
PARCEL 1 REMAINING	10839± SQ.FT.
PROPOSED PARCEL 3	12903± SQ.FT.
PARCEL 3 AREA OVER 35%	2415± SQ.FT.
PARCEL 3 REMAINING	10488± SQ.FT.

TREE TABLE		
PT #	TYPE	DIAMETER
2386	DECID.	15"
2404	OAK	24"
2405	OAK	28"
2411	DECID.	14"
2412	DECID.	8"
2421	OAK	8"
2426	D.F.R.	6"
2439	DECID.	18"
2443	DECID.	12"
2462	DECID.	16"
2475	DECID.	10"
2486	DECID.	10"
2631	DECID.	10"

TREE TABLE		
PT #	TYPE	DIAMETER
2381	OAK	16"
2382	CON.	14"
2385	DECID.	18"
2388	DECID.	20"
2370	OAK	10"
2371	CON.	10"
2372	DECID.	12"
2373	CON.	20"
2374	OAK	10"
2375	OAK	12"
2376	DECID.	10"
2378	DECID.	8"
2385	OAK	6"

TREE TABLE		
PT #	TYPE	DIAMETER
2314	DECID.	10"
2335	DECID.	6"
2336	DECID.	15"
2338	DECID.	12"
2337	DECID.	15"
2339	DECID.	24"
2340	DECID.	6"
2347	DECID.	7"
2348	DECID.	12"
2349	DECID.	8"
2359	FRUIT	8"

APPLICANT/OWNER: SUNCREST HOMES
PO BOX 1313
TALENT, OREGON 97540
(541) 535-8641

AGENT: AMY GUNTER
ROGUE PLANNING AND
DEVELOPMENT SERVICES, LLC.
1424 SOUTH IVY STREET
MEDFORD, OREGON 97501
(541) 951-4020

LAND SURVEYOR: PHILIP J. DROSSOS
TERRASURVEY, INC.
270 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-6474

SITE: 113 PINE STREET
ASHLAND, OREGON 97520
MAP NO. 39 1E 08 AD
TAX LOT NO. 2600

ZONING: R-1-7.5
(WILDFIRE LANDS OVERLAY)

REGISTERED
**PROFESSIONAL
LAND SURVEYOR**

OREGON
JULY 12, 2016
PHILIP J. DROSSOS
No. 90718

Renewal 12-31-25

TERRASURVEY, INC.
PROFESSIONAL LAND SURVEYORS

270 FOURTH STREET
ASHLAND, OREGON 97520

(541) 482-6474
terra@tsp.net

JOB NO. 1162-18

NUTLEY STREET

ASSESSOR'S MAP NO. 39 1E 08 AD, TAX LOT 2600

5/28/2024

By:

Fitzgerald Engineering Services

2713 Brownsboro Hwy Eagle Point, OR 97524

For:

Charlie Hamilton

Suncrest Homes

Site Address:

113 Pine St, Ashland, OR

Attention:

City of Ashland Building Department

Foundation Pad Inspection.

I inspected the property at 113 Pine St in Ashland, OR. This property will be split into a three lot partition. I was requested to address one area of concern for the properties. The concerns are:

- Provide engineer's certification of pad excavation and placed engineered fill
- Provide engineer's recommendation on removal of a section of the existing retaining wall

From the USGS web soil survey of the area the site consists of up to 53 inches of loam to clay loam followed by bed rock. This type of loam is also known as decomposed granite. There were three test pits dug. From excavation onsite at all three locations the subgrade is consistent with this strata.

I understand that the proposed building pads will be for lightly loaded wood frame buildings. These recommendations are specific for this type of construction. The subgrade should be excavated and backfilled per the following recommendations:

- The building pad for the proposed home site shall be excavated to a minimum depth of 18".
- I should be onsite to observe the subgrade excavation to determine the depth and return when the building pad has been completed to verify.
- Excavated subgrades shall be filled with placed engineered fill.
- Placed engineered fill shall consist of dense graded 4"-0 crushed aggregate. The maximum compacted thickness of any one layer shall not exceed 9 inches.
- Begin compaction of each 4"-0 layer of dense graded aggregate immediately after the material is spread and continue until fully compacted.

- The top layer maybe $\frac{3}{4}$ "-0 crushed rock for ease of foundation construction.
- Placed Engineer fill shall extend three feet beyond the edge of the footings on all sides of the home such that footings are not spanning a combination of native and engineered materials.
- Apply additional water over the material for proper compaction as directed.
- Shape and maintain the surface of each aggregate layer during the compaction operation to produce a finished surface with a grade of 0.04 foot per foot.

There is a proposal to remove a section of the existing retaining wall to allow a new driveway to be cut through. It appears that the wall was cut in to allow vehicle access to the back of the property. The wall appears to be in good condition and I did not notice any major failures. I believe that the wall may be cut to allow a driveway through. Below are my recommendations to allow driveway access and prevent wall failure.

- The wall should be carefully removed to prevent damage to the remaining wall structure where the driveway will pass.
- The existing soil behind the wall needs to be either graded at a 2:1 slope from the top of the wall down to the driveway, a 1:1 slope may be used if the back slope is armored with 4"-0 layer or a new retaining wall should be placed perpendicular to the old wall until the driveway matches the level of the backslope.

William Fitzgerald

By: Fitzgerald Engineering Services



EXPIRES: DEC. 31, 2025

PRELIMINARY PLAT
FOR A PROPOSED
PARTITION PLAT

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8,
TOWNSHIP 39 SOUTH, RANGE 1 EAST,
WILLAMETTE MERIDIAN,
CITY OF ASHLAND, JACKSON COUNTY, OREGON

DATE: 09-18-2023
SCALE: 1"=20'
CONTOUR INTERVAL = 1'

APPLICANT/OWNER: ED AND CAROL CHAPMAN
19471 FALCON DRIVE
OREGON CITY, OREGON 97045

AGENT: AMY GUNTER
ROGUE PLANNING AND
DEVELOPMENT SERVICES, LLC.
1424 SOUTH IVY STREET
MEDFORD, OREGON 97501
(541) 951-4020

LAND SURVEYOR: PHILIP J. DROSSOS
TERRASURVEY, INC.
274 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-6474

SITE: 113 PINE STREET
ASHLAND, OREGON 97520
MAP NO. 39 1E 08 AD
TAX LOT NO. 2600

ZONING: R-1-7.5 (WILDFIRE LANDS OVERLAY)

LEGEND

- BOUNDARY LINE
- EASEMENT (EXISTING)
- FIRE HYDRANT
- GAS METER
- HOSE BIBB
- SEWER CLEANOUT
- SEWER MANHOLE
- STORM GRATE
- UTILITY POLE
- WATER METER
- WATER VALVE
- STONE/CONCRETE RETAINING WALL
- OHE OVERHEAD ELECTRIC
- OHT OVERHEAD COMMUNICATION
- G UNDERGROUND GAS
- SS UNDERGROUND SEWER
- SD UNDERGROUND STORM
- W UNDERGROUND WATER
- (242) TREE NUMBER (SEE TREE TABLE)
- ~~~~~ TREE DRIP (APPROXIMATE)

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 12, 2016
PHILIP J. DROSSOS
No. 90718

Renewal 12-31-23

TERRASURVEY, INC.

PROFESSIONAL LAND SURVEYORS

270 FOURTH STREET
ASHLAND, OREGON 97520

(541) 482-6474
terrain@bisp.net
JOB NO. 1603-22

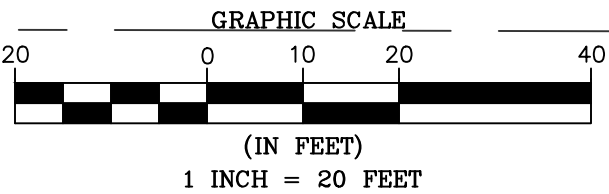
TREE TABLE			
POINT #	TYPE	DIAMETER	NOTES
2314	DECIDUOUS	10"	SPLITx2
2328	DECIDUOUS	4"	
2331	DECIDUOUS	4"	
2333	DECIDUOUS	6"	
2334	DECIDUOUS	6"	
2335	DECIDUOUS	15"	
2336	DECIDUOUS	12"	
2337	DECIDUOUS	15"	
2338	DECIDUOUS	15"	
2339	DECIDUOUS	24"	
2340	DECIDUOUS	6"	SPLITx2
2347	DECIDUOUS	7"	
2348	DECIDUOUS	12"	
2349	DECIDUOUS	8"	
2357	DECIDUOUS	5"	
2359	FRUIT	8"	

TREE TABLE			
POINT #	TYPE	DIAMETER	NOTES
2360	FRUIT	4"	
2361	OAK	16"	
2362	CONIFER	14"	
2365	DECIDUOUS	18"	DEAD
2369	DECIDUOUS	20"	
2370	OAK	10"	
2371	CONIFER	10"	
2372	DECIDUOUS	12"	SPLITx3
2373	CONIFER	20"	
2374	OAK	10"	
2375	OAK	12"	
2376	DECIDUOUS	10"	
2379	DECIDUOUS	8"	
2385	OAK	6"	
2386	DECIDUOUS	15"	
2404	OAK	24"	

TREE TABLE			
POINT #	TYPE	DIAMETER	NOTES
2405	OAK	28"	
2411	DECIDUOUS	14"	
2412	DECIDUOUS	8"	
2421	OAK	8"	SPLITx2
2426	D.FIR	6"	
2432	DECIDUOUS	5"	
2439	DECIDUOUS	18"	
2443	DECIDUOUS	12"	
2449	DECIDUOUS	5"	
2461	DECIDUOUS	5"	GROUPx4
2462	DECIDUOUS	16"	
2475	DECIDUOUS	10"	
2486	DECIDUOUS	10"	
2531	DECIDUOUS	10"	

PROPOSED AREA SUMMARY

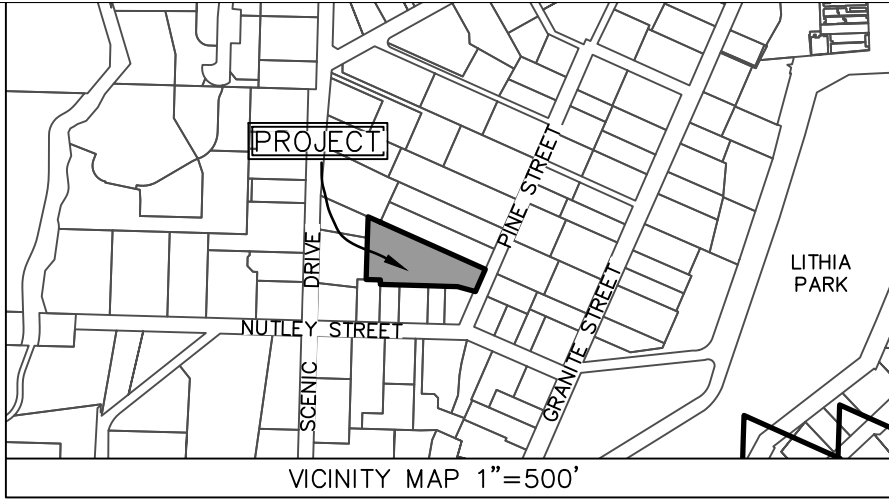
PARENT PARCEL 33886± SQ.FT.
RESIDENCE 1707± SQ.FT.
CONCRETE SURFACES 298± SQ.FT.
PARENT PARCEL REMAINING 31881± SQ.FT.



PRELIMINARY SUBDIVISION
"MIDTOWN TERRACES"

LOCATED IN THE NORTHEAST QUARTER OF SECTION 8
TOWNSHIP 39 SOUTH, RANGE 1 EAST,
WILLAMETTE MERIDIAN
CITY OF ASHLAND, JACKSON COUNTY, OREGON

DATE: 06-19-2024
SCALE: 1"=30'
CONTOUR INTERVAL = 2'



APPLICANT/OWNER: SUNCREST HOMES
PO BOX 1313
TALENT, OREGON 97540
(541) 535-8641

AGENT: AMY GUNTER
ROGUE PLANNING AND
DEVELOPMENT SERVICES, LLC.
1424 SOUTH IVY STREET
MEDFORD, OREGON 97501
(541) 951-4020

LAND SURVEYOR: PHILIP J. DROSSOS
TERRASURVEY, INC.
270 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-6474

SITE: 113 PINE STREET
ASHLAND, OREGON 97520
MAP NO. 39 1E 08 AD
TAX LOT NO. 2600

ZONING: R-1-7.5
(WILDFIRE LANDS OVERLAY)

REGISTERED
**PROFESSIONAL
LAND SURVEYOR**

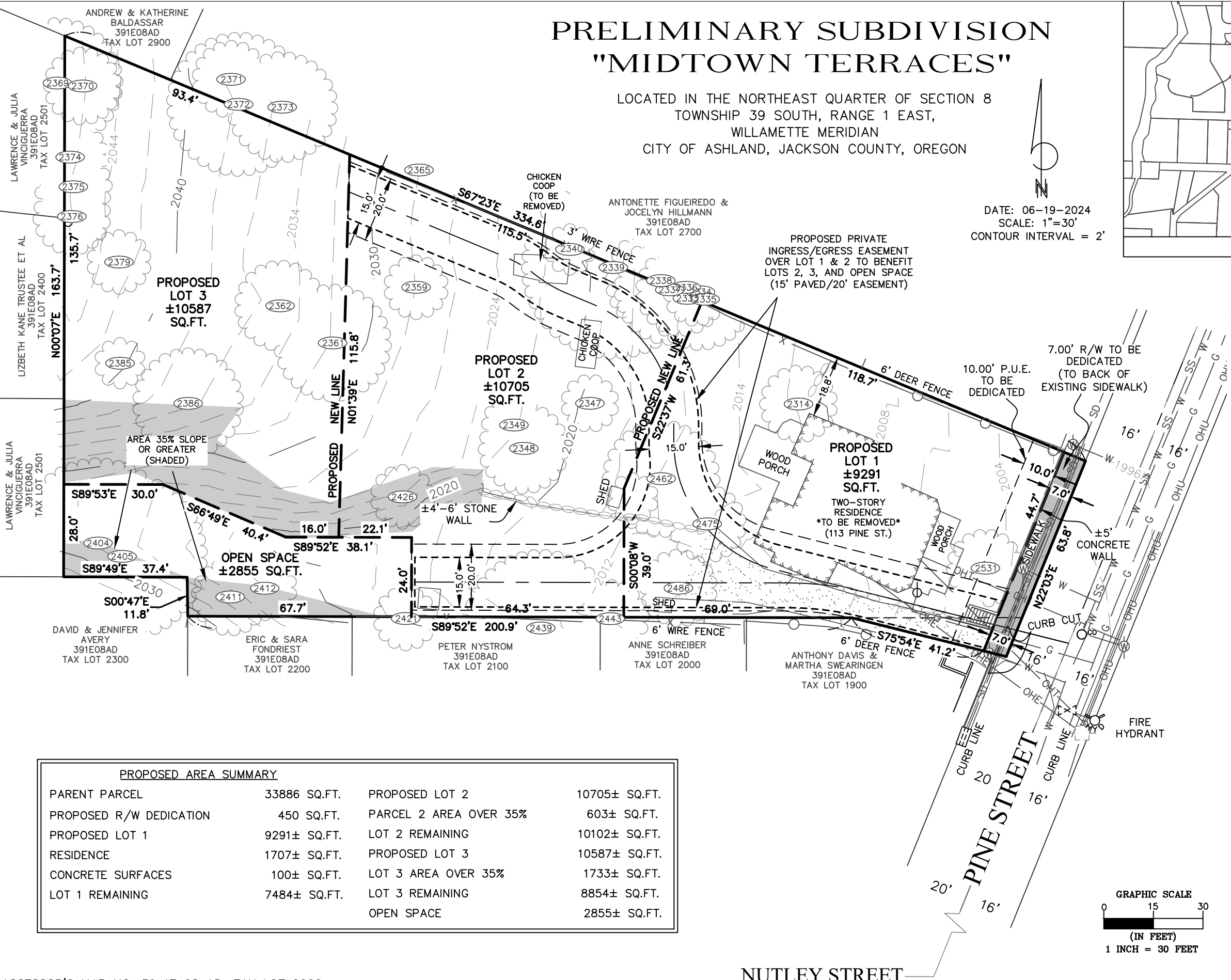
Philip J. Drossos

OREGON
JULY 12, 2016
PHILIP J. DROSSOS
No. 90718

Renewal 12-31-25

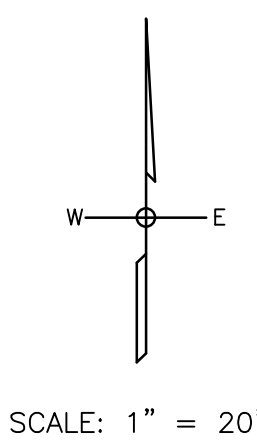
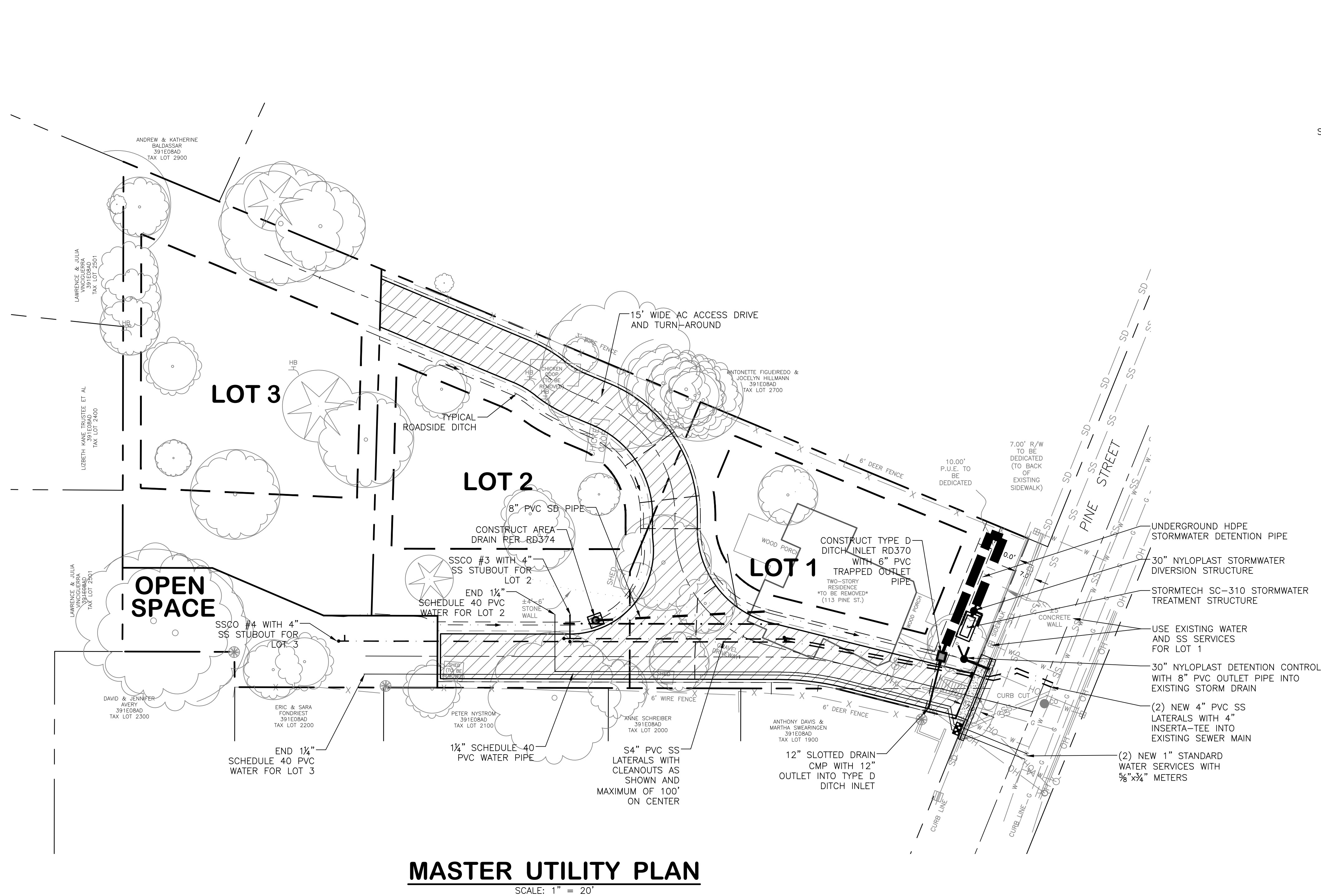
TERRASURVEY, INC.
PROFESSIONAL LAND SURVEYORS
270 FOURTH STREET
ASHLAND, OREGON 97520
(541) 482-6474
terrain@bisp.net
JOB NO. 1162-18

PROPOSED AREA SUMMARY			
PARENT PARCEL	33886 SQ.FT.	PROPOSED LOT 2	10705± SQ.FT.
PROPOSED R/W DEDICATION	450 SQ.FT.	PARCEL 2 AREA OVER 35%	603± SQ.FT.
PROPOSED LOT 1	9291± SQ.FT.	LOT 2 REMAINING	10102± SQ.FT.
RESIDENCE	1707± SQ.FT.	PROPOSED LOT 3	10587± SQ.FT.
CONCRETE SURFACES	100± SQ.FT.	LOT 3 AREA OVER 35%	1733± SQ.FT.
LOT 1 REMAINING	7484± SQ.FT.	LOT 3 REMAINING	8854± SQ.FT.
		OPEN SPACE	2855± SQ.FT.



Drawing Name: P:\0-SUBMIT\0-HAS\024\24-074 Suncrest Homes - 113 Pine Street, Ashland\DWG\24-074_CIVIL_PLANNING.dwg

THIS DOCUMENT, AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, IS THE PROPERTY OF KAS & ASSOCIATES, INC. AND IS NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF KAS & ASSOCIATES, INC.



VERIFY SCALES
BAR IS ONE INCH ON
ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

NO.	REVISION	DATE	BY
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
REVISED AS CONSTRUCTED BY			
CITY OF ASHLAND, OREGON			
SUNCREST HOMES			
MIDTOWN TERRACES SUBDIVISION			
DRAWN BY:	SDP	DATE: 06/11/24	CITY PROJECT NO.
CHECKED BY:	SDP	DATE: 06/11/24	-----
APPROVED:		DATE:	
REVIEWED CITY ENGINEER		DATE:	
APPROVED BY PUBLIC WORKS DIRECTOR		DATE:	
APPROVED BY ORDINANCE NO.		DATE:	
			SHEET NO.
			C2

ELECTRONIC COPY

REGISTERED PROFESSIONAL
ENGINEER
15,234
Scott D. Pingle
OREGON
DEC. 7, 1990
SCOTT D. PINGLE

EXPIRES: 12-31-2024

CIVIL
STRUCTURAL
PLANNING

KAS & Associates, Inc.
ENGINEERING SERVICES

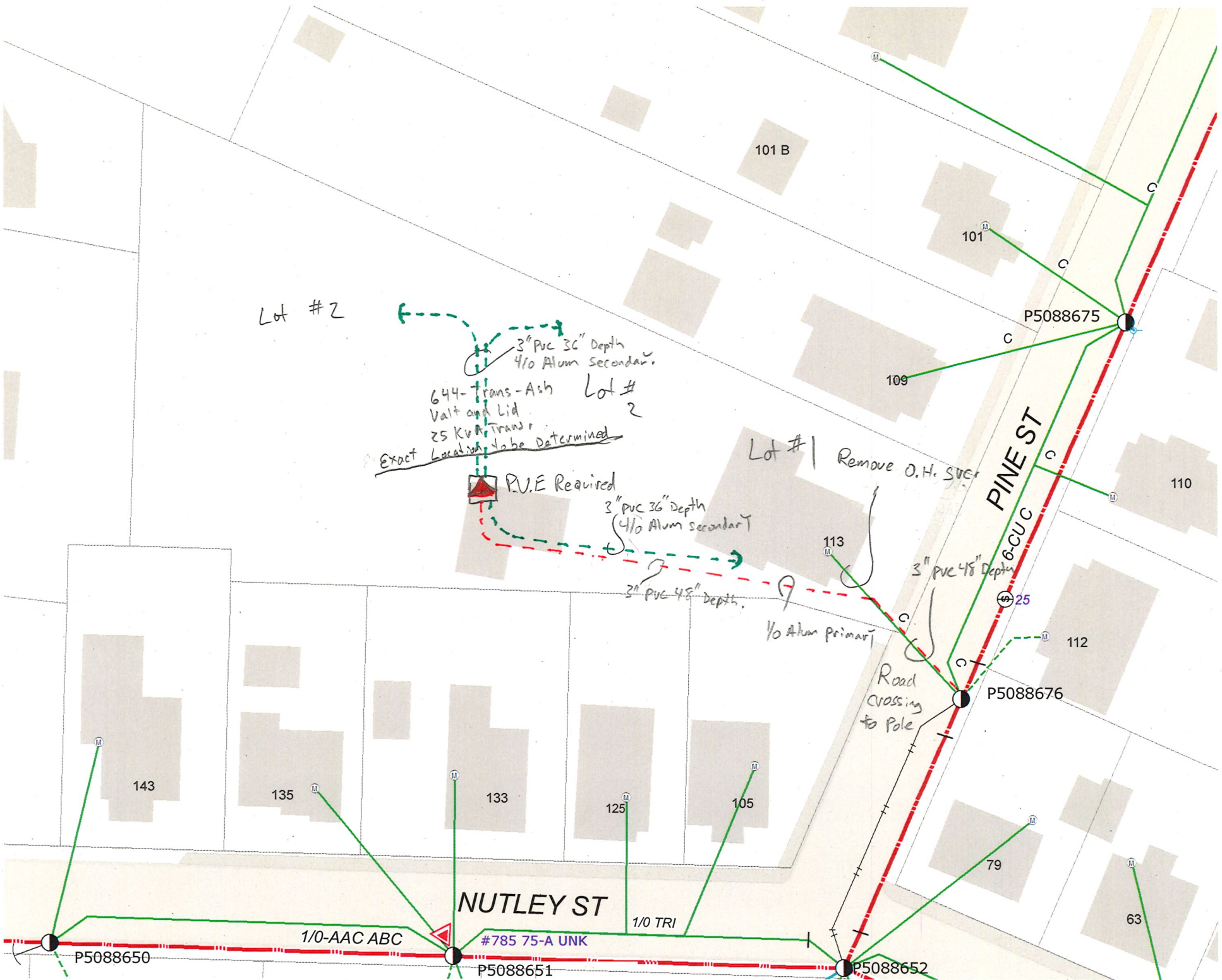
Medford, OR 97501
304 S. Holly Street
Ph: (541) 772-5807

kas@kasinc.com
www.kasinc.com

SUNCREST HOMES
MIDTOWN TERRACES
SUBDIVISION

113 PINE STREET
ASHLAND, OREGON 97520

PLANNING
UTILITY PLAN



CIVIL
•
STRUCTURAL
•
PLANNING
•
kas@kasinc.com
•
www.kasinc.com

**KAS &
Associates, Inc.**
ENGINEERING SERVICES

Medford, OR 97501
304 S. Holly Street
Ph: (541) 772-5807

**SUNCREST HOMES
MIDTOWN TERRACES
SUBDIVISION**
113 PINE STREET
ASHLAND, OREGON 97520

PLANNING SITE PLAN GRADING PLAN

VERIFY SCALES
BAR IS ONE INCH ON
ORIGINAL DRAWING

0  1"

IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

NO.	REVISION	DATE	BY
-	-	-	-
	REVISED AS CONSTRUCTED BY		

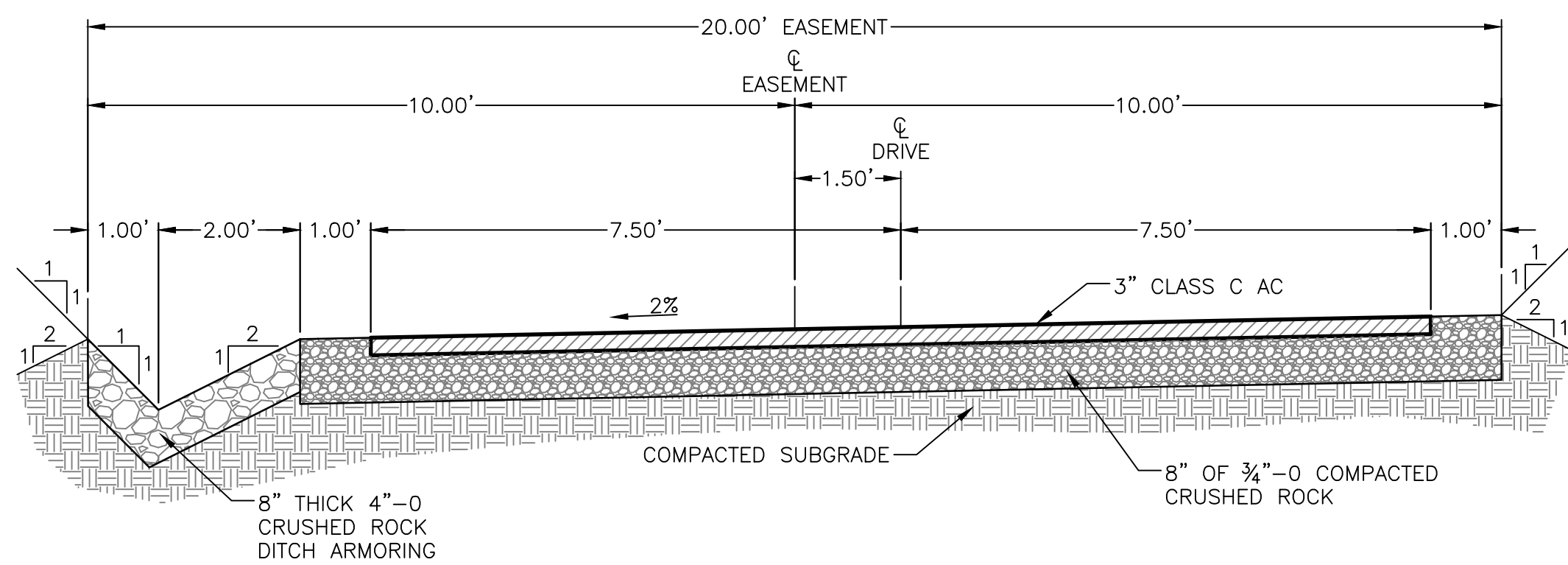
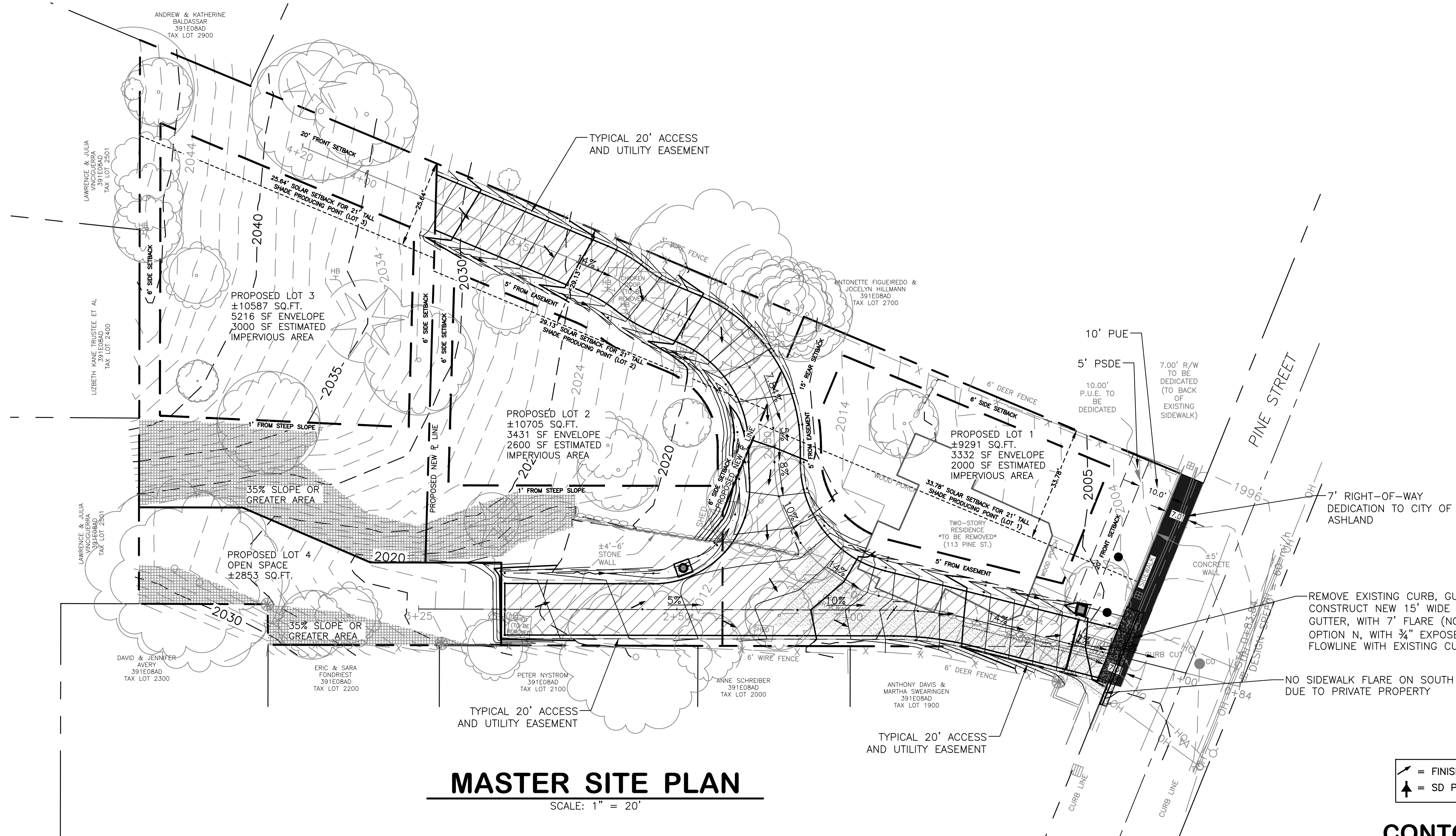
CITY OF ASHLAND, OREGON

SUNCREST HOMES

MIDTOWN TERRACES SUBDIVISION

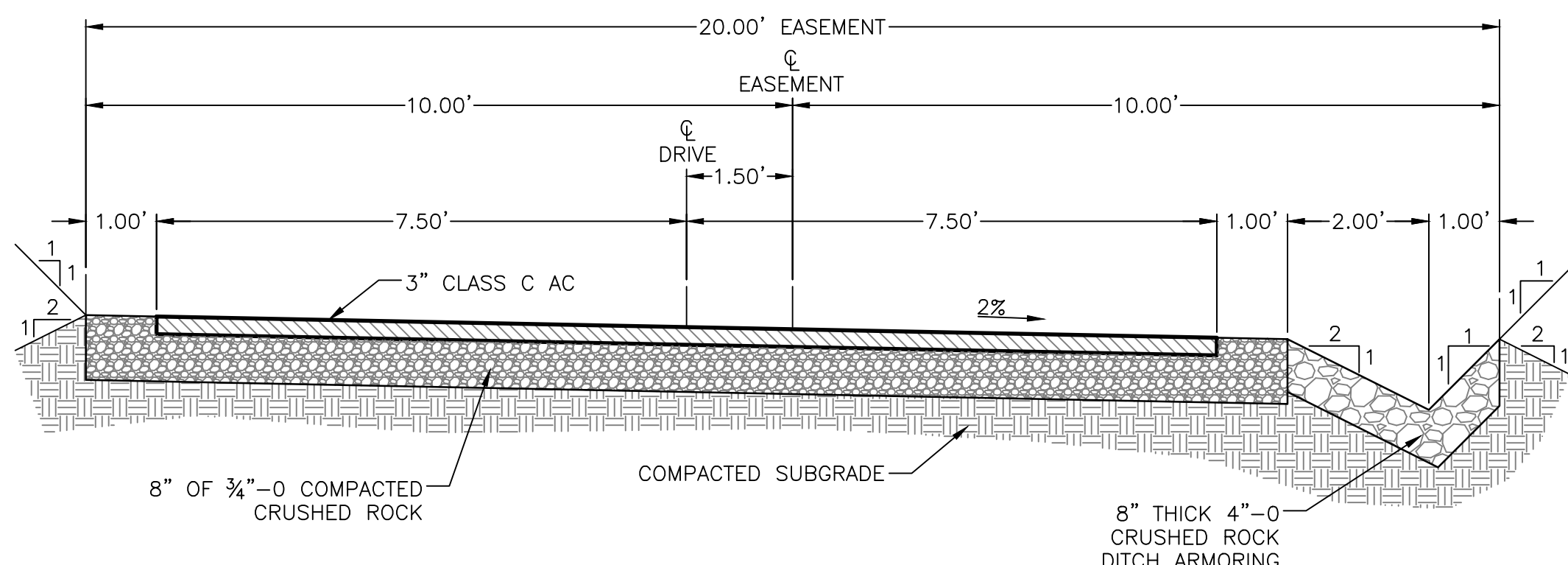
DRAWN BY: SDP CHECKED BY: SDP APPROVED: _____ REVIEWED: CITY ENGINEER APPROVED BY PUBLIC WORKS DIRECTOR APPROVED BY ORDINANCE NO. _____	date: 06/11/24 date: 06/11/24 DATE DATE DATE DATE
CITY PROJECT NO. _____ SHEET NO. C1	

SCALE: 1" = 20'



TYPICAL DRIVEWAY SECTION

STA 2+45.11 TO END
SCALE: 1" = 2'

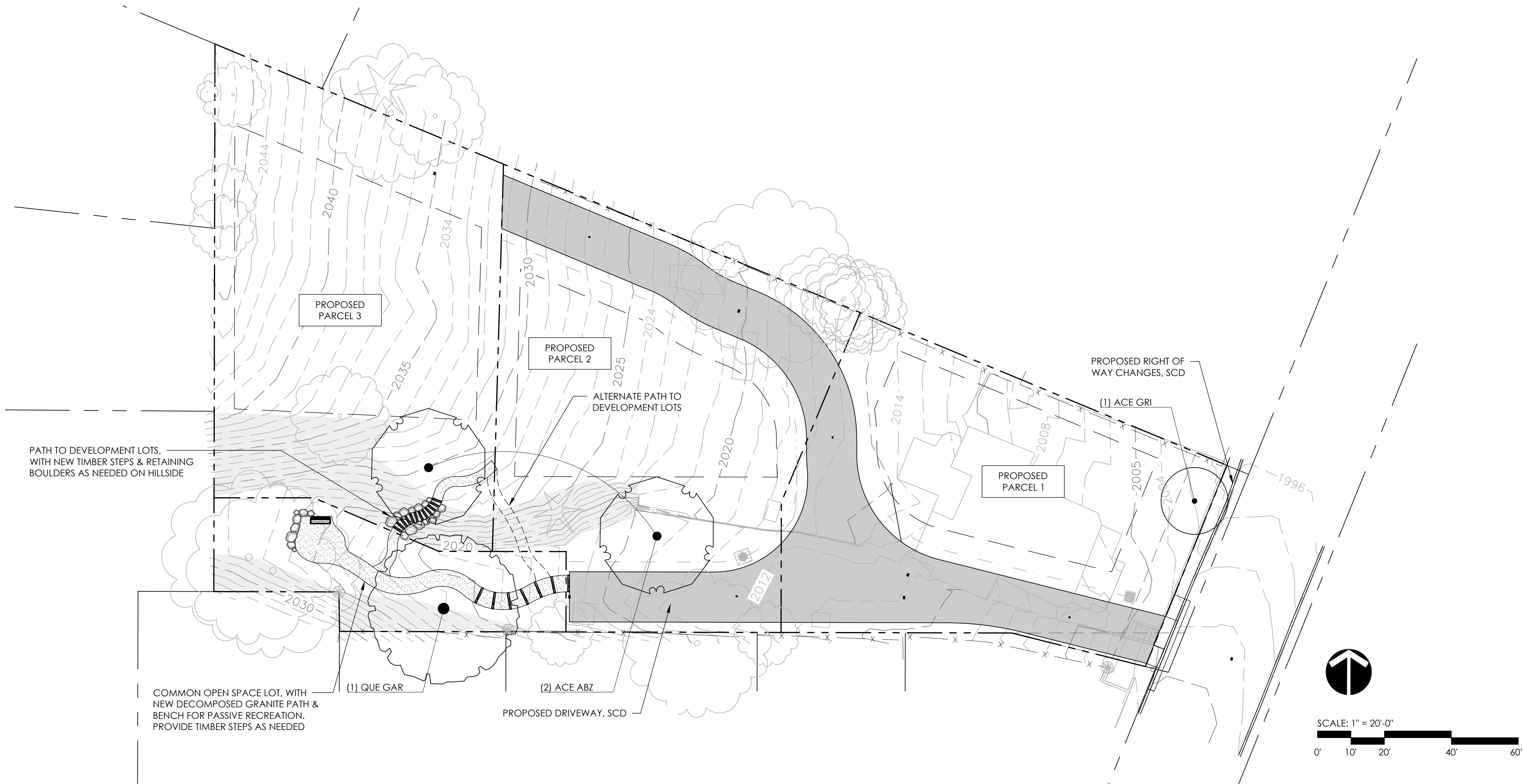


TYPICAL DRIVEWAY/ TURN-AROUND SECTION

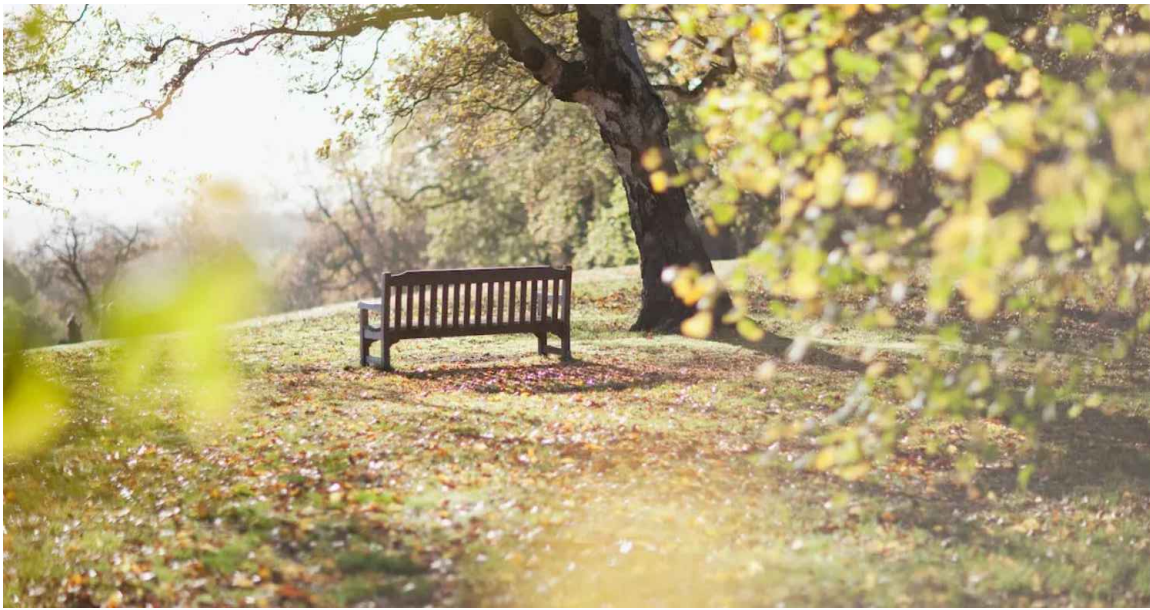
STA 1+35.00 TO STA 2+00.00 DRIVEWAY
STA 1+62.65 TO STA 3+00.00 TURN-AROUND
SCALE: 1" = 2'

Drawing name: R:\0-SHARE\0-KAS\2024\24-074 Suncrest Homes - 113 Pine Street, Ashland\DWGS\24-074 CIVIL_PLANNING.dwg
 User: kas
 Date: 25/07/2024
 Time: 10:43:00

THIS DOCUMENT, AND THE DEAS AND THEAS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF KAS & ASSOCIATES, INC. AND IS NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF KAS & ASSOCIATES, INC.



CONCEPT IMAGE
COMMON OPEN SPACE FOR PASSIVE RECREATION



LANDSCAPE NARRATIVE

The common open space for this subdivision will include a decomposed granite path with timber steps, and a bench for passive recreation. The proposed bench is located under the shade of existing Oregon White Oak trees. A secondary path is included to provide access from the proposed development lots to the open space lot. New trees will be planted to mitigate those being removed as part of the development of the new subdivision, including one new street tree on Pine Street.

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY
TREES					
	ACE GRI	ACER GRISEUM	PAPERBARK MAPLE	2" CAL	1
	ACE ABZ	ACER X FREEMANII 'JEFFERSRED'	AUTUMN BLAZE® FREEMAN MAPLE	1-1/2" CAL	2
	QUE GAR	QUERCUS GARRYANA	OREGON WHITE OAK	1-1/2" CAL	1

NOTE: TREES WILL REQUIRE IRRIGATION FOR ESTABLISHMENT. REVIEW IRRIGATION OF TREES WITH LANDSCAPE ARCHITECT PRIOR TO PLANTING.

REVISIONS		
#	DATE	DESCRIPTION

PRELIM SUBDIVISION

OPEN SPACE
SITE PLAN

L1.0

PROJECT NO. 2424

08.01.2024

TEAM: P+V, EG

REVISIONS		
#	DATE	DESCRIPTION
-		
-		
-		
-		

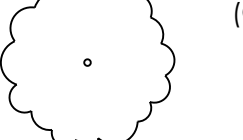
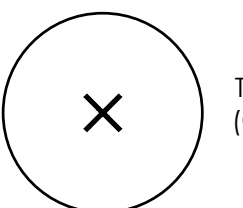
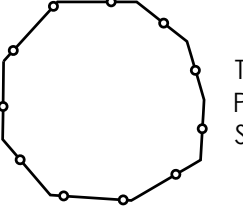
PRELIM SUBDIVISION

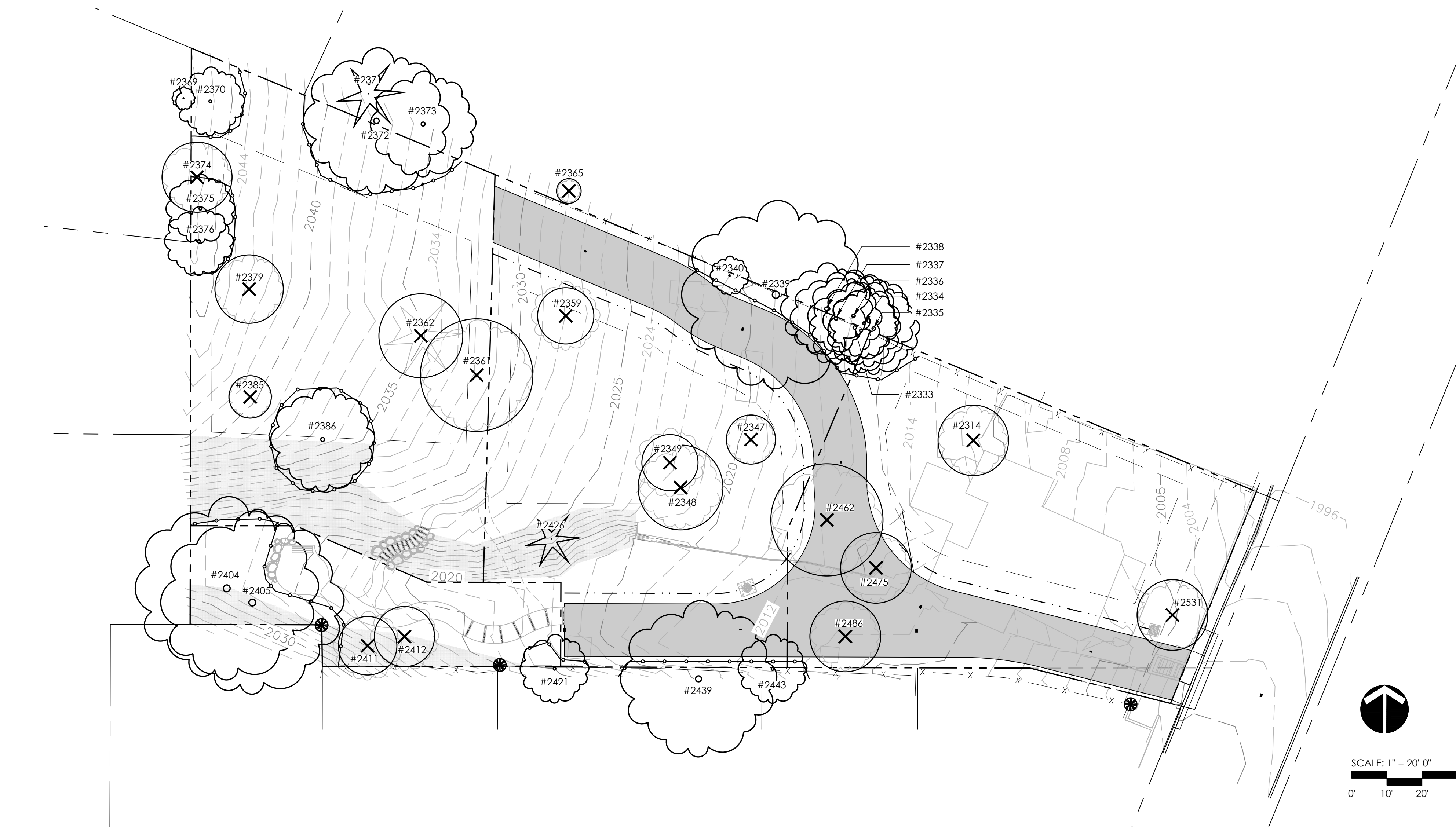
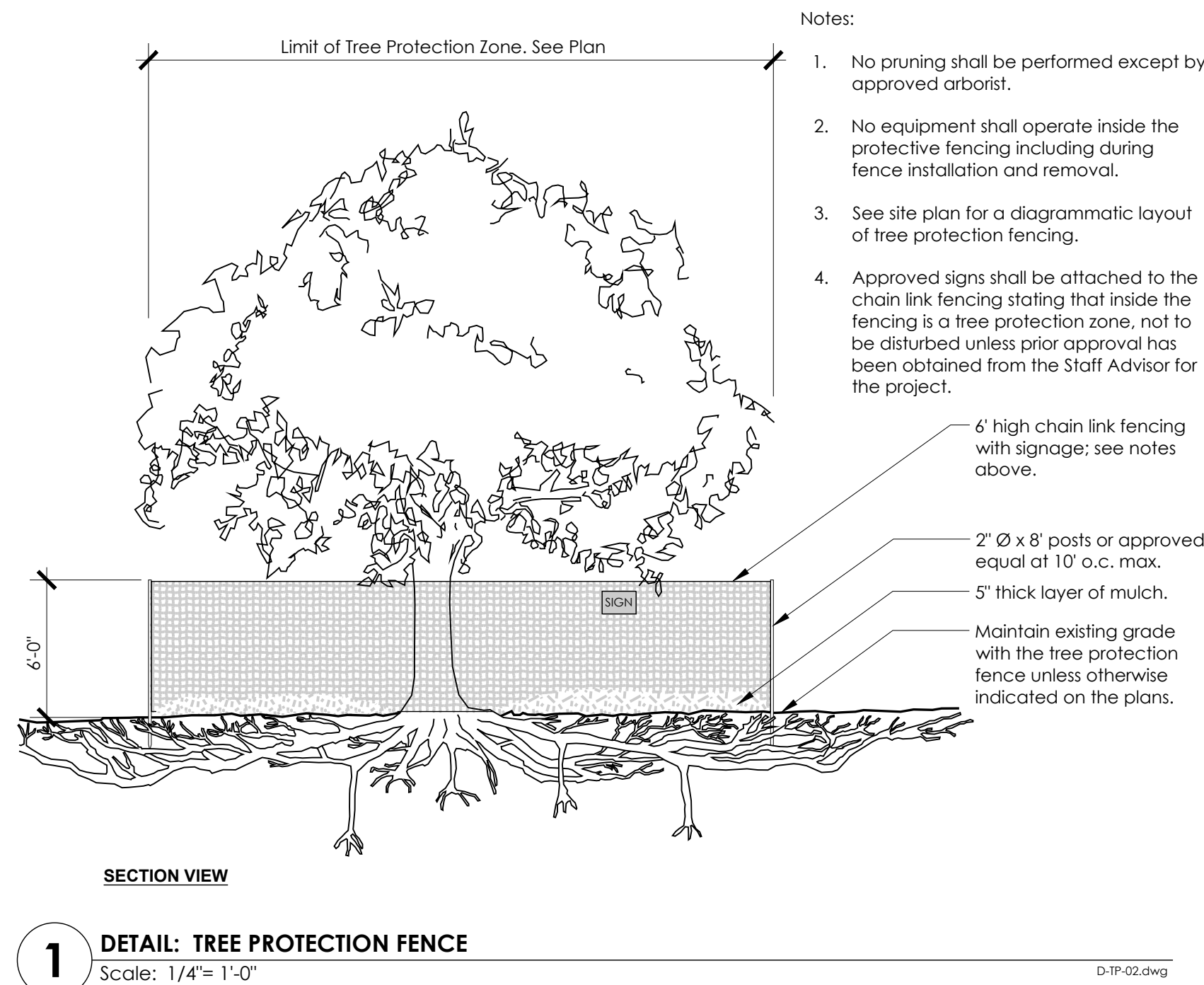
TREE PROTECTION
PLAN

L0.1

PROJECT NO. 2424
08.01.2024
TEAM: Pvc, EG

TREE INVENTORY					
TREE #	TYPE	DBH "	SIGNIFICANT	DETAILS / CONDITIONS	REMOVE / PRESERVE
2314	Apple	10	N	SPLITx2 / Poor	Remove
2333	American Elm	6	N	healthy	Preserve
2334	American Elm	6	N	healthy	Preserve
2335	American Elm	15	Y	healthy	Preserve
2336	American Elm	12	Y	healthy	Preserve
2337	American Elm	15	Y	healthy	Preserve
2338	American Elm	15	Y	healthy	Preserve
2339	American Elm	24	Y	healthy	Preserve
2340	California Black Oak	6	N	SPLITx2, healthy tree	Preserve
2347	Norway Maple	7	N	Poor	Remove
2348	Walnut	12	Y	Poor	Remove
2349	Raywood Ash	8	N	Very Poor	Remove
2359	Pear	8	N	vigorous	Remove
2361	California Black Oak	16	Y	healthy tree / building envelope	Remove
2362	Incense Cedar	14	Y	young tree	Remove (wildfire hazard)
2365	Black Cottonwood	18	Y	Dead	Remove
2369	Apple	20	Y	visible decay	Preserve
2370	California Black Oak	10	N	healthy tree	Preserve
2371	Coast Redwood	10	N	fair health	Preserve
2372	Walnut	12	Y	SPLITx3	Preserve
2373	Giant Sequoia	20	Y	healthy tree	Preserve
2374	Oregon White Oak	10	N	healthy tree	Remove
2375	California Black Oak	12	Y	healthy tree	Preserve
2376	California Black Oak	10	N	healthy tree	Preserve
2379	California Black Oak	8	N	healthy tree	Remove
2385	Oregon White Oak	6	N	healthy tree	Remove
2386	Walnut	15	Y	fair health / visible decay	Preserve
2404	Oregon White Oak	24	Y	nearly specimen tree	Preserve
2405	Oregon White Oak	28	Y	nearly specimen tree	Preserve
2411	Plum	14	Y	Dead	Remove
2412	Plum	8	N	fair condition	Remove
2421	Oregon White Oak	8	N	SPLITx2, healthy tree	Preserve
2426	Douglas Fir	6	N	UNKNOWN LOCATION FROM SURVEY	Unknown
2439	Walnut	18	Y	healthy tree	Preserve
2443	Norway Maple	12	Y	fair condition	Preserve
2462	Norway Maple	16	Y	healthy tree (within driveway)	Remove
2475	Apple	10	N	healthy tree (within driveway)	Remove
2486	Apple	10	N	fair condition	Remove
2531	Red Maple	10	N	Very Poor	Remove

TREE PROTECTION PLAN LEGEND	
SYMBOL	DESCRIPTION
	TREE TO REMAIN (CANOPY APPROX. PER SURVEY)
	
	TREE TO REMOVE (CANOPY APPROX. PER SURVEY)
	TREE PROTECTION FENCING PER CITY OF ASHLAND STANDARDS



TREE PROTECTION AND REMOVAL NOTES

- PRIOR TO DELIVERING EXCAVATION EQUIPMENT OR COMMENCING ANY CONSTRUCTION ACTIVITIES ON THE SITE, THE GENERAL CONTRACTOR SHALL CONTACT THE LANDSCAPE ARCHITECT FOR A PRE-CONSTRUCTION MEETING WITH THE LANDSCAPE ARCHITECT AND EXCAVATION SUPERVISOR PRIOR TO COMMENCING ANY WORK ON THE SITE. THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED BY THE CONTRACTOR 48 HRS. IN ADVANCE FOR ALL SITE VISITS REQUESTED. CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FROM THE OWNER'S REPRESENTATIVE THAT CONSTRUCTION MAY BEGIN AFTER ALL OF THE DESCRIBED FENCING IS IN PLACE. FENCING SHALL REMAIN IN PLACE UNTIL THE PROJECT IS COMPLETED.
- FENCES MUST BE ERECTED TO PROTECT TREES TO BE PRESERVED AS SHOWN IN DIAGRAM. FENCING SHALL BE 6' TALL TEMPORARY CHAIN LINK PANELS INSTALLED WITH METAL CONNECTIONS TO ALL PANELS AREA INTEGRATED. THESE FENCES SHALL BE INSTALLED SO THAT IT DOES NOT ALLOW PASSAGE OF PEDESTRIANS AND/ OR VEHICLES THROUGH IT. FENCES DEFINE A SPECIFIC PROTECTION ZONE FOR EACH TREE OR GROUP OF TREES. FENCES ARE TO REMAIN UNTIL ALL SITE WORK HAS BEEN COMPLETED. FENCES MAY NOT BE RELOCATED OR REMOVED WITHOUT THE PERMISSION OF THE LANDSCAPE ARCHITECT.
- CONSTRUCTION TRAILERS, TRAFFIC AND STORAGE AREAS MUST REMAIN OUTSIDE FENCED TREE PROTECTION ZONES AT ALL TIMES. SEE DETAIL #1 "TREE PRESERVATION FENCING" FOR ADDITIONAL REQUIREMENTS.
- ALL PROPOSED UNDERGROUND UTILITIES AND DRAIN OR IRRIGATION LINES SHALL BE ROUTED OUTSIDE THE TREE PROTECTION ZONE. IF LINES MUST TRANSVERSE THE PROTECTION AREA, THEY SHALL BE TUNNELED OR BORED UNDER THE TREE ROOTS. NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY IF ANY PROJECT PLANS CONFLICT WITH THIS REQUIREMENT.
- NO MATERIALS, EQUIPMENT, SPOIL, OR WASTE OR WASHOUT WATER MAY BE DEPOSITED, STORED, OR PARKED WITHIN THE TREE PROTECTION ZONE (FENCED AREA).
- NOTIFY THE LANDSCAPE ARCHITECT IF TREE PRUNING IS REQUIRED FOR CONSTRUCTION CLEARANCE.
- IF INJURY SHOULD OCCUR TO ANY TREE DURING CONSTRUCTION, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY. ALL DAMAGE CAUSED BY CONSTRUCTION TO EXISTING TREES SHALL BE COMPENSATED FOR BY THE OFFENDING PARTY, BEFORE THE PROJECT WILL BE CONSIDERED COMPLETE.
- WATERING SCHEDULE: WATERING PROTECTED TREES SHALL FOLLOW THESE STANDARDS, HOWEVER PERIODS OF EXTREME HEAT, WIND, RAINFALL OR DROUGHT MAY REQUIRE MORE OR LESS WATER THAN RECOMMENDED IN THESE NOTES.
 - MOST SPECIES: 1 TIME PER MONTH DURING IRRIGATION SEASON (USUALLY MARCH THROUGH SEPTEMBER)
 - QUERCUS/OAK: DEEP WATER IN MAY AND SEPTEMBER, DO NOT WATER DURING OTHER MONTHS. FOR OAKS ALREADY IN THE VICINITY OF IRRIGATED CONDITIONS, AUTOMATIC SPRINKLERS OR REGULAR WATERING SHALL NOT BE ALLOWED TO SPRAY ON OR WITHIN 3 FEET OF THE TRUNK. THE WATER SHALL NOT BE ALLOWED TO POOL OR DRAIN TOWARDS THE TRUNK.
 - WATERING METHOD: HAND WATERING SYSTEMS, RECOMMENDED FOR TREES THAT ARE PART OF A DEVELOPMENT PROJECT THAT MUST BE WATERED TO INSURE TREE SURVIVAL DURING THE COURSE OF CONSTRUCTION UNTIL AUTOMATIC IRRIGATION IS INSTALLED.
- EROSION CONTROL DEVICES SUCH AS SILT FENCING, DEBRIS BASINS, AND WATER DIVERSION STRUCTURES SHALL BE INSTALLED ON THE UPHILL SIDE OF THE TREE PROTECTION ZONE TO PREVENT SILTATION AND/ OR EROSION WITHIN THE TREE PROTECTION ZONE.
- BEFORE GRADING, PAD PREPARATION, OR EXCAVATION FOR THE FOUNDATIONS, FOOTINGS, WALLS, OR TRENCHING, ANY TREES WITHIN THE SPECIFIC CONSTRUCTION ZONE SHALL BE ROOT PRUNED 1 FOOT OUTSIDE THE TREE PROTECTION ZONE BY CUTTING ALL ROOTS CLEANLY AT A 90 DEGREE ANGLE TO A DEPTH OF 24 INCHES. ROOTS SHALL BE CUT BY MANUALLY DIGGING A TRENCH AND CUTTING EXPOSED ROOTS WITH A SAW, VIBRATING KNIFE, ROCK SAW, NARROW TRENCHER WITH SHARP BLADES, OR OTHER APPROVED ROOT-PRUNING EQUIPMENT.
- ANY ROOTS DAMAGED DURING GRADING OR CONSTRUCTION SHALL BE EXPOSED TO SOUND TISSUE AND CUT CLEANLY AT A 90 DEGREE ANGLE TO THE ROOT WITH A SAW. PLACE DAMP SOIL AROUND ALL CUT ROOTS TO A DEPTH EQUALING THE EXISTING FINISH GRADE WITHIN 4 HOURS OF CUTS BEING MADE.
- IF TEMPORARY HAUL OR ACCESS ROADS MUST PASS OVER THE ROOT AREA OF TREES TO BE RETAINED, A ROAD BED OF 6 - 8 INCHES OF WOOD MULCH OR GRAVEL SHALL BE CREATED TO PROTECT THE SOIL. THE ROAD BED MATERIAL SHALL BE REPLENISHED AS NECESSARY TO MAINTAIN A MIN. 6 INCH DEPTH.
- SPOIL FROM TRENCHES, BASEMENTS, OR OTHER EXCAVATIONS SHALL NOT BE PLACED WITHIN THE TREE PROTECTION ZONE, EITHER TEMPORARILY OR PERMANENTLY.
- NO BURN PILES OR DEBRIS PILES SHALL BE PLACED WITHIN THE TREE PROTECTION ZONE. NO ASHES, DEBRIS, OR GARBAGE MAY BE DUMPED OR BURIED WITHIN THE TREE PROTECTION ZONE.
- MAINTAIN FIRE-SAFE AREAS AROUND FENCED AREA. ALSO, NO HEAT SOURCES, FLAMES, IGNITION SOURCES, OR SMOKING IS ALLOWED NEAR MULCH OR TREES.
- DO NOT RAISE THE SOIL LEVEL WITHIN THE DRIP LINES TO ACHIEVE POSITIVE DRAINAGE, EXCEPT TO MATCH GRADES WITH SIDEWALKS AND CURBS, AND IN THOSE AREAS, FEATHER THE ADDED TOPSOIL BACK TO EXISTING GRADE AT APPROXIMATELY 3:1 SLOPE.
- REMOVE THE ROOT WAD FOR EACH TREE THAT IS INDICATED ON THE PLAN AS BEING REMOVED.
- EXCEPTIONS TO THE TREE PROTECTION SPECIFICATIONS MAY ONLY BE GRANTED IN EXTRAORDINARY CIRCUMSTANCES WITH WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO ANY WORK COMMENCING.
- AS A PROTECTIVE MEASURE TO COMPENSATE FOR CONSTRUCTION IMPACTS, TWO TO SIX WEEKS PRIOR TO CONSTRUCTION, ALL RETAINED TREES SHOWN ON THIS PLAN SHALL RECEIVE AN APPLICATION OF MYCOAPPLY ALL PURPOSE SOLUBLE PER MANUFACTURER'S INSTRUCTIONS. THIS MYCORRHIZAE PRODUCT IS A SPECIALLY FORMULATED NATURAL ROOT BIOSTIMULANT WHICH ENHANCES THE ABSORPTIVE SURFACE AREA OF THE TREES' ROOT SYSTEMS, THIS PROMOTES AND IMPROVES NUTRIENT AND WATER UPTAKE CAPABILITIES OF THE REMAINING ROOT STRUCTURE. DISTRIBUTE MYCOAPPLY EVENLY WITHIN THE ACTIVE ROOT ZONE OF RETAINED TREES. APPLY 30 GALS. OF SOLUTION PER TREE 6" DBH AND GREATER, A MINIMUM OF 4" BELOW SOIL SURFACE IN QUANTITIES OF 1/2 GALLON AT EACH POINT OF APPLICATION. LOCATE THE ACTIVE ROOT ZONES WITH LANDSCAPE ARCHITECT PRESENT. MYCOAPPLY IS AVAILABLE FROM MYCORRHIZAL APPLICATION, INC., PHONE (541) 476-3985.

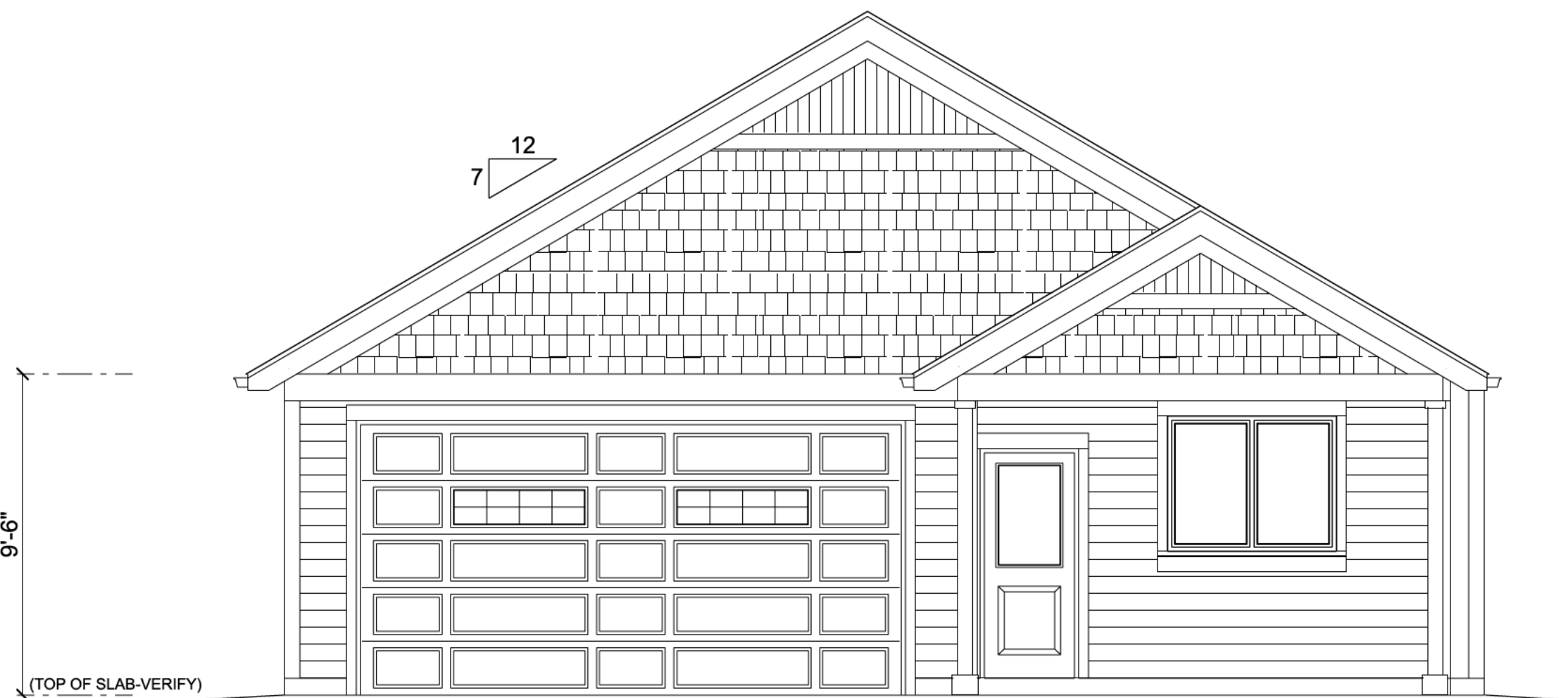
CONCEPTUAL ELEVATIONS



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



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



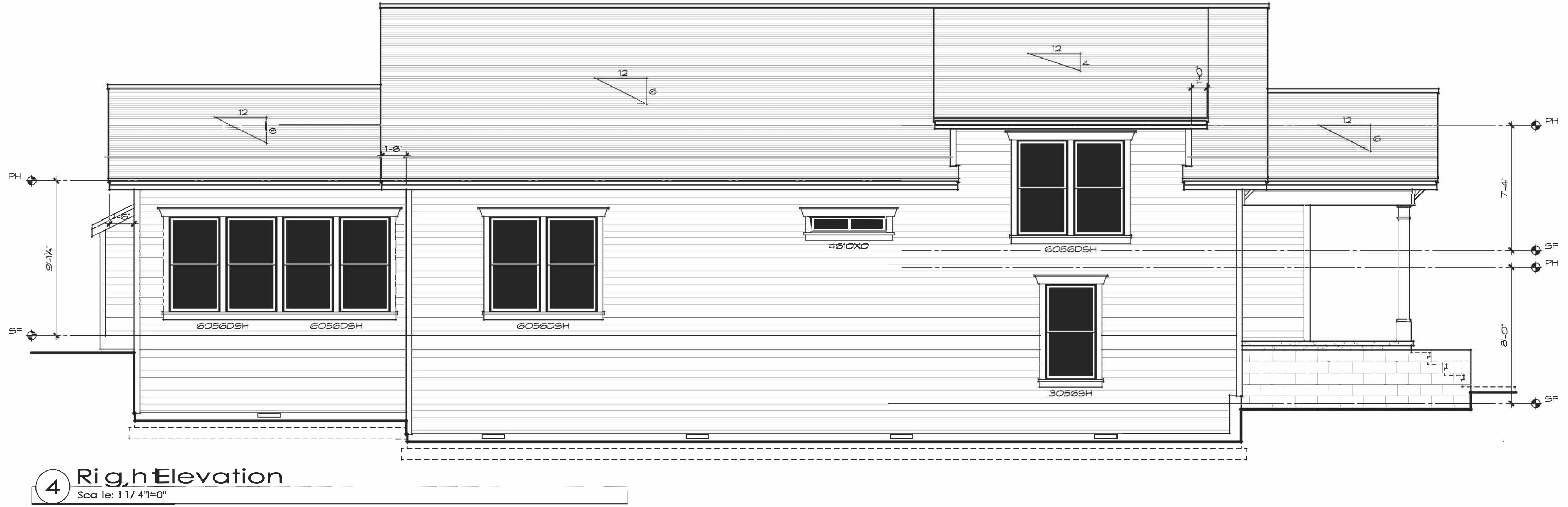
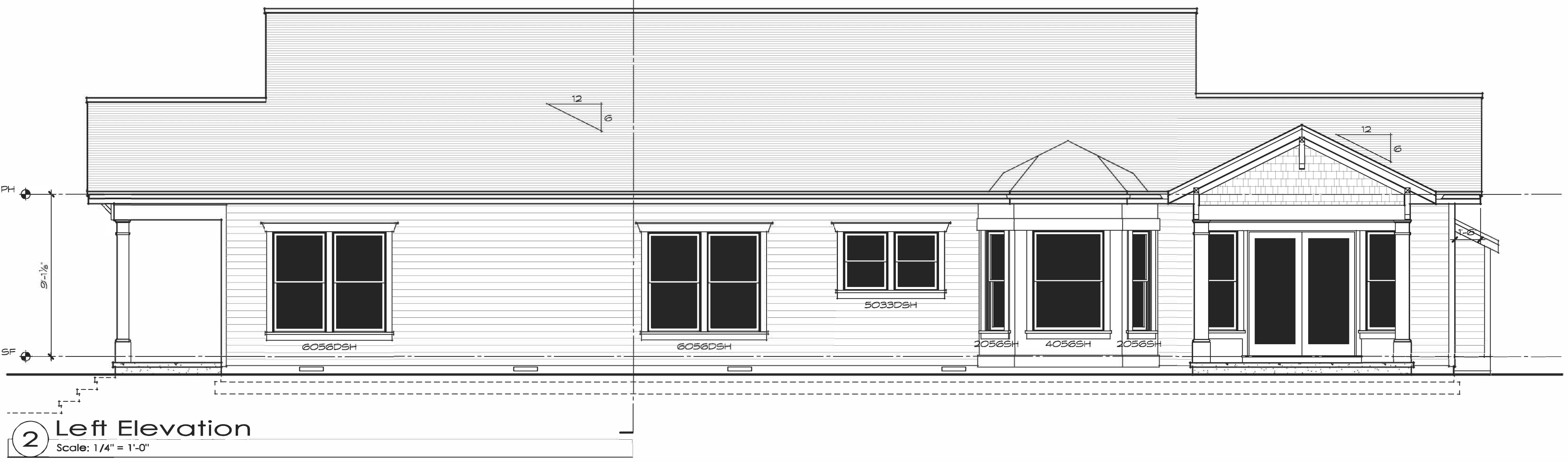
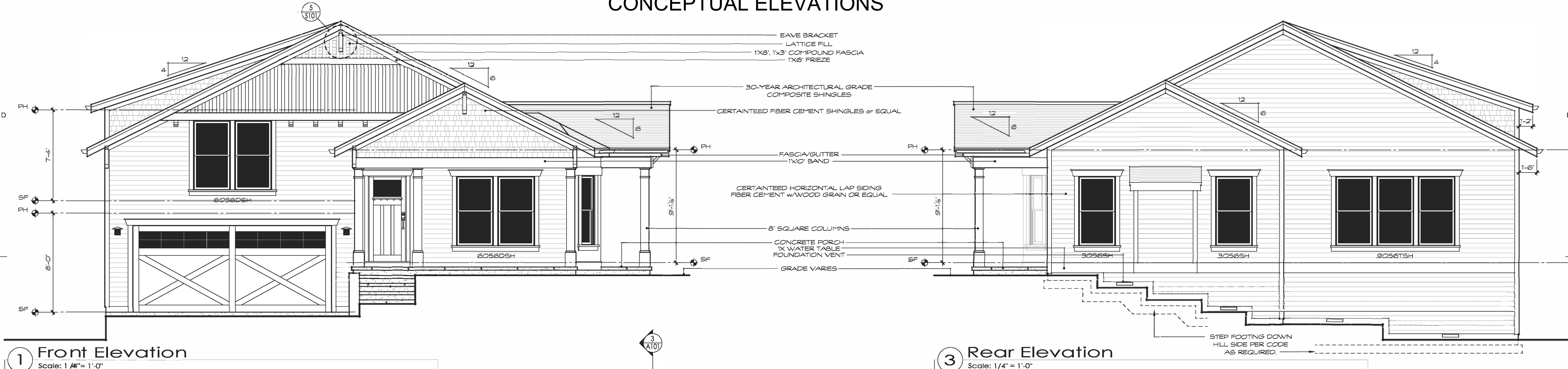
NORTH ELEVATION
SCALE: 1/4" = 1'-0"



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

PROJECT: NEW SFD @:	CLIENT:	PROJECT OWNER:	 design residential DESIGNING GREAT HOME DESIGN SINCE 1978	DESIGN RESIDENTIAL, INC. P.O. BOX 8062 MEDFORD, OR 97501 541-608-3956 www.designresidential.biz	A2.0 EXT ELEVATIONS	SCALE: 1/4" = 1'-0"	DWG INDEX #:
						DRAWN BY:	
						CHECKED BY: JT	SHEET 4
						DATE: 10/27/2020	OF 6

CONCEPTUAL ELEVATIONS



Not to scale

COPYRIGHT NOTICE
Copyright is the property of Suncrest Homes LLC and may not be used or reproduced without the express written consent of Suncrest Homes LLC. © Suncrest Homes LLC, Toler, OR 97149

MARK	DATE	DESCRIPTION

ISSUE: 9MAR11
PROJECT NO:
FILE: DRAWN BY: RGS
PLOT SCALE: 1/4" = 1'-0"
PLOT DATE: 9MAR11
PLOT TIME: 1:00 PM

SHEET TITLE
Elevations

A201

CONCEPTUAL ELEVATIONS



PROJECT: NEW S.F.D. @	CLIENT: SUNCREST HOMES, LLC P.O. BOX 1313 TALENT, OR 97540 541-944-3976	PROJECT OWNERS:  design residential INTEGRATED GREAT HOME DESIGN  SUNCREST HOMES	DESIGN RESIDENTIAL, INC. P.O. BOX 8062 MEDFORD, OR 97501 541-608-3956 www.designresidential.biz	A2.0 EXTERIOR ELEVATIONS			
				SCALE: 1/4" = 1'-0"	DWG INDEX #:		
				DRAWN BY:			
				CHECKED BY: JT			
				DATE: 10/23/2016	SHEET 3	OF 5	

CONCEPTUAL ELEVATIONS



Suncrest Homes

SUNCREST HOMES LLC

PO Box 1313
ent, Oregon 97540
541.535.8641
Charlie Hamilton
ncrest@mind.net

REVISIONS

[illegible]

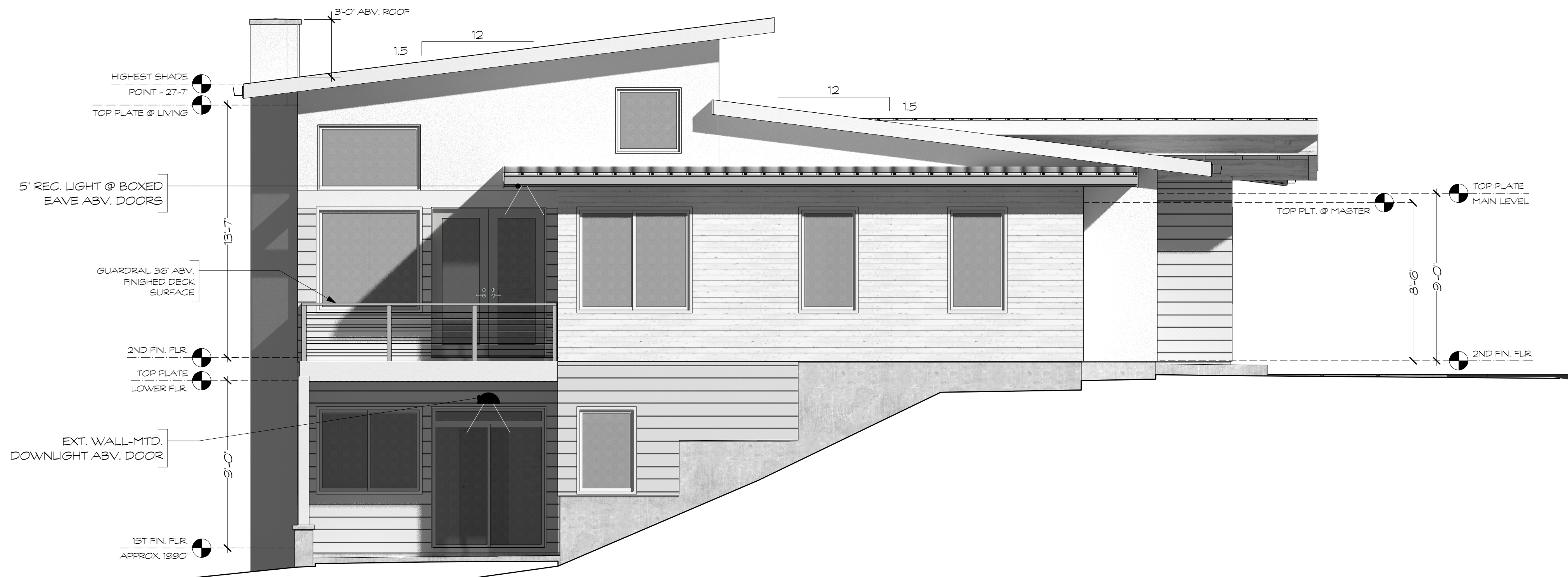
OWNER:
Charlie Hamilton
**Suncrest
Homes**
328 Talent Ave.
Talent, OR 97540

AWING TITLE

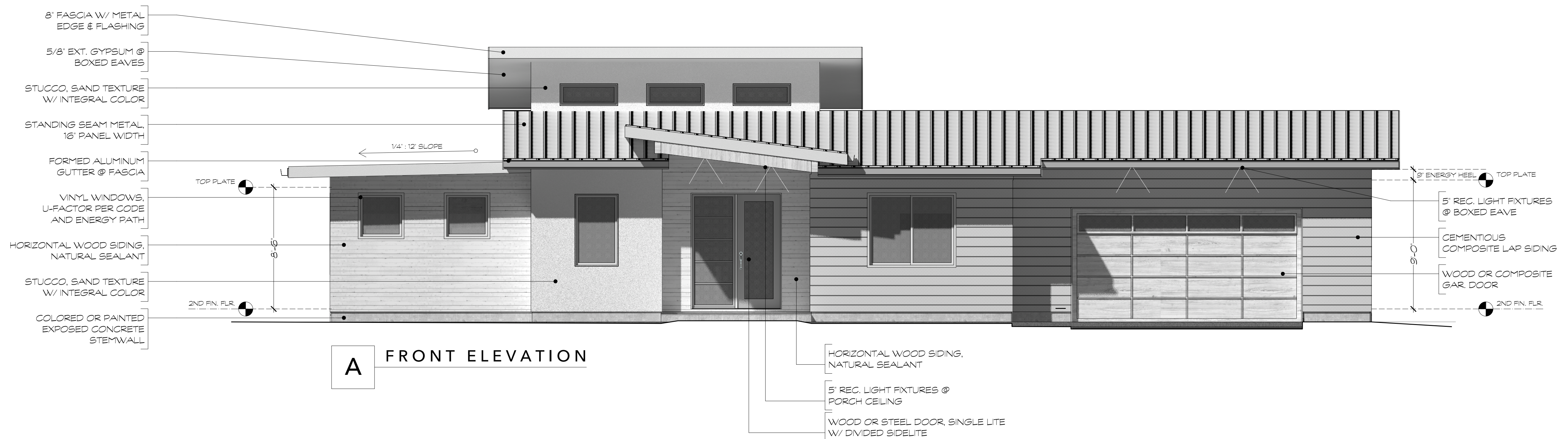
ELEVATIONS

1 OF 2

DRAWN BY
ck Lindemann | 503.866.4742



B	WEST ELEVATION



A FRONT ELEVATION



SUNCREST HOMES LLC
PO Box 1313
Talent, Oregon 97540
541.535.8641
Charlie Hamilton
suncrest@mind.net

REVISIONS

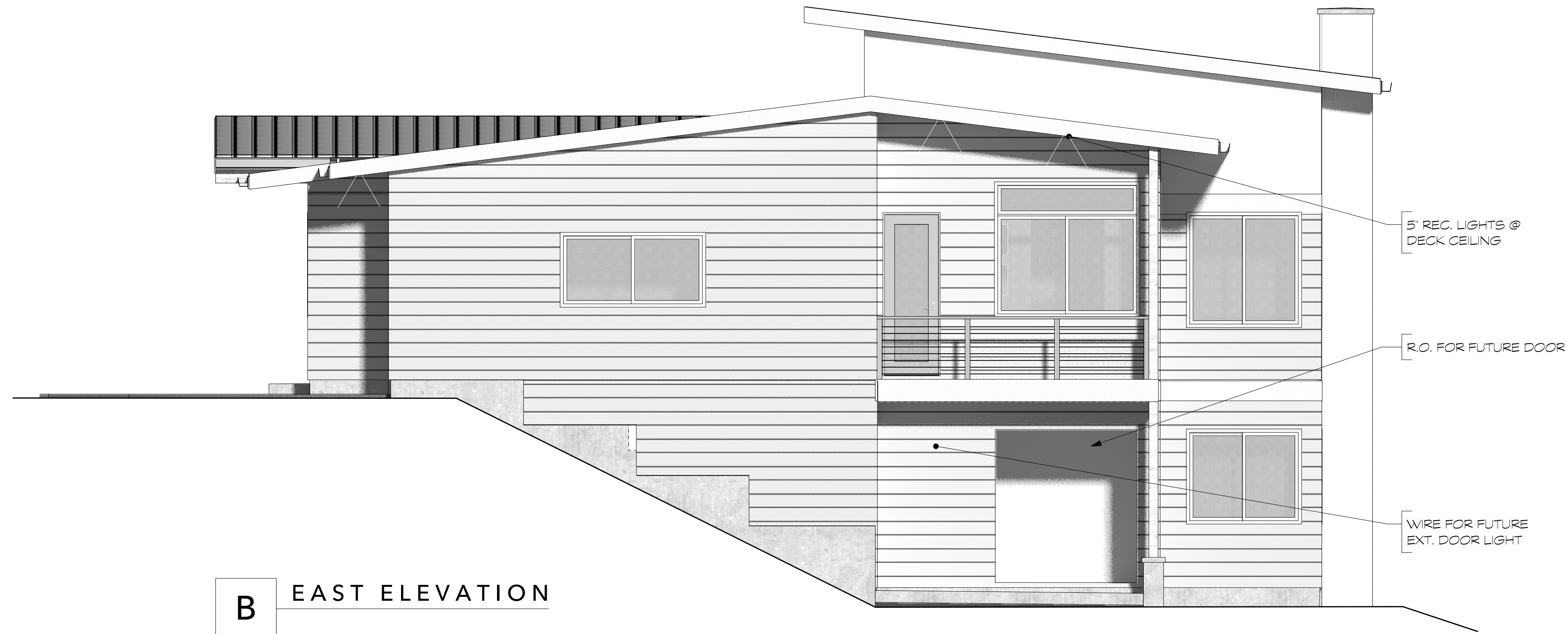
[illegible]

OWNER:
Charlie Hamilton
**Suncrest
Homes**
328 Talent Ave.
Talent, OR 97540

DRAWING TITLE

ELEVATIONS
2 of 2

DRAWN BY
Rick Lindemann | 503.866.4742



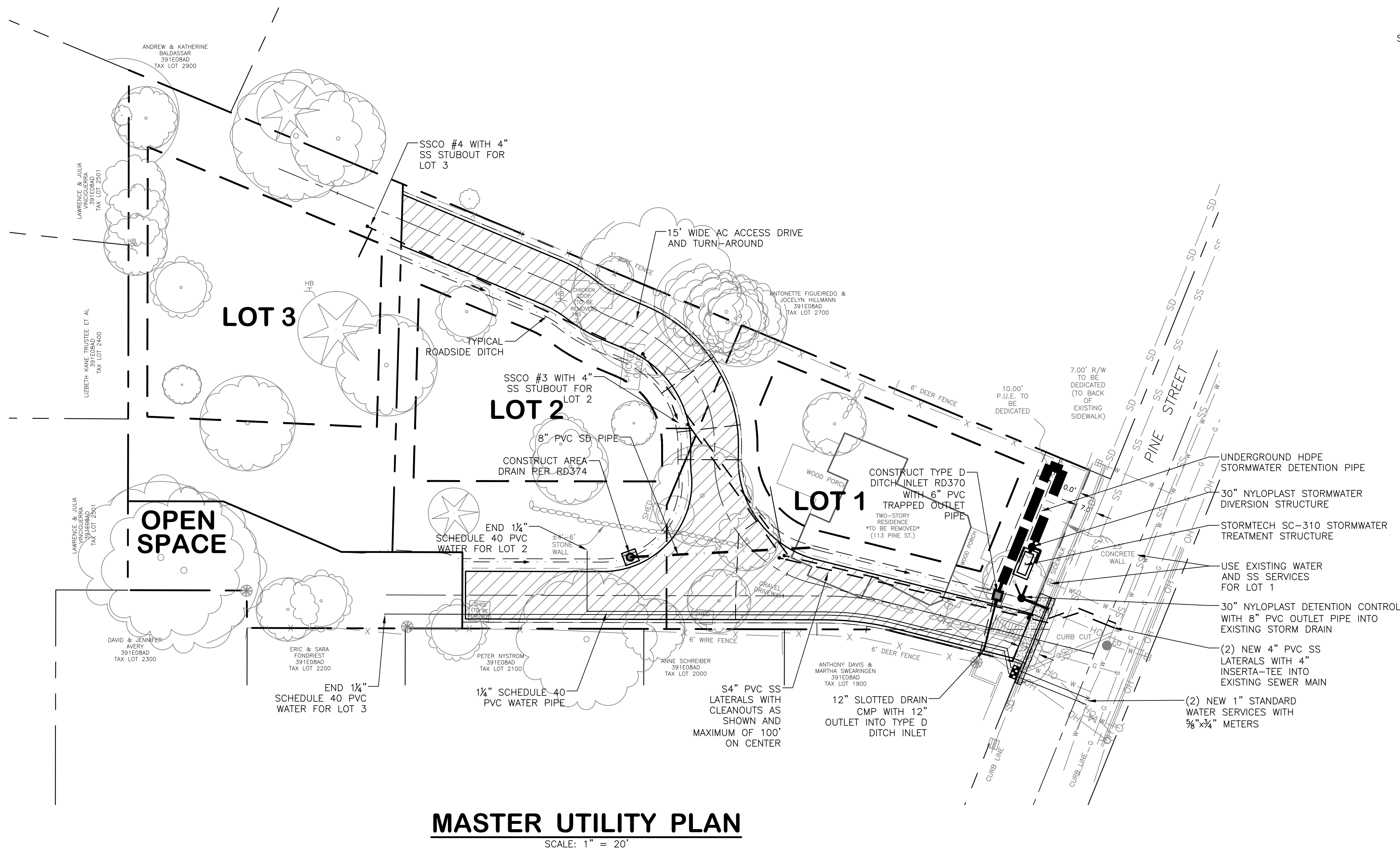
B	EAST ELEVATION



A REAR ELEVATION

Drawing name: R:\0-SHARE\0-KAS\2024\24-074 Suncrest Homes - 113 Pine Street, Ashland\DWG\24-074 CIVIL_PLANNING.dwg
Drawn by: [redacted]
Checked by: [redacted]
Date: 06/11/24

THIS DOCUMENT, AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF KAS & ASSOCIATES, INC. AND IS NOT TO BE USED, IN WHOLE OR PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF KAS & ASSOCIATES, INC.



VERIFY SCALES
BAR IS ONE INCH ON
ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

NO.	REVISION	DATE	BY
1	REVISED AS CONSTRUCTED BY		
CITY OF ASHLAND, OREGON			
SUNCREST HOMES MIDTOWN TERRACES SUBDIVISION			
DRAWN BY:	SDP	DATE: 06/11/24	CITY PROJECT NO.
CHECKED BY:	SDP	DATE: 06/11/24	-----
APPROVED			
REVIEWED CITY ENGINEER		DATE	SHEET NO.
APPROVED BY PUBLIC WORKS DIRECTOR		DATE	C2
APPROVED BY ORDINANCE NO.		DATE	

(SUNCREST HOMES) KAS 24-074

ELECTRONIC COPY



CIVIL
STRUCTURAL
PLANNING
kas@kasinc.com
www.kasinc.com

KAS & Associates, Inc.
ENGINEERING SERVICES
Medford, OR 97501
304 S. Holly Street
Ph: (541) 772-5807

**SUNCREST HOMES
MIDTOWN TERRACES
SUBDIVISION**
113 PINE STREET
ASHLAND, OREGON 97520

**PLANNING
UTILITY PLAN**

TYPE II PUBLIC HEARINGS

PA-T2-2024-00049, 2308 Ashland Street

NOTICE OF APPLICATION

The previous notice failed to include the tree removal

PLANNING ACTION: PA-T2-2024-00049

SUBJECT PROPERTY: 2308 Ashland Street

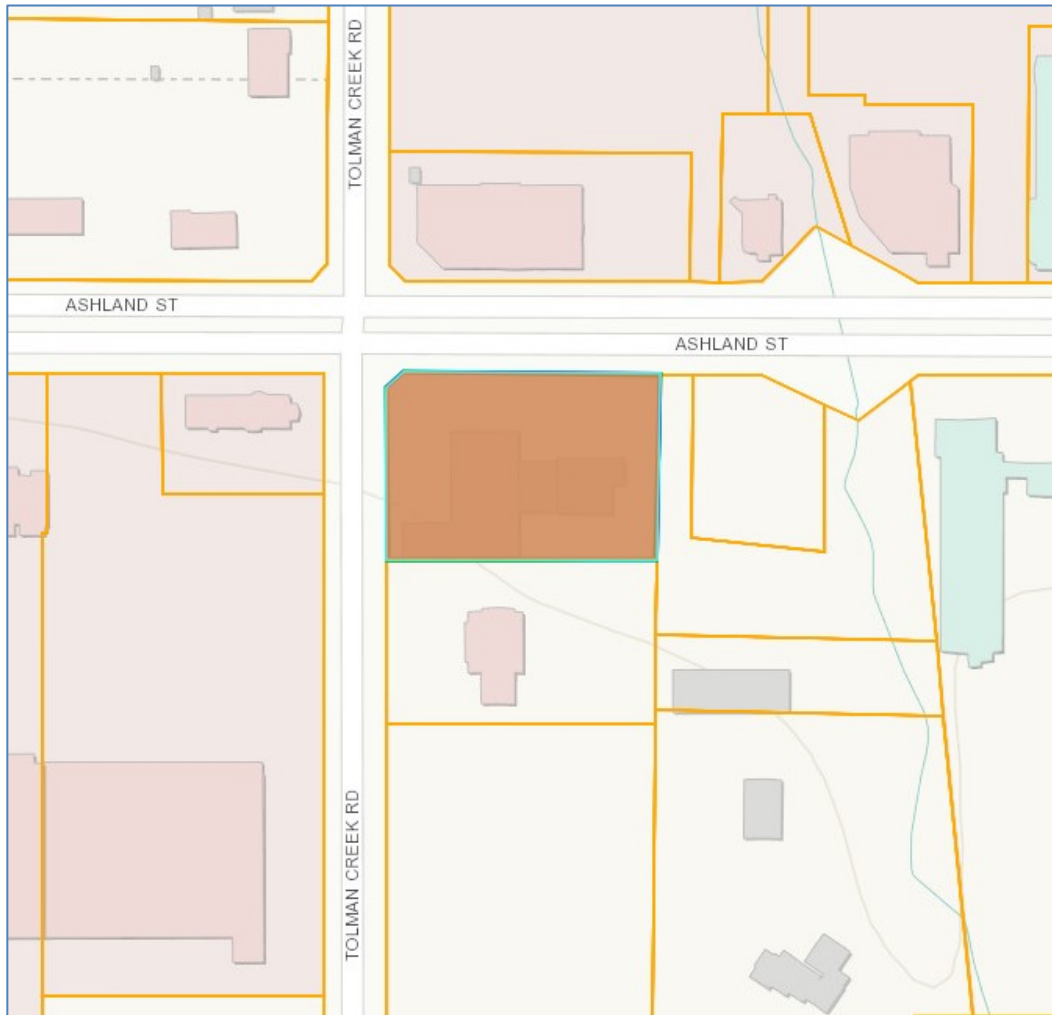
APPLICANT & OWNER: MCA Architecture / Les Schwab

DESCRIPTION: A request for Site Design Review approval to add a "RV and Truck Service Area canopy" at the east end of the building as part of the ongoing and previously approved site modernization. The planning action includes a request to remove three sweetgum trees along the property frontage and replace with Trident Maples.

COMPREHENSIVE PLAN DESIGNATION: Commercial; ZONING: C-1; MAP: 39-1E-14-BA; TAX LOT: 1100

NOTE: The Ashland Tree Advisory Committee will review this Planning Action on Thursday, September 5, 2024 at 2:00 PM at 51 Winburn Way.

ASHLAND PLANNING COMMISSION MEETING: *Tuesday September 10, 2024 at 7:00 PM, Ashland Civic Center, 1175 East Main Street*



COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900

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

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.

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

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

If you have questions or comments concerning this request, please feel free to contact Aaron Anderson at 541-552-2052 or aaron.anderson@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.

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900



TREE REMOVAL PERMIT (AMC 18.5.7.040.B)

Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

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

COMMUNITY DEVELOPMENT DEPARTMENT

51 Winburn Way
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.5305
Fax: 541.552.2050
TTY: 800.735.2900

Staff Report

**ASHLAND PLANNING DEPARTMENT
STAFF REPORT**

Before the Planning Commission - September 10, 2024

PLANNING ACTION:	PA-T2-2024-00049
OWNER:	Les Schwab
APPLICANT:	MCA Architects
LOCATION:	2308 Ashland St. 39-1E-14-BA Tax Lot 1100
ZONE DESIGNATION:	C-1
COMP. PLAN DESIGNATION:	Commercial
ORDINANCE REFERENCES:	18.2.2 Base Zones and Allowed Uses 18.4.1 Site Development & Design Standards 18.4.3 Parking, Access, and Circulation 18.4.4 Landscaping, Lighting, and Screening 18.5.2 Site Design Review 18.5.7 Tree Removal
SUBMITTAL DATE:	July 26, 2024
PUBLIC NOTICE:	August 20, 2024
MEETING DATE:	September 10, 2024
120-DAY DEADLINE:	November 23, 2024

REQUEST: A request for Site Design Review approval to add a canopy area for RV & truck service and repair to eastern side of the Les Schwab at 2308 Ashland Street. The planning action includes a request to remove three trees under the power lines along Ashland Street and a retroactive acknowledgement of three trees that were removed without permits along Tolman Creek Road. Each tree will be mitigated with a replacement tree.

I. Relevant Facts

Background

In March of 2023 the Planning Commission approved PA-T2-2023-00038 to approve Site Design Review to modernize the store and construction of that project is now underway. Since the 2023 approval the applicant decided that they wanted to include a canopy area for RV/Truck service to the east of the building.

All new commercial construction triggers Site Design Review. Because of the projects size and the presence of the Detail Site Review Overlay the project is subject to a Type II planning action.

The Staff report prepared for the 2023 approval laid out a detailed history of the property and we do not repeat it here. Because the 2023 approval was so recent and because it reviewed the entire property with regards to the Site Development Standards here, we limit our review to the newly proposed canopy.

Site Description

The Les Schwab property includes four tax lots with a total combined area of approximately 2.7 acres, however this proposal is limited to tax lot 1100. The site is located at the southeast corner of the intersection of Ashland Street and Tolman Creek Road. The project site is mostly developed with the exception of an area reserved for a future building footprint to satisfy shadow plan / FAR requirements. Roughly half of the site is undevelopable due to the presence of a Hamilton Creek tributary and associated riparian area along the eastern boundary.

Trees

During the 2023 Site Design review the Planning Commission noted that the two pine trees along the frontage were in horrible condition from being repeatedly topped to prevent them from growing into the power lines. The Planning Commission added a condition of approval that required them to be removed and replaced. Since the 2023 approval Les Schwab took it upon themselves to remove three trees along Toleman Creek. During preparation of these application materials Les Schwab's agent became aware that the trees had been removed and has included replacement trees on the updated landscaping plan.

In addition, to improve the landscaping and streetscape, the applicant now also requests to remove three sweetgum trees that have also been repeatedly topped again because of the overhead power lines. Sweetgums are capable of growing over a hundred feet and will continue to present issues with the overhead power lines for as long as they exist.

The landscaping plan proposes to replace the removed trees with *Acer Buergerianum* Common Name: Trident Maple," and *Tila Cordata* 'halka'* common name 'Summer Sprite Lindens.' Ashland has an official 'Recommended Street Tree Guide which discusses appropriate species for trees that usually remain below power lines (p. 12). Trident Maple is listed as an appropriate species for powerlines, and the information page indicate that the Trident Maple (p. 16) grows to between 25-35 feet in height.

The Tree Management Advisory Committee (MAC) is scheduled to meet and review the application materials on Thursday September 5th at the Community Development building and their feedback will be presented at the Planning Commission hearing. Based on the information in the Recommended Street Tree Guide staff presume that the Tree MAC may have recommendations for different species selection.

Proposal

The application states the following:

"The addition of an "RV and Truck Service Area canopy" at the east end of the building is the current proposed addition. When the building design proposal was originally submitted for review by the Ashland Planning Commission, a concrete pad was included at this location for this purpose. The local management of the store proposed the addition of the canopy after the design was approved by the City of Ashland Design Commission, so now we are presenting the proposed addition. Responding to City of Ashland

* *T. cordata* typically are large trees, but the 'halka' is a specific cultivar that only grows to between 15-20 feet.

directives regarding variation of height and massing along the Ashland Street Façade, the proposed canopy is set 4'-0" back from the adjacent portion of the building to the west and is 2'-4" taller than that portion of the building. The area was originally a fenced storage space which has been relocated to the rear (south) of the building."

II. Discussion

1) Site Development & Design Standards

At its core, the proposal is challenging based primarily that it is an auto-centric business that is located in an area that seeks to make "a positive contribution to the streetscape and enhances pedestrian and bicycle traffic." The application points out that the nature of the facility is entirely designed to support the servicing of vehicles and that while it lies just outside of the freeway overlay the proximity to the interstate makes this a natural "motorized vehicle nexus."



In attempting to address the Site Design standards for new buildings in any way they apply the applicant includes both a vertical and horizontal offset of four feet to break up the mass of the building. With regard to city facilities the project will have no increased impact on sewer, water or electricity. The new canopy is being constructed over area that was previously paved, as such it will have no additional impact on storm water runoff.

2) Applicants Submittal

The applicants have submitted a compressive set of Findings addressing these approval criteria to demonstrate compliance with the applicable standards for the proposed development and by their reference are incorporated herein. Staff feels that in considering the existing development and the proposed changes the application addresses the approval standards.

3) Public Notice

Notice of the September 10th public hearing was mailed to all properties within 200 feet of the subject property and a physical notice was posted along the frontage of the property on August

20, 2024, 21 days prior to the hearing. The notice included a staff contact name and phone number and email. During preparation of the staff report, it was realized that the initial notice did not include any mention of the tree removals or the relevant approval criteria. On August 30, 2024, ten days prior to the hearing a new notice was prepared and mailed including the tree removal. At the time of this writing no public comment was received either in favor or against the proposed application.

III. Approval Criteria

1) Site Design Review

AMC 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. The approval authority may, in approving the application, impose conditions of approval, consistent with the applicable criteria.

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

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, 2, or 3, 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;

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

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.

2) Tree removal

AMC 18.5.7.040.B.2. Tree That is Not a Hazard. A Tree Removal Permit for a tree that is not a hazard shall be granted if the approval authority finds that the application meets all of the following criteria, or can be made to conform through the imposition of conditions.

- a. The tree is proposed for removal in order to permit the application to be consistent with other applicable Land Use Ordinance requirements and standards, including but not limited to applicable Site Development and Design Standards in part 18.4 and Physical and Environmental Constraints in part 18.3.10.
- b. Removal of the tree will not have a significant negative impact on erosion, soil stability, flow of surface waters, protection of adjacent trees, or existing windbreaks.
- c. Removal of the tree will not have a significant negative impact on the tree densities, sizes, canopies, and species diversity within 200 feet of the subject property. The City shall grant an exception to this criterion when alternatives to the tree removal have been considered and no reasonable alternative exists to allow the property to be used as permitted in the zone.
- d. Nothing in this section shall require that the residential density to be reduced below the permitted density allowed by the zone. In making this determination, the City may consider alternative site plans or placement of structures of alternate landscaping designs that would lessen the impact on trees, so long as the alternatives continue to comply with the other provisions of this ordinance.
- e. The City shall require the applicant to mitigate for the removal of each tree granted approval pursuant to section 18.5.7.050. Such mitigation requirements shall be a condition of approval of the permit.

IV. **Conclusions and Recommendations**

In staff's assessment, the application with the conditions of approval listed below, would comply with the Ashland Land Use Ordinance. Therefore, Staff recommends that the planning Commission approve the application with the suggested conditions of approval below.

- 1) That all proposals of the applicant shall be conditions of approval unless otherwise specifically modified herein.
- 2) That all conditions of approval of PA-T2-2023-00038 continue to apply.
- 3) That building permit submittals shall include:
 - a) The identification of exterior building materials and paint colors for the review and approval of the Staff Advisor. Colors and materials shall be consistent with those approved in the application
 - b) Final revised Site, Landscape and Irrigation plans shall be provided for the review and approval of the Staff Advisor with the building permit submittals.

- 4) That prior to the final approval of the project or issuance of a certificate of occupancy:
- a) That all hardscaping and landscaping improvements including plaza spaces, landscaping, and the irrigation system shall be installed according to the approved plan, inspected, and approved by the Staff Advisor. Replacement trees to mitigate the trees removed shall be planted and irrigated according to the approved plan.
 - b) That all exterior lighting shall be directed on the property and shall not directly illuminate adjacent residential properties.

Applicant Submittal



Planning Division
51 Winburn Way, Ashland OR 97520
541-488-5305 Fax 541-488-6006

ZONING PERMIT APPLICATION

FILE # _____

DESCRIPTION OF PROJECT **LES SCHWAB TIRE CENTER #203 RENOVATION -
RV & TRUCK SERVICING AREA CANOPY ADDITION**

DESCRIPTION OF PROPERTY

Pursuing LEED® Certification? ☐ YES ☒ NO

Street Address **2308 ASHLAND STREET**

Assessor's Map No. 39 1E **14BA** Tax Lot(s) **200, 300, 400 & 1100**

Zoning **C-1 - DETAILED SITE DESIGN OVERLAY** Comp Plan Designation **COMMERCIAL**

APPLICANT

Name **FRANK RUDLOFF, MCA ARCHITECTS** Phone **503-226-0622** E-Mail **rudloff@mca-architects.com**

Address **812 SW WASHINGTON STREET, STE. 800** City **PORTLAND, OR** Zip **97205**

PROPERTY OWNER

Name **IAN WALLINE, LES SCHWAB TCS** Phone **541-416-5123** E-Mail **ian.a.walline@lesschwab.com**

Address **20900 Cooley Road** City **BEND, OR** Zip **97701**

SURVEYOR, ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OTHER

Title **ASSOCIATE** Name **FRANK RUDLOFF** Phone **503-226-0622** E-Mail **rudloff@mca-architects.com**

Address **812 SW WASHINGTON STREET, STE. 800** City **PORTLAND, OR** Zip **97205**

Title **PRESIDENT** Name **JACK MILLER** Phone **503-226-0622** E-Mail **miller@mca-architects.com**

Address **812 SW WASHINGTON STREET, STE. 800** City **PORTLAND, OR** Zip **97205**

I hereby certify that the statements and information contained in this application, including the enclosed drawings and the required findings of fact, are in all respects, true and correct. I understand that all property pins must be shown on the drawings and visible upon the site inspection. In the event the pins are not shown or their location found to be incorrect, the owner assumes full responsibility. I further understand that if this request is subsequently contested, the burden will be on me to establish:

- 1) that I produced sufficient factual evidence at the hearing to support this request;
- 2) that the findings of fact furnished justifies the granting of the request;
- 3) that the findings of fact furnished by me are adequate; and further
- 4) that all structures or improvements are properly located on the ground.

Failure in this regard will result most likely in not only the request being set aside, but also possibly in my structures being built in reliance thereon being required to be removed at my expense. If I have any doubts, I am advised to seek competent professional advice and assistance.

Applicant's Signature  Date **07/26/2024**

As owner of the property involved in this request, I have read and understood the complete application and its consequences to me as a property owner.

Property Owner's Signature (required)  Date **07/26/24**

[To be completed by City Staff]

Date Received _____ Zoning Permit Type _____ Filing Fee \$ _____

OVER ►►

ZONING PERMIT SUBMITTAL REQUIREMENTS

- ☐ APPLICATION FORM must be completed and signed by both applicant and property owner.
- ☐ FINDINGS OF FACT – Respond to the appropriate zoning requirements in the form of factual statements or findings of fact and supported by evidence. List the findings criteria and the evidence that supports it. Include information necessary to address all issues detailed in the Pre-Application Comment document.
- ☐ 2 SETS OF SCALED PLANS no larger than 11"x17". Include site plan, building elevations, parking and landscape details. (Optional – 1 additional large set of plans, 2'x3', to use in meetings)
- ☐ FEE (Check, Charge or Cash)
- ☐ LEED® CERTIFICATION (*optional*) – Applicant's wishing to receive priority planning action processing shall provide the following documentation with the application demonstrating the completion of the following steps:
 - Hiring and retaining a LEED® Accredited Professional as part of the project team throughout design and construction of the project; and
 - The LEED® checklist indicating the credits that will be pursued.

NOTE:

- Applications are accepted on a first come, first served basis.
- Applications will not be accepted without a complete application form signed by the applicant(s) AND property owner(s), all required materials and full payment.
- All applications received are reviewed for completeness by staff within 30 days from application date in accordance with ORS 227.178.
- The first fifteen COMPLETE applications submitted are processed at the next available Planning Commission meeting. (Planning Commission meetings include the Hearings Board, which meets at 1:30 pm, or the full Planning Commission, which meets at 7:00 pm on the second Tuesday of each month. Meetings are held at the City Council Chambers at 1175 East Main St).
- A notice of the project request will be sent to neighboring properties for their comments or concerns.
- If applicable, the application will also be reviewed by the Tree and/or Historic Commissions.



Planning Division
51 Winburn Way, Ashland, OR 97520
541-488-5305

Commercial Site Review Valuation Estimate

Street Address: 2308 Ashland Street

Description of Project: Les Schwab Tire Center Renovation - work involves minor demolition of an existing fascia element, erection of a steel structure, and cladding the structure with a fascia to match existing adjacent fascia.

Applicant: Frank Rudloff, MCA Architects

Property Owner: Ian Walline, Les Schwab Tire Centers

Valuation Estimate Prepared by: Frank Rudloff

Estimator Phone: 503-226-0622

Estimator Email: rudloff@mca-architects.com

DESCRIPTION:	VALUATION:
Excavation & Earthwork	\$0,000
Landscaping	\$5,000
Parking Area(s) & Driveways	\$0,000
Sidewalks/Patios/Walkways	\$0,000
New Construction – Materials & Labor Total*	\$100,000
TOTAL PROJECT VALUATION:	\$105,000

*Building permit valuations shall be based upon the Uniform Fee methodologies as established by OAR 918-050-0100.



TRANSMITTAL

TO: City of Ashland Planning Division
51 Winburn Way
Ashland, OR 97520

FROM: Frank Rudloff
MCA Architects, PC
812 SW Washington Street, Suite 800
Portland, OR 97205

DATE: July 26, 2024

JOB NO.: 22-125
JOB NAME: Les Schwab RV & Truck Servicing Area
Canopy Addition

DESCRIPTION OF TRANSMITTAL	QUANTITY	DATE
Design Review Package (hard copy)	2	07/26/24

REMARKS: For your use, as required. Thank you.

VIA: USPS

CC: Ian Walline, Les Schwab PM (via email)



City of Ashland Land Use Review Submission
*for the **addition of a canopy structure to provide cover for RV and Large Truck Maintenance** – a modification of the previously approved design of*
Les Schwab Tire Center #203 – 2308 Ashland Street
July 26, 2024

Overview:

We are requesting Planning Department approval of **an addition** to the previously proposed and approved development of the 2.73-acre site at 2308 Ashland St (Tax Lot #391E14BA 200, 300, 400 and 1100). The site is located within the C-1 zone and within the Detailed Site Design Zone. A portion of the site is located within the 100-year floodplain in lots 200 & 300; no work is proposed in this area. *The modification to the original request is **the addition of a “Truck and RV Service Area Canopy” at the east end of the previously reviewed building.***

As previously submitted for review, the existing development consists of:

- Approximately 13,250 SF of commercial uses
 - Showroom and Service Center 6,750 SF
 - Warehouse Structure 2,500 SF
 - Alignment Service Center (at rear of property) 4,000 SF
 - Total enclosed area 13,250 SF

- Additional space under canopies
 - Service Bays in front of showroom 1,440 SF
 - Breezeway between Showroom and Warehouse 1,800 SF
 - Total area under roof 16,490 SF

- Three 1-story structures
- 36 parking spaces
- Lot coverage:
 - Structures: 11% / 13,250 SF
 - Landscaping: 42% / 49,370 SF
 - Parking Areas/Driveways: 47% / 55,500

The previously approved development plan with proposed modification is outlined below. ***The proposed addition is presented in the attached drawings.***

- Remodel and addition to existing facility. Addition would be approximately 2000 SF.
- Work includes:

Entry vestibule addition at front (Ashland Street) facade, enclosure of “breezeway” between existing showroom and warehouse structure (includes 72 SF extension towards Ashland Street), interior tenant improvement, painting and re-cladding building exterior

- Site work includes:
Access ramp from sidewalk to entry elevation, re-stripping paved areas, concrete pad (replacing asphalt) at east end of warehouse.
- No work at existing Alignment Service Center.
- Enclosure of central canopy space, connecting two buildings together and creating two service bays. It also provides additional warehouse space in the rear.
- Planting a 3’-0” tall hedge along the Ashland Street frontage to screen the parking lot.
- Removing existing street trees and replacing them with appropriate varieties from the City of Ashland “Street Tree Guide”.
- Planned work is intended to improve the appearance and function of the current buildings by locating all service bays on the interior, expanding the entry/showroom space to make the entry more prominent, adding two feet to the new service bays to provide visual interest on the Ashland Street (front) façade, modernizing/refreshing the look of the building materials, improving pedestrian access from street corner to facility.
- ***The addition of an “RV and Truck Service Area canopy” at the east end of the building is the current proposed addition. When the building design proposal was originally submitted for review by the Ashland Planning Commission, a concrete pad was included at this location for this purpose. The local management of the store proposed the addition of the canopy after the design was approved by the City of Ashland Design Commission, so now we are presenting the proposed addition. Responding to City of Ashland directives regarding variation of height and massing along the Ashland Street Façade, the proposed canopy is set 4’-0” back from the adjacent portion of the building to the west and is 2’-4” taller than that portion of the building. The area was originally a fenced storage space which has been relocated to the rear (south) of the building.***

The Les Schwab Tire Center is located at the southeast corner of the intersection of Ashland Street and Tolman Creek Road. The site is roughly 1000 feet west of the Interstate 5 – Ashland Street interchange and just outside the City’s “Freeway Overlay”. The facility has been in operation at this location since 1973. Several additions have been made and renovations done over the years, including a 1981 addition to the primary building and the 2004 construction of the (independent structure) Alignment Center. The facility is entirely designed to support servicing of vehicles; automobiles, trucks, vans, RVs, trailers, and any other piece of equipment that has tires. It is located at what seems like an ideal place in the City for this kind of facility, within (or just outside) what has to be understood as a motorized vehicle nexus, where the Interstate Highway meets the primary artery for vehicle traffic moving into the City roadway network.

The original project (currently under construction) proposes to “modernize” the Ashland Tire Center #203 to meet Les Schwab corporate design standards, and to improve working

conditions for the technicians employed there. This includes moving servicing operations indoors, eliminating the outdoor (under-canopy) service bays for all vehicles, renovating the showroom and making it more visible from the street (by removing the canopy), reorganizing the interface between warehouse and service bays, replacing the electrical service, lighting, mechanical systems, plumbing systems, and bringing the building envelope into compliance with current energy code criteria. Minor (600SF) expansion of the building is planned, as well, to accommodate the service bays under what is currently an open breezeway. An additional aspect of the work is to remove the mansard fascia at the building perimeter, replacing it with a vertical fascia band to provide a graphic cap around the building.

The proposed canopy addition is intended to provide a work area for larger vehicles like RVs and semi-truck cabs. In the original design proposal a concrete slab at this location was designated to be for this purpose.

The following narrative presents City of Ashland Site Design Approval Criteria and Les Schwab Design Team direct responses describing how the proposed project either conforms or compensates for non-conformance with the criteria. We request that you approve the approach to addressing City of Ashland Site Design Approval Criteria presented here.

Responses prepared for the earlier planning commission review are shown in *italics*.

Responses that are new to this “design modification submission” are shown in ***bold italics***.

A. Underlying Zone:

Per the Pre-Application Review, the building 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.

One instance where the above statement may not be quite accurate is the following. Part 18.2.3.050 Automobile and Truck Repair Facility, Item A states: All cars and trucks ... shall be screened from view from the public right-of-way by a total sight-obscuring fence.

This requirement may be intended to protect the public from having to view an untidy scene where vehicles are in all states of repair for extended periods. The nature of the Les Schwab Tire Center operation is that work is completed on a daily cycle. Vehicles on the property also communicate the function and quality of work performed on site. Having said this, the proposed design identifies “Screen Elements” in deference to the above requirement. A three-foot-tall hedge near the top of the perimeter embankment along Ashland Street enhances the pedestrian (sidewalk) experience and screens views to the parking area. The low screens also allow for “eyes-on-the-street” from the property.

The above statements apply to the proposed RV & Truck Servicing Canopy.

B. Overlay Zones

Per Pre-Application Review, the building complies with all overlay zone requirements (part 18.3).

C. Site Development and Design Standards (Chapter 18.4.2)

Purpose – Placement, Orientation, and Design:

- a. enhancement via promoting alternative modes of transportation,
- b. provision of safe and comfortable business environment – “eyes on the street”
- c. reduce dependence on automobile – conserve energy, reduce congestion
- d. support resource conservation and renewable energy source development
- e. high quality development that makes a positive contribution to streetscape

Les Schwab Tire Centers are located throughout the region and the organization strives to develop facilities that contribute positively to the streetscapes where they are located. Les Schwab is sensitive to local “sense of place” and respects specific design constraints, criteria and opportunities, even as they work to present a recognizable “Les Schwab”

identity through the designs of their facilities. The nature of the tire center operation – the need to accommodate and service vehicles – may sometimes seemingly conflict with objectives related to streetscape enhancement for pedestrian traffic and reducing automobile trips, but the company attempts in their designs to make positive contributions to the local environment within the operational framework.

The above statements apply to the proposed RV & Truck Servicing Canopy.

Responses to criteria presented in AMC Part 18.4.2.040 Site Development Standards – Non-Residential Development:

- A. Purpose and Intent. Commercial and employment developments should have a positive impact upon the streetscape.

Given the nature of Les Schwab Tire Center’s business, the company approaches this project with the intent of “having a positive impact” on the adjacent streetscapes. How this is achieved is presented in the following responses.

- B. Basic Site Review Standards.

1. Orientation and Scale

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

The existing Les Schwab Tire Center is oriented toward Ashland Street. Due to the nature of the facility, the customer-focused vehicle servicing operation is oriented toward the street. This includes showroom and service bays. The facility celebrates the vehicle servicing operation. Naturally, almost all customers arrive by car, or other motorized transport. Having parking and a driveway between the street and the building is critical to the operation. Putting these elements “on display” is equivalent to other businesses presenting their storefronts to the street. The Les Schwab Tire Center is “of the road”, not merely next to it like most buildings are.

- b. A building façade or multiple building facades shall occupy a large majority of a project’s street frontage...

As described above, the nature of a Les Schwab Tire Center is different from a “standard building” as presented in Figure 18.4.2.040.B.6. Ease of vehicular access to the facility and through the site is critical to its operational success. Parking spaces near Service Bays is also critical. Furthermore, it is important

to remember that the Tire Center is an existing structure. Efforts to re-position the building on the site present significant hardship on the owner. The proposed design proposes significant modifications to visually connect the building interior (showroom) to the street by eliminating the canopy and service bays underneath. While not physically moving the space toward the street, the visual presence is anticipated to be improved by the new clear articulation of the entry tower on the façade.

- c. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk.

The building entrance remains oriented toward Ashland Street and has been enhanced and made more obvious from the street by the development of a tower element that marks the (pedestrian) entry vestibule. An accessible ramp is planned to convey pedestrians from the property corner to the building entry and works to open up the view from the corner to the entry tower.

- d. Building entrances shall be oriented toward the street and shall be accessed from a public sidewalk.

See response to item c, above. While the building entry is located further from the ROW than 20 feet, it will be prominent and is designed to be clearly visible, functional, and will be open to the public during all business hours.

- e. Where a building is located on a corner lot, its entrances shall be oriented toward the higher order street or to the lot corner at the intersection of the streets.

This criterion is met. As stated above, the primary orientation of the building entry is toward Ashland Street. The accessible route from the intersection of Ashland Street and Tolman Creek Road strengthens the connection from the corner.

- f. Public sidewalks. *This criterion is met.*
- g. The standards “a” through “d”, above, may be waived if the building is not accessed by pedestrians, such as warehouses and industrial buildings without attached offices, and automotive service stations.

The Les Schwab Tire Center, while not an “automotive service station” according to the definition in Part 18.6.1.030, is similar in terms of its

relationship to vehicular movement to and through the site. It is also true to say that the facility will only minimally be accessed by pedestrians.

The above statements apply to the proposed RV & Truck Servicing Canopy.

2. Streetscape.

Street trees are established along the two street frontages. Street trees will be replaced if the execution of the proposed design makes it necessary to remove existing trees.

As part of the RV & Truck Servicing Canopy addition, we propose to replace the (inappropriate) Sweet Gum trees along Ashland Street with appropriately scaled trees selected from the City of Ashland Tree Commission Street Tree Guide. Street Trees will also be installed along the Tolman Creek Road frontage.

3. Landscaping

- a. Landscape areas at least ten feet in width shall buffer buildings from adjacent streets,...

Landscaping along Ashland Street frontage is greater than 10' wide (approximately 12' wide). Along Tolman Creek Road the existing buffer is approximately 6' wide. The proposed design expands the depth of the buffer near the corner where the accessible pedestrian route from sidewalk elevation to building elevation is planned. The ramp/landscape area occupies a 30' x 30' square - half landscaping, and half walkway. This 30' deep development at the corner is intended to balance the narrower width to the south along Tolman Creek Road.

- b. Landscaping and recycle/refuse disposal areas shall be provided pursuant to chapter. *This criterion shall be met.*

4. Designated Creek Protection. *This criterion does not apply.*

5. Noise and Glare. *This criterion shall be met.*

6. Expansion of Existing Sites and Buildings.

The project represents a 2,921 sf increase in indoor area, but an overall 779 sf reduction in area under roof. For the proposed development, applying the concept of "proportionality" is confusing in terms building area. One could argue that 2,921 sf /

8,790 sf (current indoor area) = a 33% expansion, so 33% of the site should be brought into compliance with applicable design standards. It could also be argued that the proposal reduces the building area by approximately 5%, so no increase (a reduction?) in site area being brought into compliance with applicable standards should be required. Clearly another means of determining what is a proportional improvement in compliance with applicable site design standards is needed. How to do this objectively may be difficult.

The proposed canopy addition is 34'x 42' = 1,428sf of roof area. 1,428 sf – 779 sf = 649 sf of additional area under roof than what was originally under roof. 649 sf/ 12,490 sf = 5.2% expansion.

C. Detailed Site Review Standards.

1. Orientation and Scale.

- a. Developments shall have a minimum Floor Area Ratio of 0.50.

The Les Schwab Tire Center property includes a steep-sloped “natural drainage-way” area along Hamilton Creek on the east side of the property, which we believe should be removed from consideration when performing the FAR calculation, as presented below. With the 2004 Alignment Center project, a “Shadow Plan” was accepted that demonstrated where/how on the site development could be intensified in the future. If the calculation below is accepted, and the basis for setting the FAR is 89,267 sf, then the total building area required to meet the 0.50 FAR is 44,634 sf. If the LSTC occupies 15,711 sf, this leaves 28,923 sf of building area needed to meet the 0.50 FAR. A three-story building with a 10,000+ sf footprint can be accommodated along the Ashland Street frontage at the northeastern corner of the developable portion of the property as illustrated in the attached shadow plan.

Project description:

<i>Site Area –</i>	<i>118,456 sf (2.7 acres)</i>
<i><u>Unbuildable Site Area –</u></i>	<i><u>29,189 sf</u></i>
<i>Usable Site Area</i>	<i>89,267 sf</i>

Existing “space under roof” –

<i>Tire Center Building -</i>	<i>12,490 sf (8,790 sf indoors / 3,700 sf outdoors)</i>
<i><u>Alignment Center Building -</u></i>	<i><u>4,000 sf</u></i>
<i>Total -</i>	<i>16,490 sf = 18.5% coverage of buildable area</i>

Proposed “space under roof” –

<i>Tire Center Building -</i>	<i>11,711 sf (all indoors)</i>
<i>Plazas / Pedestrian Areas -</i>	<i>900 sf</i>
<i><u>Alignment Center Building -</u></i>	<i><u>4,000 sf</u></i>
<i>Total -</i>	<i>16,611 sf = 18.6% lot coverage of buildable area</i>
<i><u>Additional Canopy Area -</u></i>	<i><u>1,428 sf</u></i>
	<i>18,039 sf = 20.2% lot coverage of buildable area</i>

<i><u>Potential 3-story Building -</u></i>	<i><u>30,000 sf</u></i>
<i>Total -</i>	<i>48,039 sf = 53.8% lot coverage of buildable area</i>

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

The proposed Ashland Street façade integrates two offsets along its 146' length. Working from the west (Tolman Creek Road) end, the 60' long Showroom façade is broken in the center with a tower marking the primary customer entry to the retail / lounge area. This element comes forward by a foot (1') and projects upward more than five (5) feet. East of the Showroom is the former Breezeway. The proposed design encloses this 36' wide Service Bay space and offsets the volume toward the street by two feet (2'). The roof line of this area also bumps up approximately three feet (3') above the neighboring volumes on either side. Moving east are two more Service Bays and a shop space. This 50' long portion of the building sits two feet (2') back from the neighboring volume to the west. We believe the criteria is met by the design.

The proposed canopy structure is offset (set back) by four feet (4') from the face of the adjacent 50' long Service Bay to the west. The canopy structure is also approximately 4'-0" taller than the neighboring portion of the building. We believe the criteria is met by the design.

- c. Any wall that is within 30 feet of the street, plaza, or other public or common open space shall contain at least 20 percent of the wall area facing the street in display areas, windows, or doorways.

This criterion is met.

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

This criterion is met.

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

With the infill of the existing Breezeway, we believe this criterion is met.

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

Shallow awnings are provided above the Showroom windows. We believe the criteria is met by the provision of this element.

2. Streetscape

- a. Hardscape (paving material) shall be utilized to designate “people” areas.

With the development of the plaza and pedestrian ramp from the corner, we believe this criterion is met.

- b. A building shall be set back not more than five feet from a public sidewalk unless the area is used for pedestrian activities such as plazas or outside eating areas, or for a required public utility easement.

The existing Les Schwab Tire Center is set back approximately 50’ from Ashland Street. Due to the nature of the facility, the customer-focused vehicle servicing operation is oriented toward the street and requires space for vehicular movement between the building and the street. The facility celebrates the vehicle servicing operation by presenting it to the street. Naturally, almost all customers arrive by car, or other motorized transport. Having parking and a driveway between the street and the building is critical to the operation. Putting these elements “on display” is equivalent to other businesses presenting their storefronts to the street. The Les Schwab Tire Center is “of the road”, not merely next to it like most buildings are.

The future development shown on the shadow plan is within five feet of the sidewalk.

The above statements apply to the proposed RV & Truck Servicing Canopy.

3. Buffering and Screening.

- a. Landscape buffers and screening shall be located between incompatible uses on an adjacent lot.

This criterion does not apply.

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

Due to the nature of the Les Schwab Tire Center facility, the customer-focused vehicle servicing operation is oriented toward the street. This includes showroom and service bays. The facility celebrates the vehicle servicing operation. Naturally, almost all customers arrive by car, or other motorized transport. Having parking and a driveway between the street and the building is critical to the operation. Putting these elements "on display" is equivalent to other businesses presenting their storefronts to the street. In deference to the parking lot buffering criterion, low (three foot high) hedges are proposed to screen parking from Ashland Street. The site sits up from the street at least two feet along its entire Ashland Street frontage, so the low screens will effectively provide a five-foot-high buffer element.

The above statements apply to the proposed RV & Truck Servicing Canopy.

4. Building Materials

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

This criterion is met.

- b. Bright or neon paint colors used extensively to attract attention to the building or use are prohibited.

This criterion is met.

D. Additional Standards for Large Scale Projects. (Greater than 10,000 sf gross or more than 100 feet of building frontage)

1. Orientation and Scale.

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

As described earlier, the building mass is well broken down and this criterion is met.

The above statements apply to the proposed RV & Truck Servicing Canopy.

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

This criterion is met.

- c. Inside the Downtown Design Standards overlay...:

This criterion does not apply.

2. Detail Site Review Plaza Space Standards

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

Per the principle of “proportionality” this criterion is met by the development of the accessible pedestrian plaza and way at the northwest property corner.

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

This criterion does not apply.

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

Criterion shall be met by applying items i.-iv.

The above statements apply to the proposed RV & Truck Servicing Canopy.

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

Criterion shall be met as required.

E. City Facilities

The proposal complies with all of the applicable standards in section 18.4.6 Public Facilities. Capacity of City facilities for water, sewer, electricity, urban storm drainage, paved access to and throughout the property, and transportation access can and will be provided to the property.

A. Exception to the Site Development and Design Standards

Per the review above, most City of Ashland Site Development and Design Standards have been met.

As was stated previously, when one considers the nature of the Tire Center operation, criteria related to eliminating parking between building and street conflict with servicing motorized vehicles (mostly automobiles). For the Tire Center operation, the cars' proximity to the service bays is functionally critical. It is also commercially critical, as it advertises the business to other passing drivers who will at some point need tire or alignment servicing for their vehicles. Parking spaces are not just for people who stop and shop at the Les Schwab Tire Center. Sometimes the parking requirement is doubled by folks dropping off their cars and at the same time being picked up by a friend or relative in a second vehicle. It is also sometimes the case that customers leave their cars all day, so parking spaces are needed for vehicles whose drivers aren't on the premises. It is reasonable to consider that for every service bay (five are proposed – same as current number) one parking space nearby is needed for vehicle staging. These staging spaces should be considered in addition to the number calculated using the Parking Ratios identified in Table 18.4.3.040.

Parking Calculations:

Retail Sales and Services – General: 1 space/350sf floor area

Warehouse – 1 space/1000sf of gross floor area, or 1 space/2 employees (whichever is less) plus 1 space per company vehicle.

Office space – General: 1 space/500sf floor area

Retail Sales and Services in Tire Center – 5341 sf = 15.26 parking spaces

Retail Sales and Services in Alignment Center – 4000 sf = 11.43 parking spaces

Warehouse – 5646 sf = 5.64 parking spaces

One Company Vehicle – 1 parking space

Office – 360 sf = 1 parking space

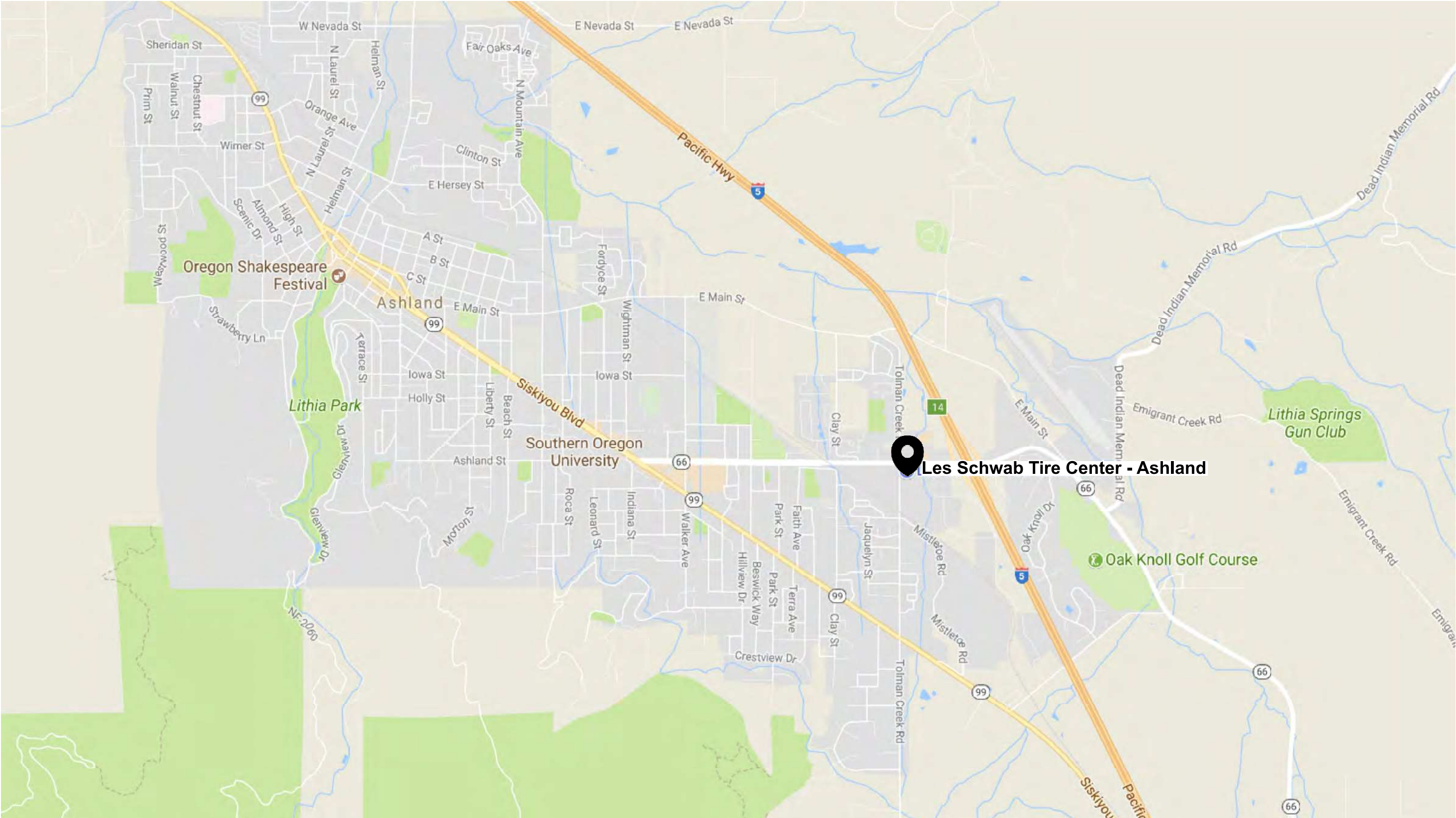
Total 34.33 parking spaces

$$34.33 \times 1.10 = 37.76 + 5 \text{ (per logic presented above)} = 42.76 = 43 \text{ parking spaces}$$

Existing – 36 spaces

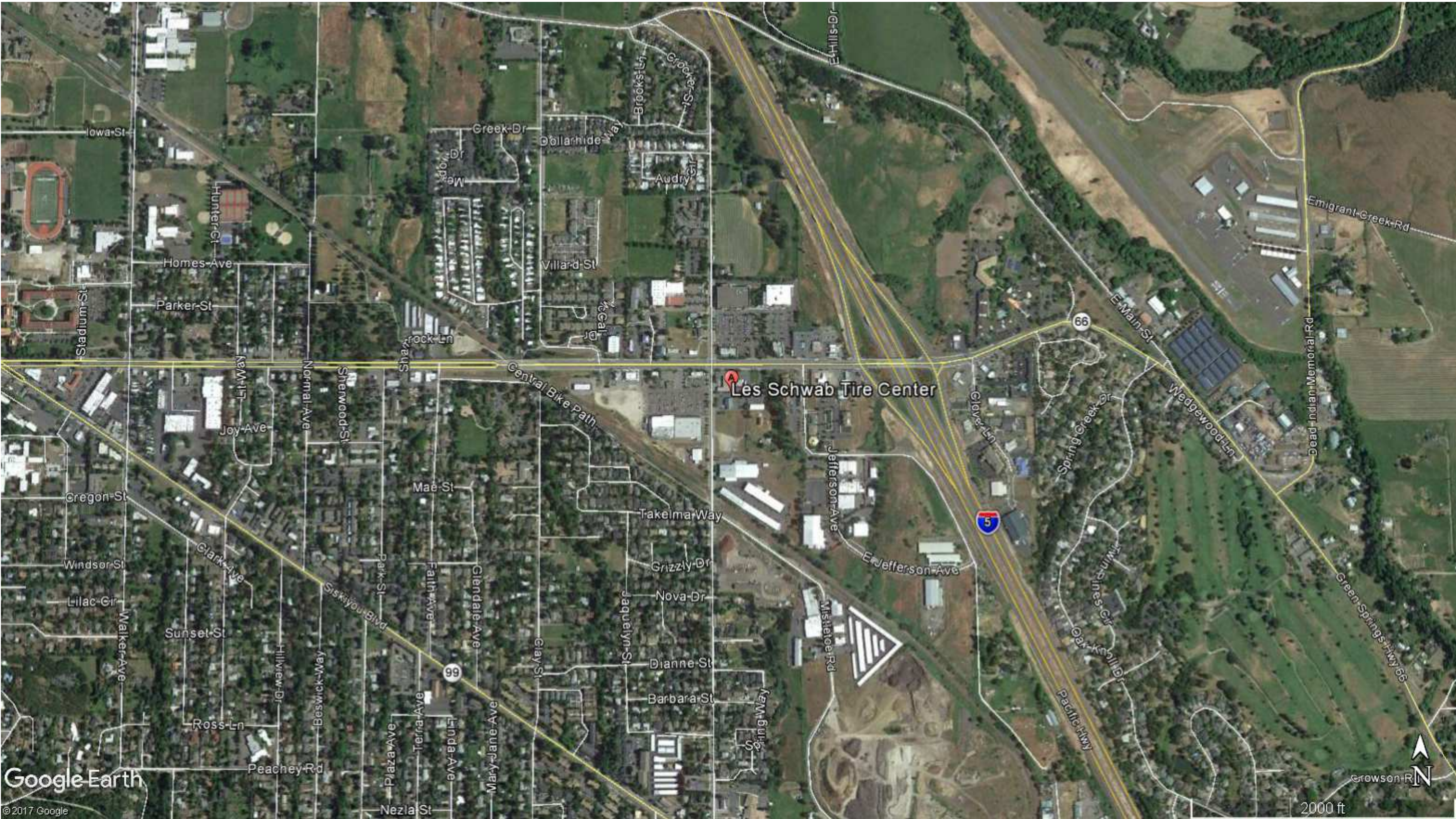
Proposed – 41 spaces

The above statements apply to the proposed RV & Truck Servicing Canopy.



VICINITY MAP
LES SCHWAB - 2308 ASHLAND ST
10/10/2022





LOCATION MAP
LES SCHWAB - 2308 ASHLAND ST
10/10/2022





Google Earth

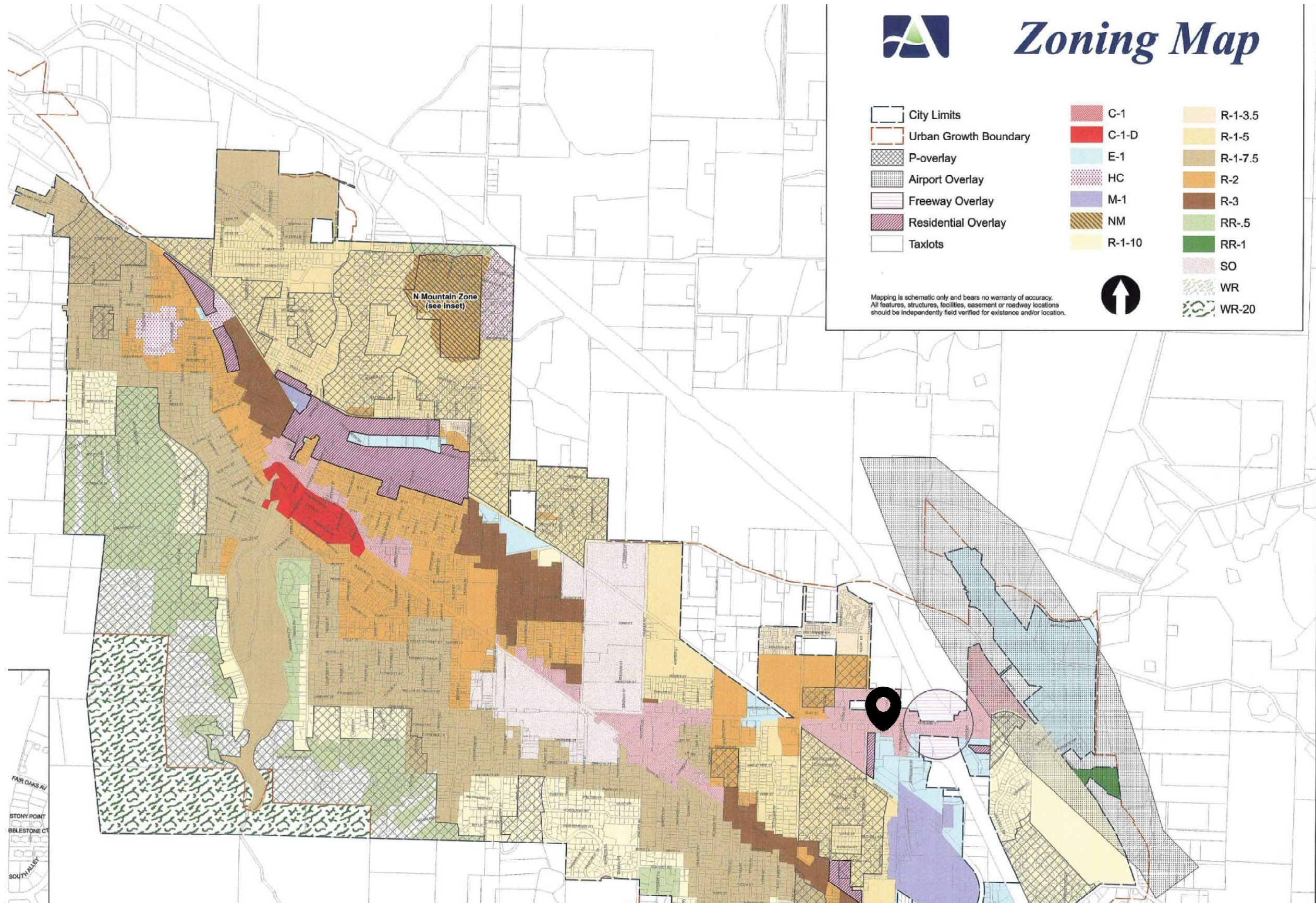
© 2017 Google

SITE MAP

LES SCHWAB - 2308 ASHLAND ST

10/10/2022





ZONING MAP

LES SCHWAB - 2308 ASHLAND ST

10/10/2022

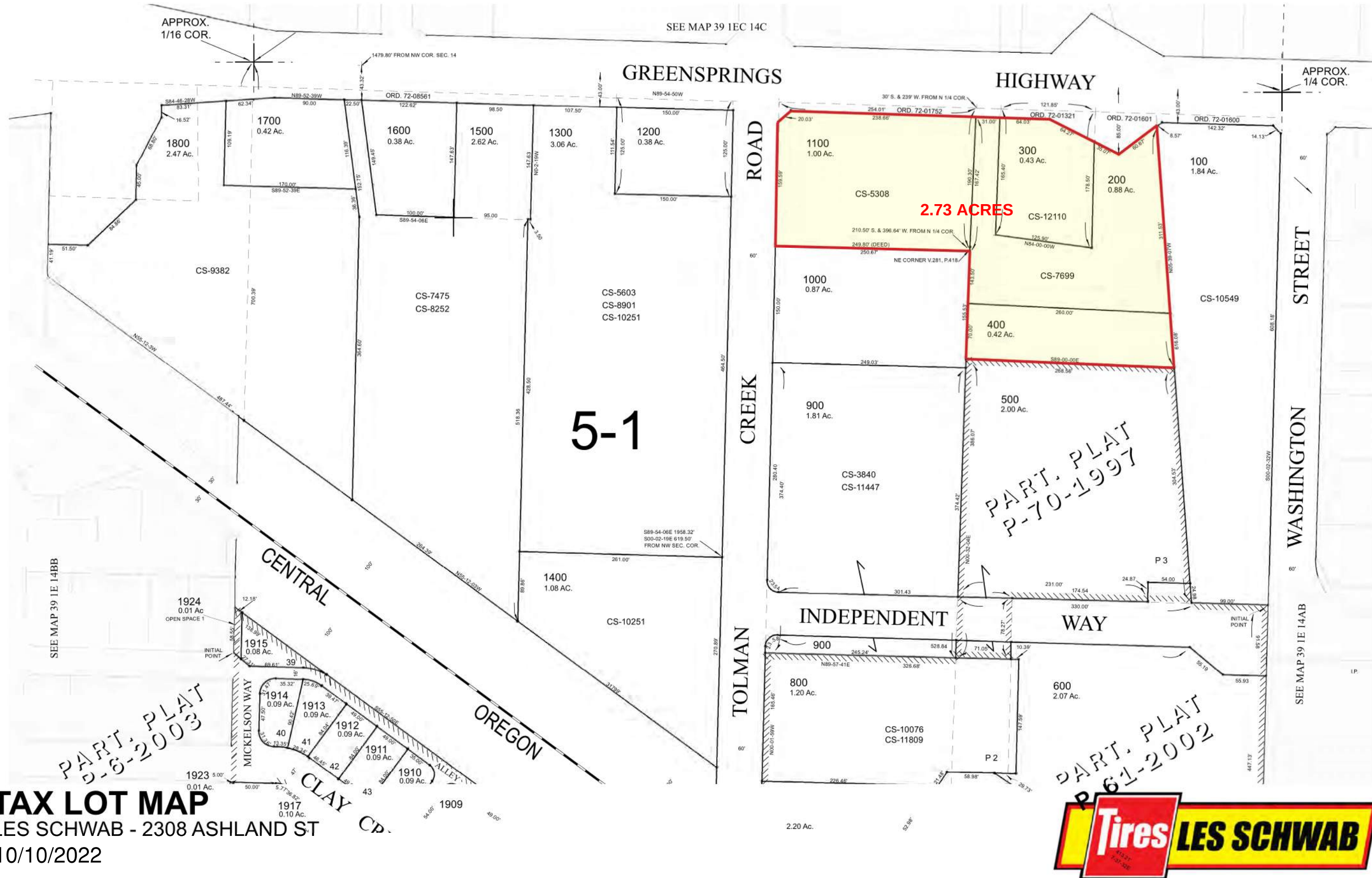


MCA
ARCHITECTS

N.E.1/4, N.W.1/4, SEC.14, T.39S., R.1E., W.M.
JACKSON COUNTY
1" = 100'

FOR ASSESSMENT AND
TAXATION ONLY

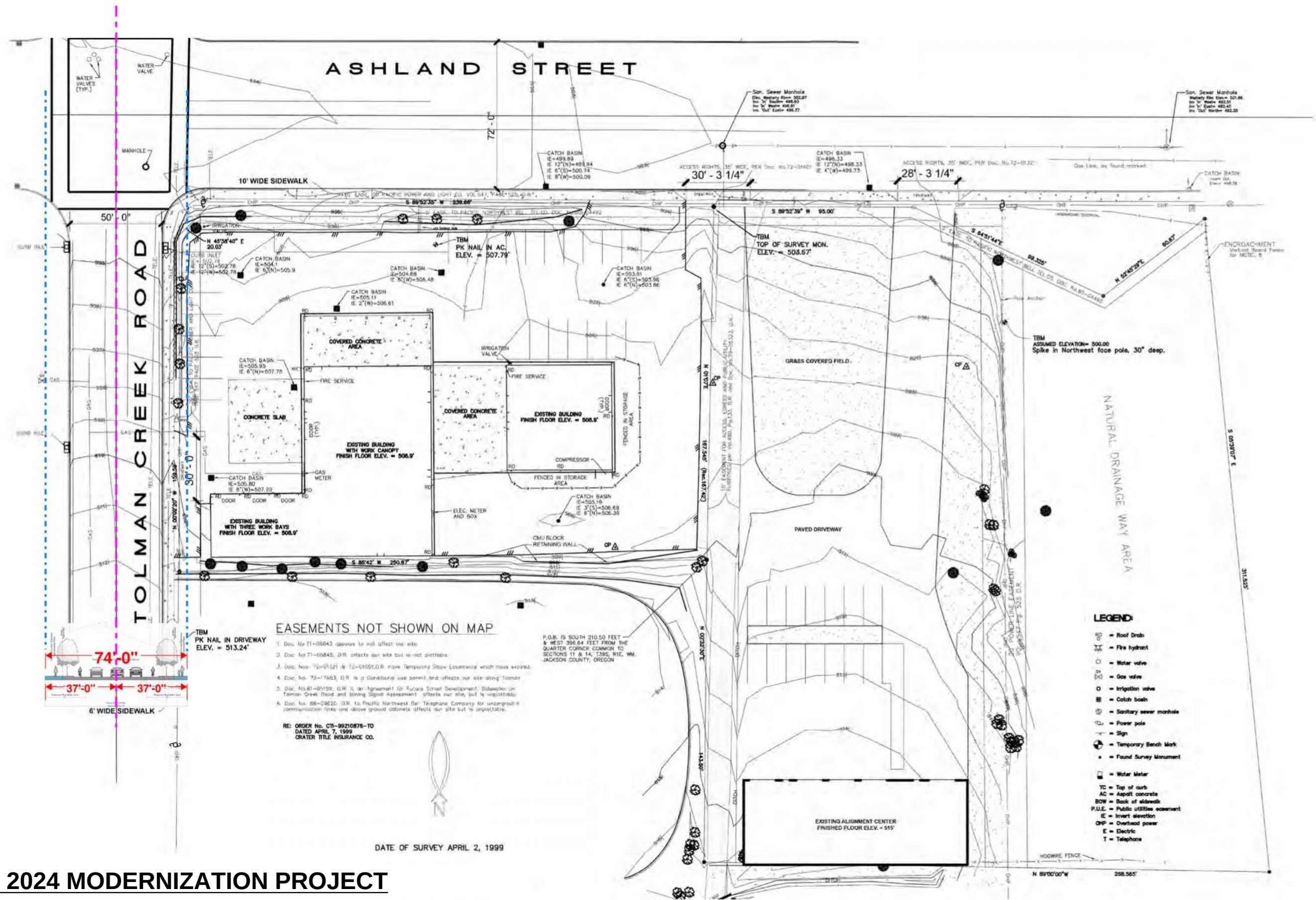
39 1E 14BA
ASHLAND



CANCELLED TAX
LOT NUMBERS:

1926
1927
601A1
700A1

TAX LOT MAP
LES SCHWAB - 2308 ASHLAND ST
10/10/2022



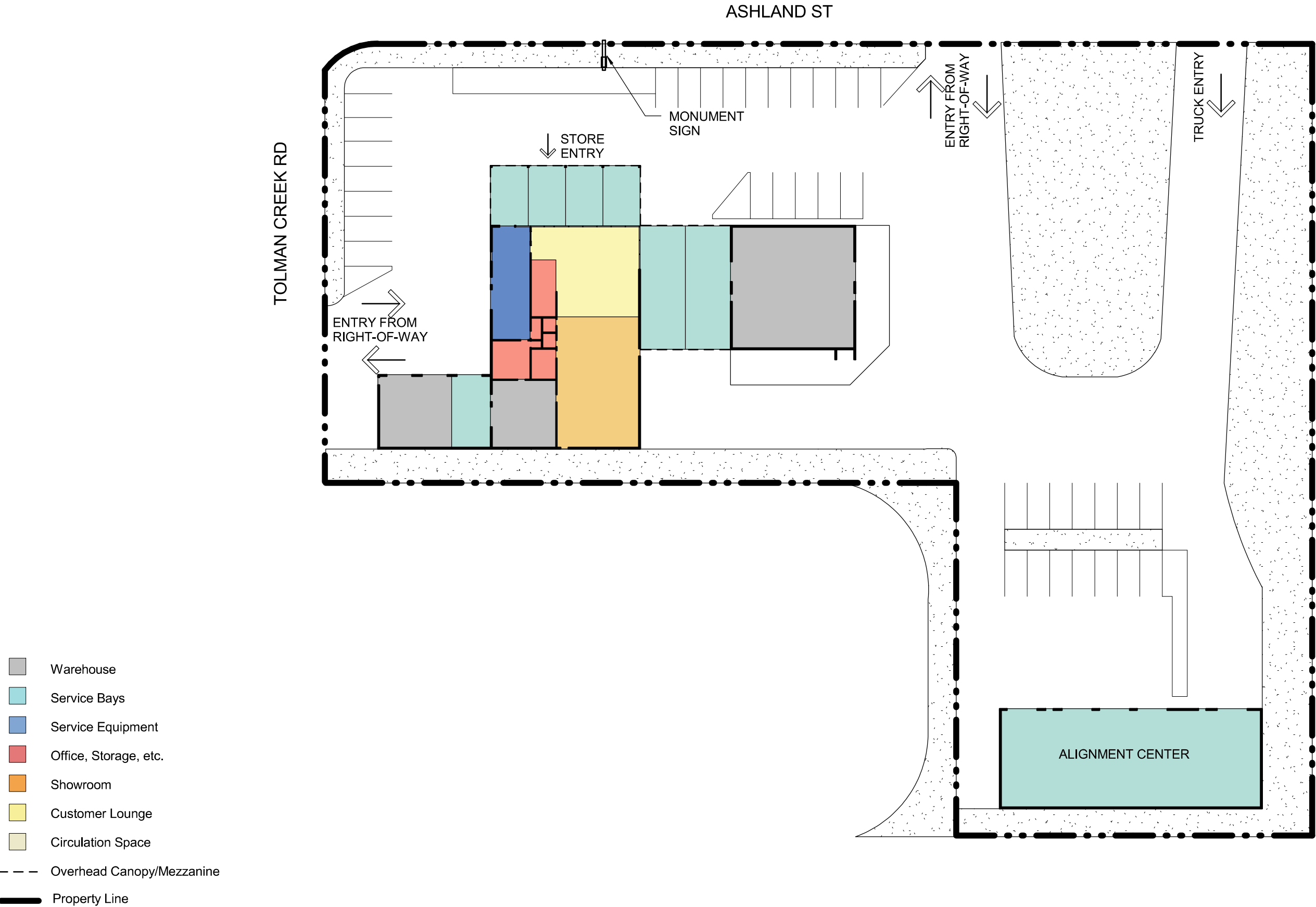
PRE- 2024 MODERNIZATION PROJECT

SITE ANALYSIS MAP

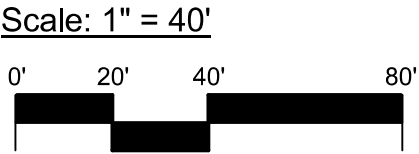
LES SCHWAB - 2308 ASHLAND ST

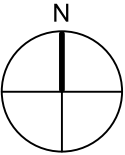
10/10/2022





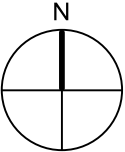
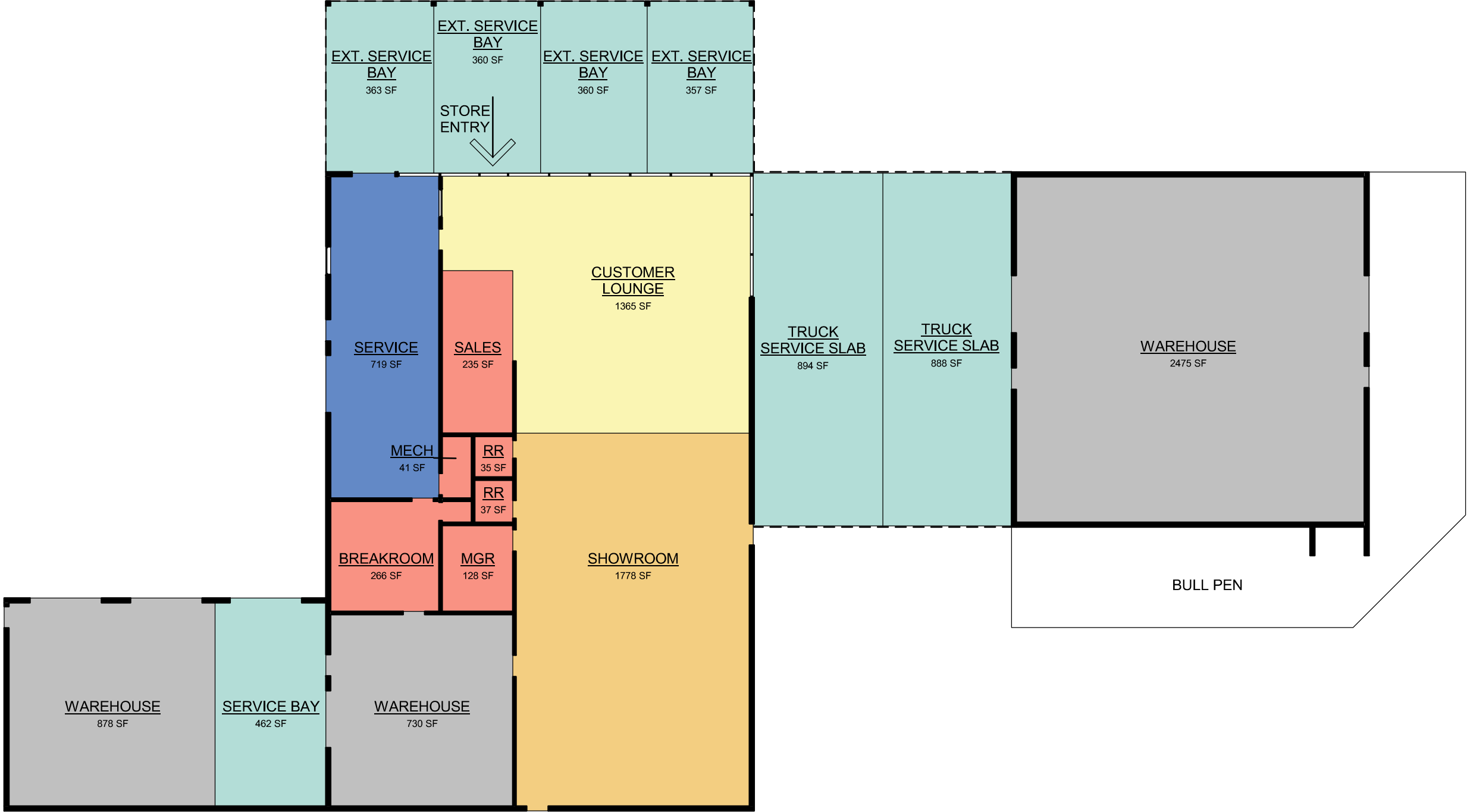
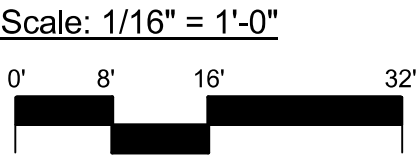
PRE- 2024 MODERNIZATION PROJECT
ORIGINAL BUILDING PLAN W/SITE
LES SCHWAB - 2308 ASHLAND ST
10/10/2022

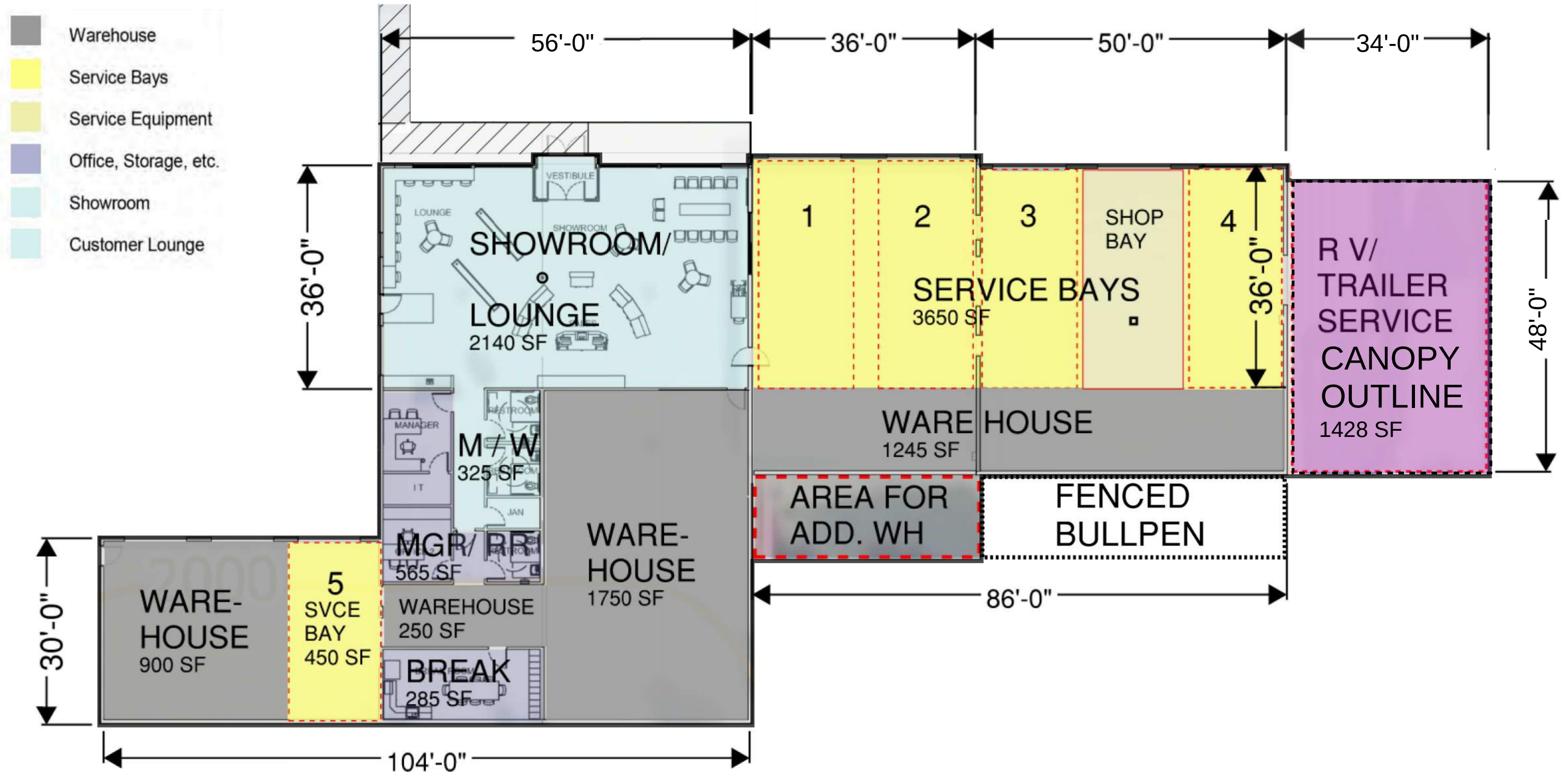




- Warehouse
- Service Bays
- Service Equipment
- Office, Storage, etc.
- Showroom
- Customer Lounge
- Circulation Space
- Overhead Canopy/Mezzanine

PRE- 2024 MODERNIZATION PROJECT
ORIGINAL BUILDING PLAN
LES SCHWAB - 2308 ASHLAND ST
10/10/2022





2024 MODERNIZATION PROJECT - RV / TRUCK CANOPY ADDITION

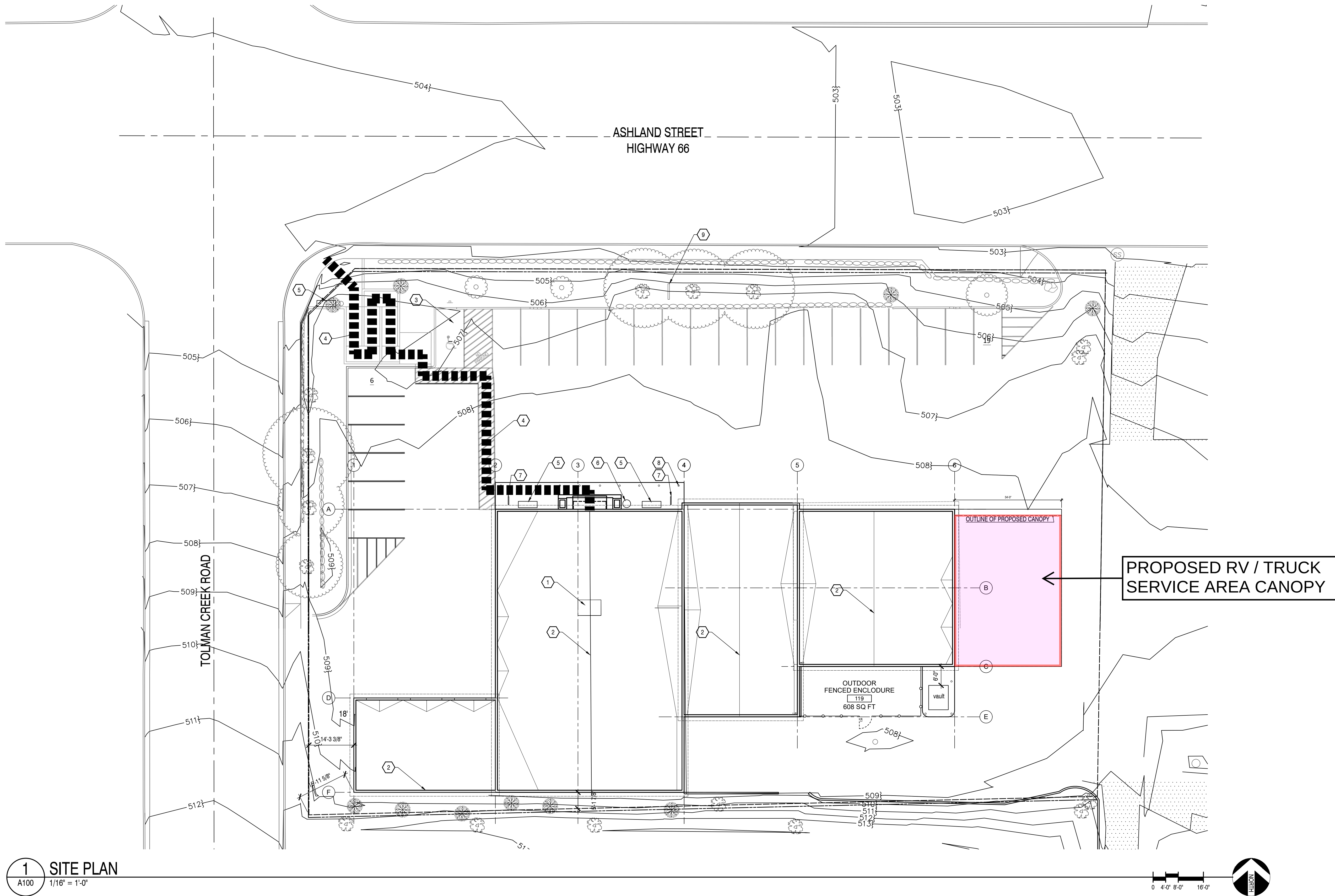
PROPOSED PLAN

LES SCHWAB - 2308 ASHLAND ST

07/26/2024

Scale: 1/16" = 1'-0"





1 SITE PLAN
A100 1/16" = 1'-0"

GENERAL NOTES

- UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOKUP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY.
- SEE MECHANICAL / ELECTRICAL / PLUMBING DRAWINGS FOR ASSOCIATED DEMOLITION WORK INCLUDING SAW CUTTING OF EXISTING SLAB FOR NEW UNDERGROUND, REMOVAL / RELOCATION OF ELECTRICAL, FIRE ALARM & SPRINKLER SYSTEM COMPONENTS.
- MAINTAIN & PROTECT ALL EXISTING WORK TO REMAIN AS NECESSARY. EXISTING WORK TO REMAIN THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN KIND AT CONTRACTOR'S EXPENSE.
- CONTRACTOR IS RESPONSIBLE FOR HANDLING & DISPOSAL OF ALL DEMOLITION MATERIAL NOT SALVAGED & RETAINED FOR THE OWNER. RESTORE OR PATCH EXPOSED SURFACES TO MATCH EXISTING FINISH AND APPEARANCE OF ADJACENT MATERIAL.
- FINAL APPROVAL SUBJECT TO FIELD INSPECTION
- MAINTAIN FULL UNOBSTRUCTED ACCESS TO ALL BUILDING EXITS THROUGHOUT CONSTRUCTION.

KEYNOTES

- NEW RTU AT ROOF, REFER TO MECHANICAL
- ROOF RIDGE
- PROVIDE NEW STRIPING AND SIGNAGE FOR CUSTOMER AND ACCESSIBLE PARKING. SEE CIVIL DRAWINGS
- ACCESSIBLE PATH OF TRAVEL FROM PUBLIC RIGHT OF WAY
- BENCH
- TRASH RECEPTACLE
- BICYCLE PARKING STAPLE
- BOLLARD (TYP FOR 10)
- (N) MONUMENT SIGN / FOUNDATION, USE (E) ELEC CONDUIT. SEE ELECTRICAL.





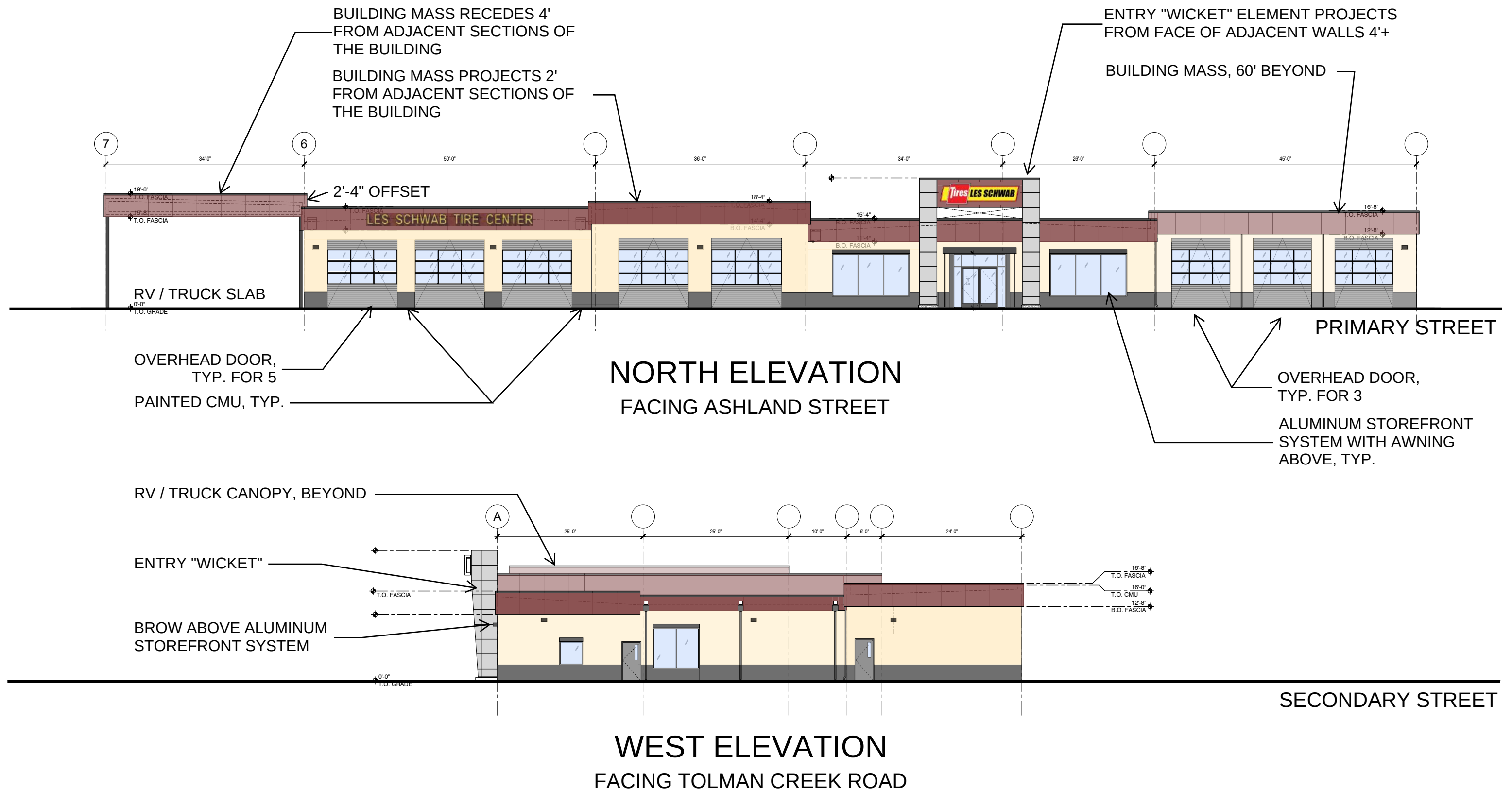
2024 MODERNIZATION PROJECT - RV / TRUCK CANOPY ADDITION

EXAMPLE PROTOTYPE STORE

LES SCHWAB - 2308 ASHLAND ST

07/26/2024





2024 MODERNIZATION PROJECT - RV / TRUCK CANOPY ADDITION

TIRE CENTER #203 - STREET ELEVATIONS

LES SCHWAB - 2308 ASHLAND ST
07/26/2024





2024 MODERNIZATION PROJECT - RV / TRUCK CANOPY ADDITION

VIEW 1 - FROM THE INTERSECTION OF ASHLAND STREET AND TOLMAN CREEK ROAD
LES SCHWAB - 2308 ASHLAND ST
07/26/2024





2024 MODERNIZATION PROJECT - RV / TRUCK CANOPY ADDITION

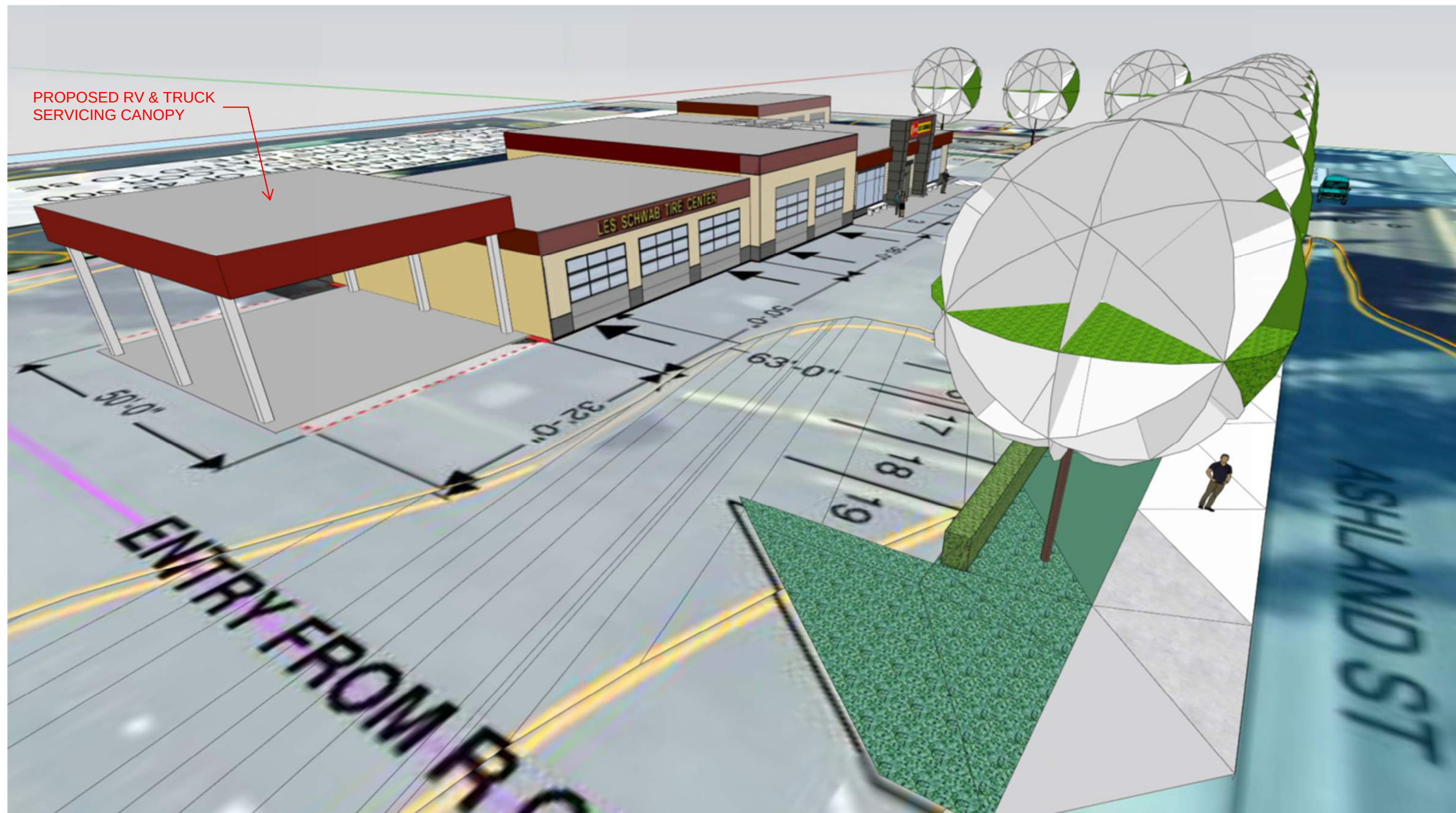
VIEW 2 - FROM ABOVE ASHLAND STREET AT PRIMARY BUILDING ENTRY

LES SCHWAB - 2308 ASHLAND ST

07/26/2024



MCA
ARCHITECTS



2024 MODERNIZATION PROJECT - RV / TRUCK CANOPY ADDITION

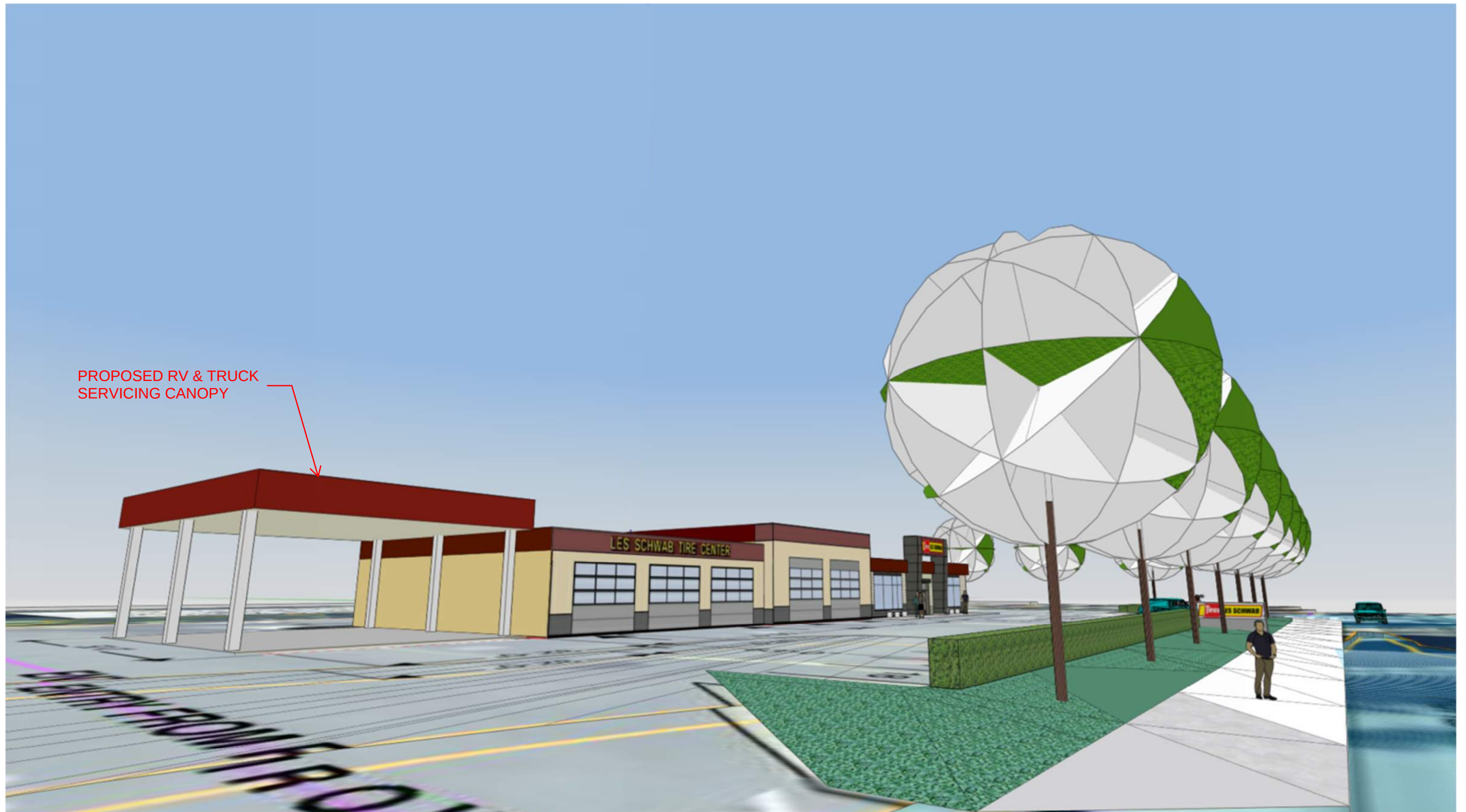
VIEW 3 - FROM ABOVE ASHLAND STREET EAST OF BUILDING

LES SCHWAB - 2308 ASHLAND ST

07/26/2024



MCA
ARCHITECTS



2024 MODERNIZATION PROJECT - RV / TRUCK CANOPY ADDITION

VIEW 4 - FROM ASHLAND STREET AT CURB CUT

LES SCHWAB - 2308 ASHLAND ST

07/26/2024





2024 MODERNIZATION PROJECT - RV / TRUCK CANOPY ADDITION

VIEW 5 - FROM ASHLAND STREET AT MONUMENT SIGN AND PRIMARY BUILDING ENTRY
 LES SCHWAB - 2308 ASHLAND ST
 07/26/2024

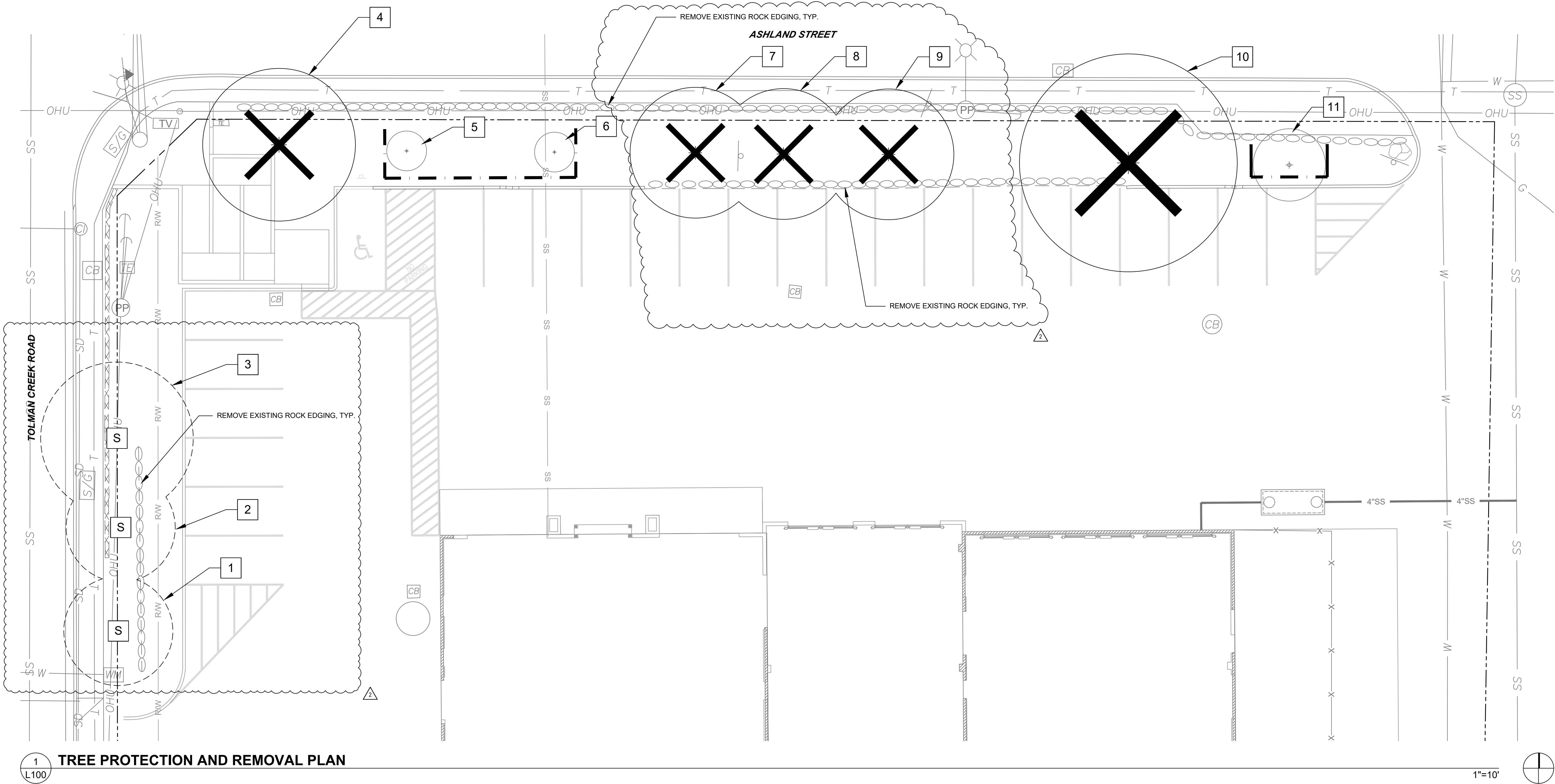




2024 MODERNIZATION PROJECT - RV / TRUCK CANOPY ADDITION

VIEW 6 - FROM RAMP AT INTERSECTION OF ASHLAND STREET AND TOLLMAN CREEK ROAD
 LES SCHWAB - 2308 ASHLAND ST
 07/26/2024





1
L100

TREE PROTECTION AND REMOVAL PLAN

TREE PROTECTION AND REMOVAL GENERAL NOTES:

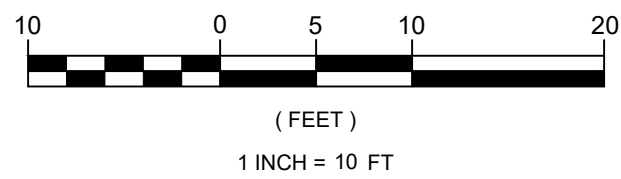
1. VERIFY LOCATIONS OF ALL BELOW-GRADE UTILITIES PRIOR TO BEGINNING WORK. CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL UTILITY LOCATES.
2. TOPOGRAPHIC SURVEY PROVIDED BY TERRASURVEY INC.
3. THE INFORMATION CONTAINED ON THIS TREE PROTECTION AND REMOVAL PLAN SUPERCEDES THE LABELS ON THE TOPOGRAPHIC SURVEY FOR EXISTING TREE SPECIES AND SIZES.
4. CONTRACTOR SHALL PROVIDE, INSTALL, AND MAINTAIN TREE PROTECTION FENCING ACCORDING TO CITY OF ASHLAND MUNICIPAL CODE CHAPTER 18.4.5.030.
5. FINAL LOCATION OF TREE PROTECTION FENCING SHALL BE DETERMINED BY LANDSCAPE ARCHITECT.

TREE REMOVAL AND PROTECTION LEGEND:

- EXISTING TREE TO REMAIN
- ✕ EXISTING TREE TO BE REMOVED
- ◻ EXISTING TREE STUMP TO BE REMOVED
- - - - - TREE PROTECTION FENCING (SEE NOTE 4)

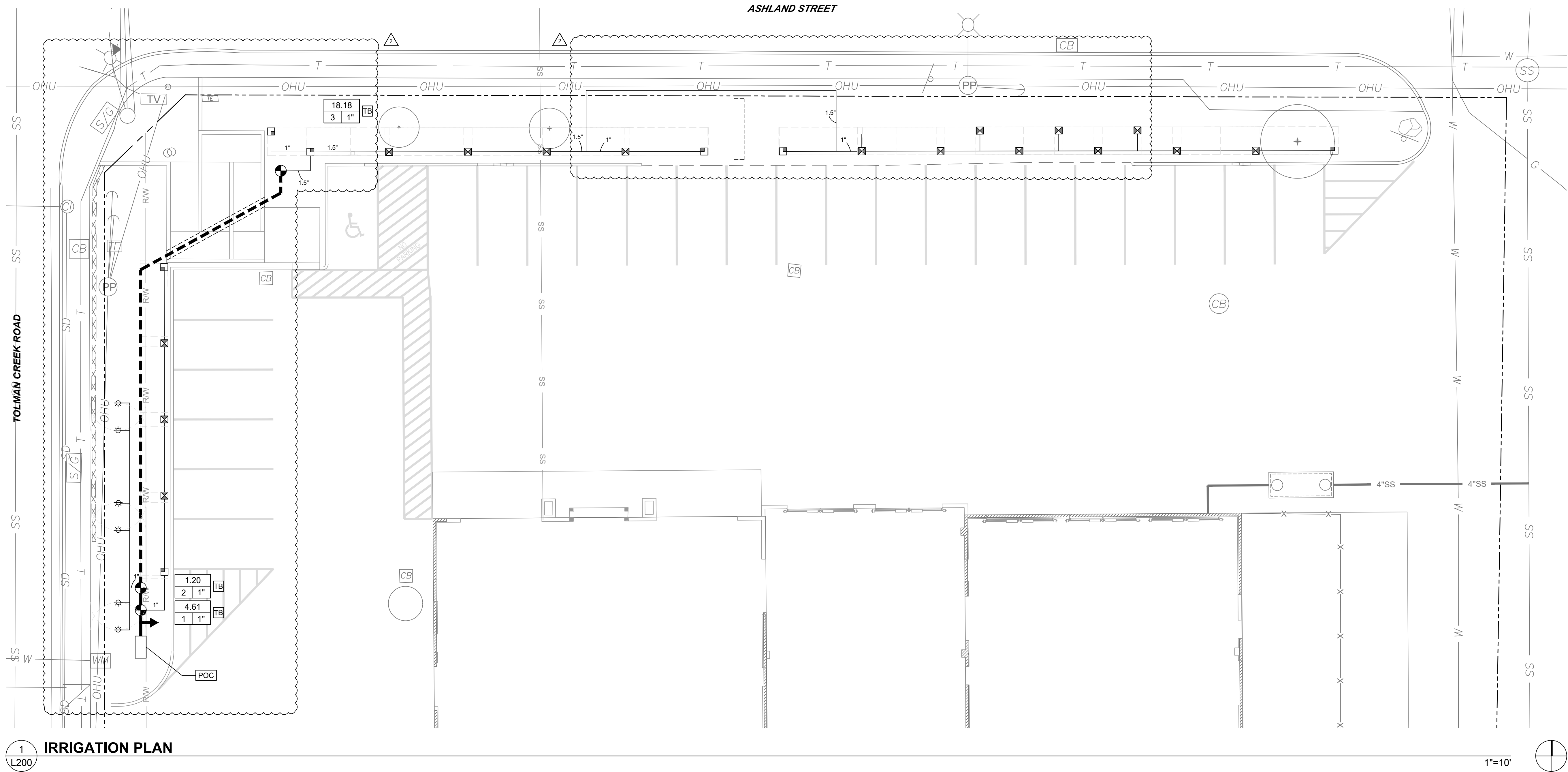
EXISTING TREE LEGEND:

Tree #	Description	Status
1	14" SWEET GUM	PREVIOUSLY REMOVED
2	10" SWEET GUM	PREVIOUSLY REMOVED
3	14" SWEET GUM	PREVIOUSLY REMOVED
4	24" PINE	REMOVE
5	4" MAPLE	RETAIN
6	6" MAPLE	RETAIN
7	20" SWEET GUM	REMOVE
8	12" SWEET GUM	REMOVE
9	16" SWEET GUM	REMOVE
10	20" PINE	REMOVE
11	6" MAPLE	RETAIN



BID SET - 01/15/24
LA REVISIONS - 01/17/24
AS 1.1 - 03/29/24

TREE PROTECTION AND REMOVAL PLAN

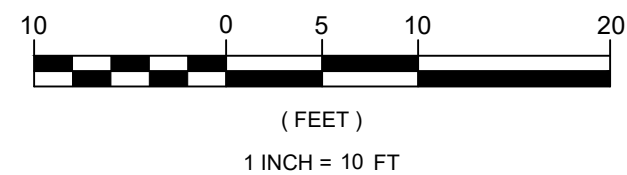


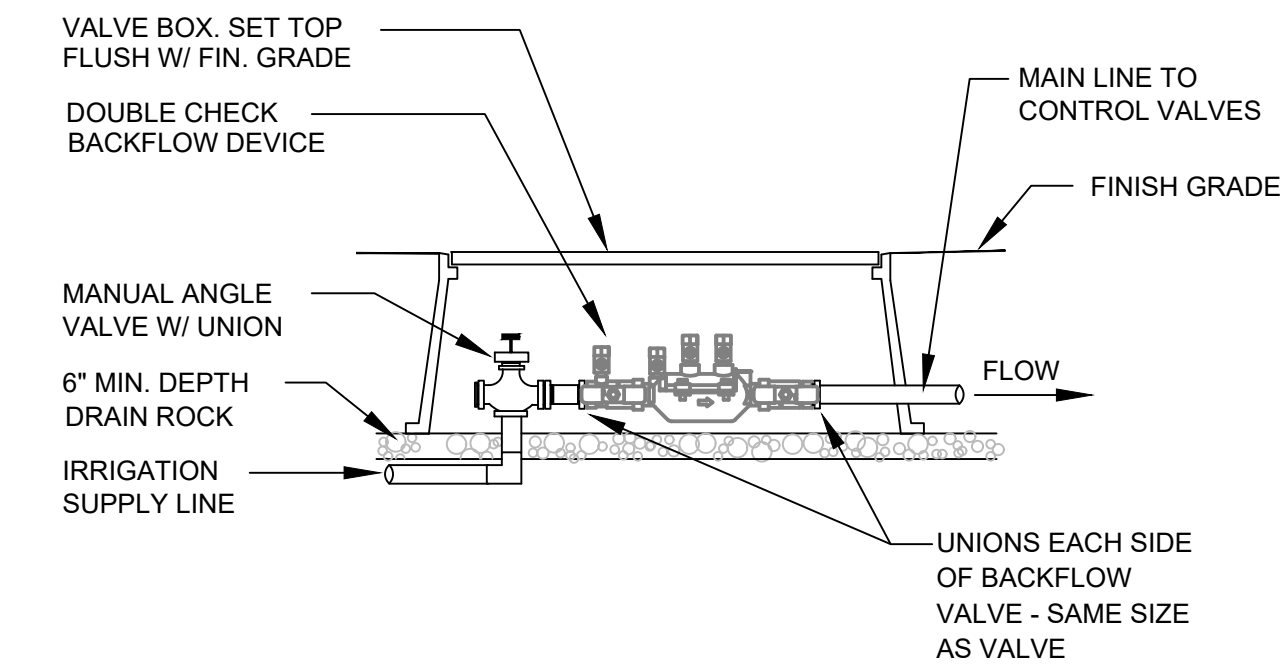
IRRIGATION LEGEND

SYMBOL	RADIUS	NOZZLE-ARC	GPM	PSI	MODEL
	4'x15'	15RCS	0.49	30	RAIN BIRD 1812-SAM w/ 15 STRIP SERIES NOZZLE
	4'x15'	15LCS	0.49	30	"
	4'x30'	15SST	1.21	30	"
	5'	5H	0.20	30	RAIN BIRD 1812-SAM w/ 5 SERIES MPR NOZZLE
SYMBOL	DESCRIPTION				
	RAINBIRD PED-PRS-D CONTROL VALVE w/ PRESSURE REGULATION MODULE. SEE SHEET L210 FOR DETAIL.				
	RAIN BIRD 44-LRC QUICK COUPLING VALVE. SEE SHEET L2.10 FOR DETAIL.				
	MAIN LINE, SCH 40 PVC 1.5" DIA.				
	LATERAL LINE, SCH 40 PVC				
	SLEEVE, SCH 40 PVC, MIN. 3" DIA. UNLESS NOTED OTHERWISE				
	POINT OF CONNECTION: WILKINS 950 XLTFT 1" DOUBLE-CHECK VALVE ASSEMBLY BACKFLOW PREVENTION DEVICE				
	RAIN BIRD TBOS-BT BLUETOOTH BATTERY OPERATED CONTROLLER				

IRRIGATION PLAN GENERAL NOTES:

- THE LANDSCAPE CONTRACTOR SHALL INSPECT THE SITE AND VERIFY CONDITIONS AND DIMENSIONS PRIOR TO CONSTRUCTION.
 - INSTALL IRRIGATION SYSTEM TO COMPLY WITH THE CODES AND ORDINANCES OF ALL JURISDICTIONAL AGENCIES.
 - IRRIGATION PLANS ARE SCHEMATIC. PLACE IRRIGATION LINES IN COMMON TRENCH WHENEVER POSSIBLE. FIELD ADJUST LINES TO AVOID CONFLICT WITH UTILITIES.
 - VERIFY BACKFLOW PREVENTION DEVICE IS INSTALLED AND HAS BEEN APPROVED BY THE APPROPRIATE AUTHORITY.
 - ALL VALVES SHALL BE PLACED IN VALVE BOXES IN A MANNER WHICH FACILITATES ACCESS FOR MAINTENANCE. LOCATE VALVE BOXES AWAY FROM FUTURE SIDEWALK EDGES.
 - ALL COMPONENTS OF IRRIGATION SYSTEM SHALL BE INSTALLED AND ADJUSTED TO PROVIDE COMPLETE COVERAGE. CONTRACTOR IS RESPONSIBLE FOR PROVIDING A COMPLETE WORKING SYSTEM.
 - VERIFY MINIMUM STATIC WATER PRESSURE OF 65 PSI AT POINT OF CONNECTION TO DOMESTIC WATER LINE. NOTIFY THE LANDSCAPE ARCHITECT IF ACTUAL FIELD DATA DIFFERS FROM THIS INFORMATION.
 - SYSTEM IS DESIGNED TO OPERATE WITH A MINIMUM OF 30 PSI AT THE FURTHEST HEAD FROM THE POINT OF CONNECTION. HEAD LAYOUT AND ZONES ARE BASED ON THIS DATA, AND SPECIFICATIONS SHOWN IN THE IRRIGATION LEGEND. NOTIFY THE LANDSCAPE ARCHITECT IF ACTUAL FIELD DATA DIFFERS FROM THIS INFORMATION.
- IRRIGATION LATERALS ARE SIZED STARTING AT VALVE AND CONTINUING IN DIRECTION OF FLOW. REDUCTIONS IN PIPE SIZE ARE LABELLED BEGINNING DOWNSTREAM OF NEAREST FITTING. ALL LATERALS NOT SIZED ARE MINIMUM 1 INCH OR SAME SIZE AS NEAREST ADJACENT PIPE.
- J. VALVE KEY
- | | |
|------|--------|
| 23.0 | G.P.M. |
| 7 | 1" |
- ZONE NUMBER VALVE SIZE
- INSTALL ALL IRRIGATION PIPE IN PVC SLEEVES BELOW ALL PAVED SURFACES.
 - PROVIDE 12" POP-UP SPRAY HEADS AS SPECIFIED.
 - CONTROL WIRE: NOT USED.
 - INSTALL QUICK COUPLING VALVE ON THE MAIN LINE TO FACILITATE BLOWING OUT THE SYSTEM.
 - INSTALL PRESSURE REGULATORS ON MAIN LINES IF REQUIRED.
 - INSTALL IN-LINE CHECK VALVES AS REQUIRED TO PREVENT LOW HEAD DRAINAGE.

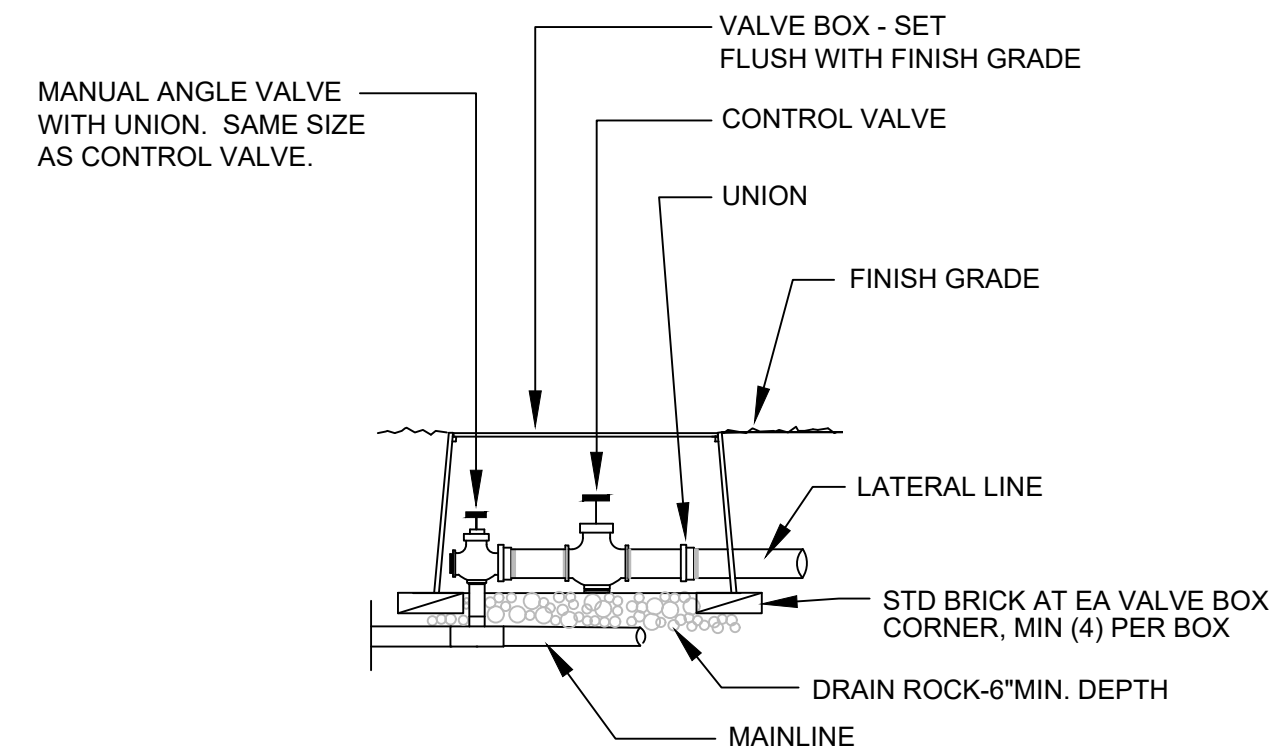




1
L210

POINT OF CONNECTION

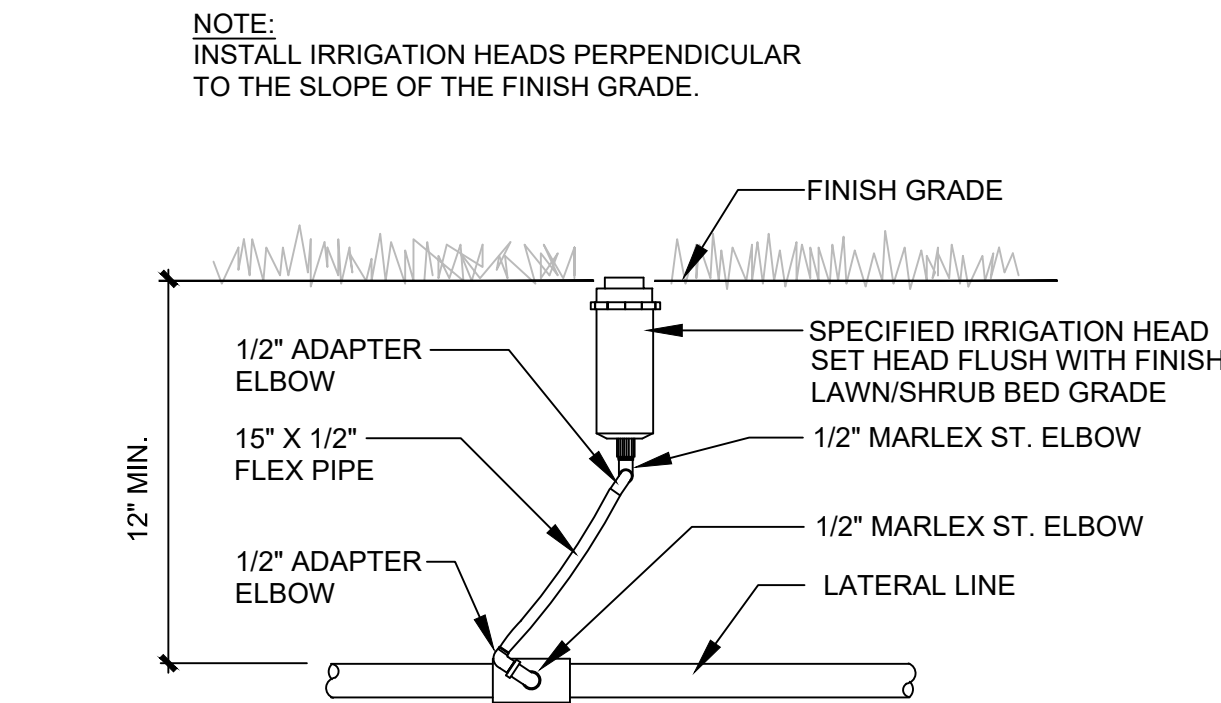
NTS



2
L210

IRRIGATION CONTROL VALVE

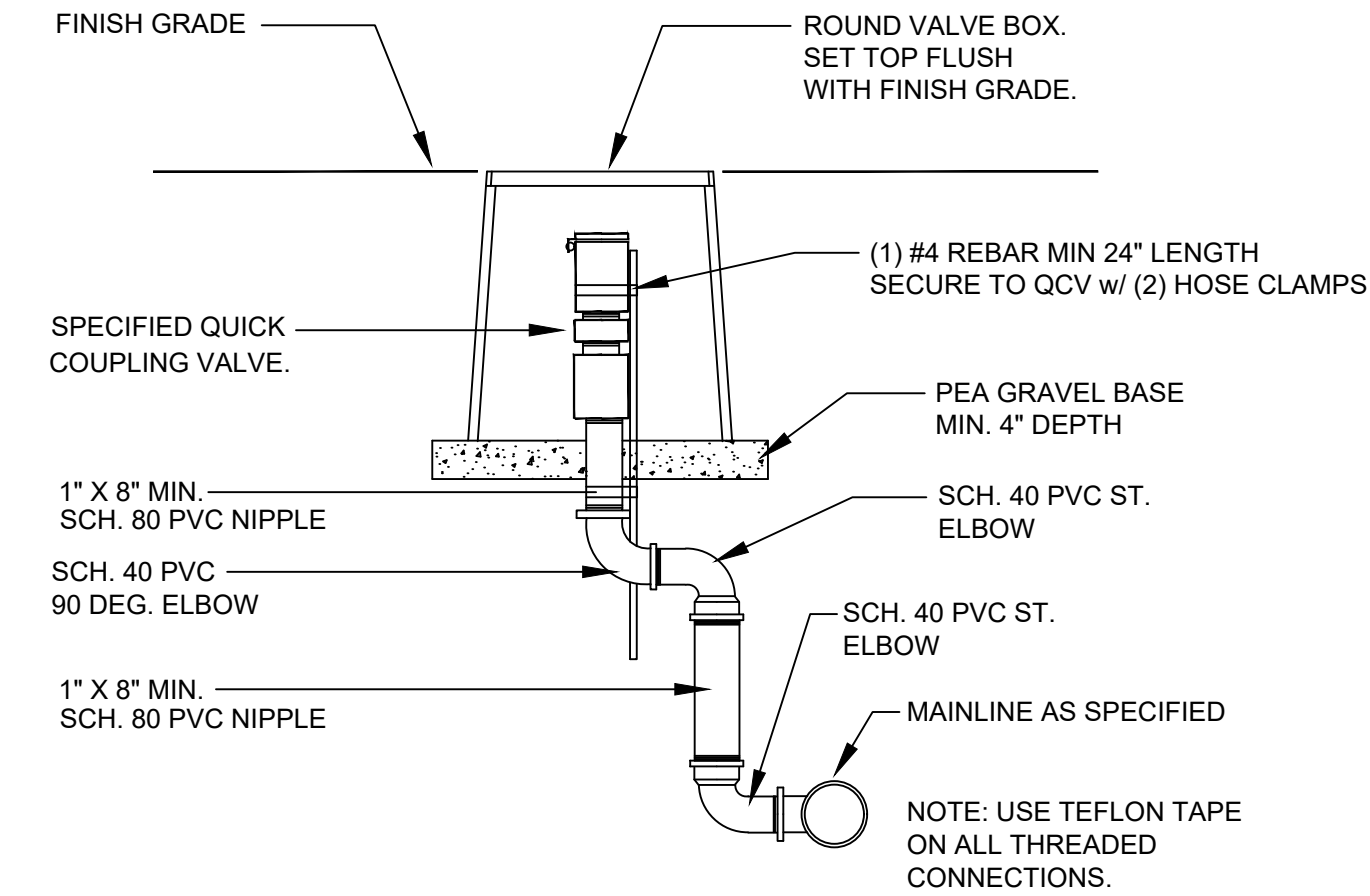
NTS



3
L210

SPRAY HEAD ASSEMBLY

NTS



4
L210

QUICK COUPLING VALVE ASSEMBLY

NTS

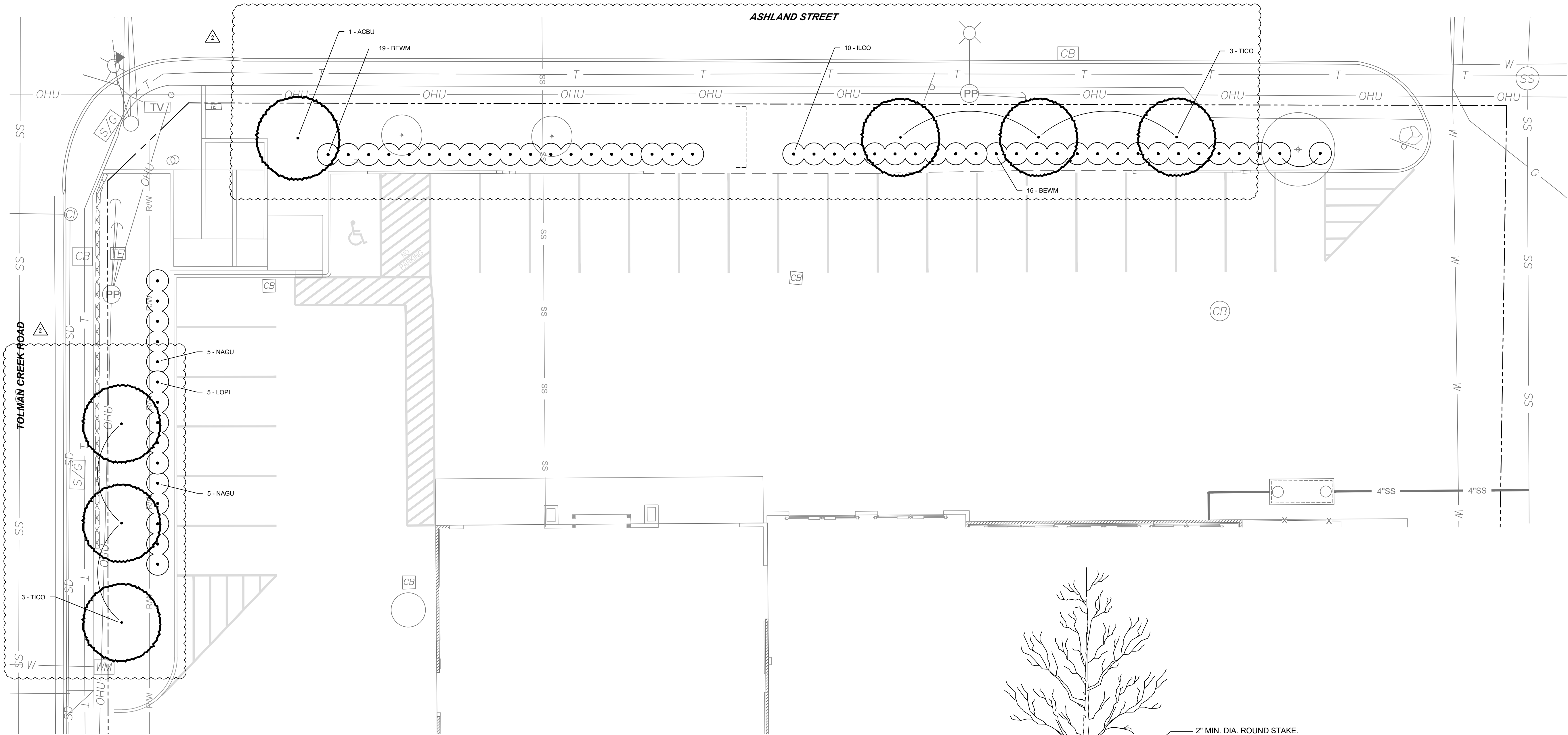


LA Revisions: 01/11/24									
BID SET - 01/15/24									

IRRIGATION DETAILS									
--------------------	--	--	--	--	--	--	--	--	--

PROJECT NO: 22-125
DATE: 09/29/23
DRAWN BY: LRS CHECKED BY: GTC

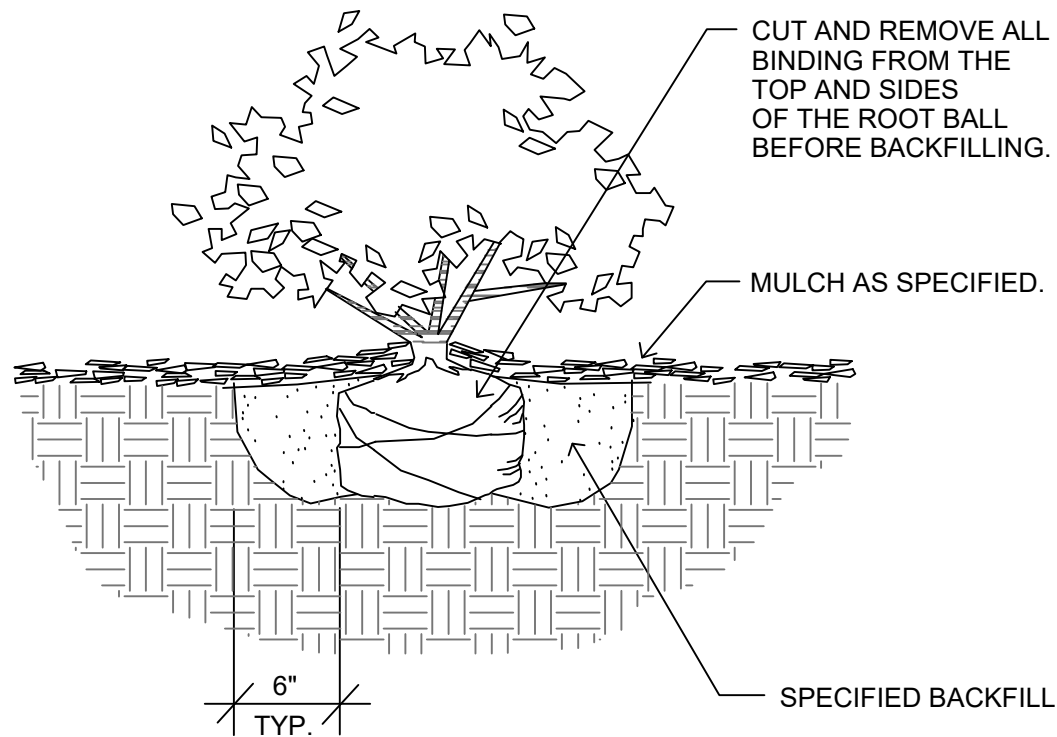
L210



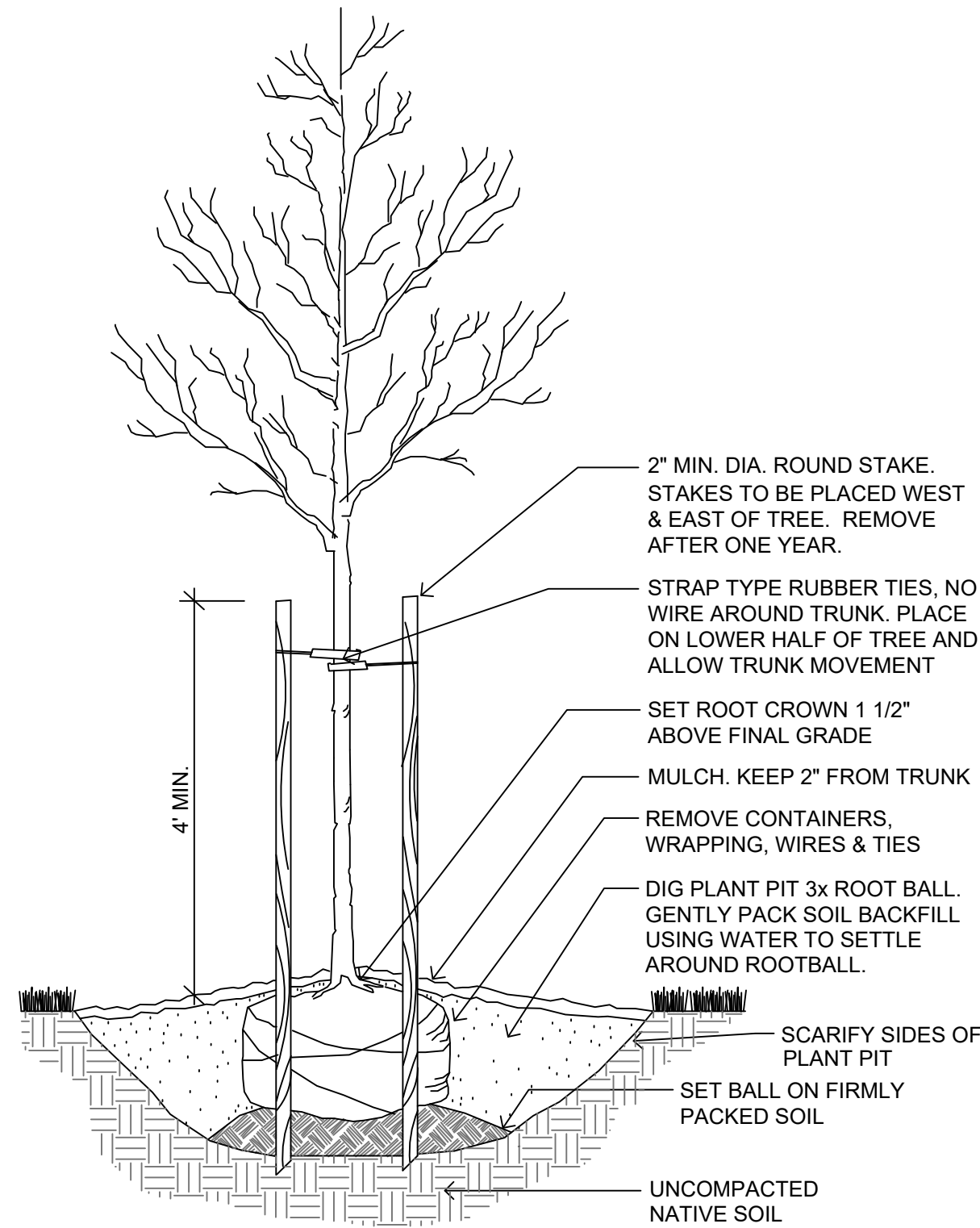
1
L300
PLANTING PLAN

PLANT LIST:

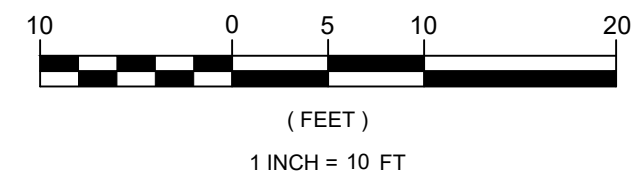
KEY	BOTANICAL NAME	COMMON NAME	SIZE / CONDITION
TREES			
ACBU	ACER BUERGERIANUM	TRIDENT MAPLE	1.75" CAL, B&B
TICO	TILIA CORDATA 'HALKA'	SUMMER SPRITE LINDEN	1.75" CAL, B&B
SHRUBS			
BEWM	BERBERIS 'WILLIAM PENN'	WILLIAM PENN BARBERRY	1 GAL
ILCO	ILEX CORNUTA 'BURFORDII NANA'	BURFORD COMPACT CHINESE HOLLY	1 GAL
LOPI	LONICERA PILEATA	PRIVET HONEYSUCKLE	1 GAL
NAGU	NANDINA D. 'GULF STREAM'	GULF STREAM HEAVENLY BAMBOO	1 GAL



2
L300
SHRUB PLANTING



3
L300
TREE PLANTING



INFORMATIONAL ONLY

A Case for Four-Story Apartment Buildings Especially in Oregon

Michael Sullivan

From: Michael Sullivan
Sent: Thursday, August 29, 2024 1:50 PM
To: Michael Sullivan
Subject: FW: a Case for 4-story Apartment Buildings - Ashland Chronicle

From: LISA VERNER <lisaverner815@icloud.com>
Sent: Thursday, August 29, 2024 1:23 PM
To: dvknauer <dvknauer@comcast.net>; 'Eric Herron' <EricH@cascadiaprimecommercial.com>; 'Russell Phillips' <inspiredinashland@gmail.com>; kerry@kencairnlandscape.com; 'Gregory Perkinson' <gregory.m.perkinson@gmail.com>; 'Susan Jain' <susanjain.china@gmail.com>; Brandon Goldman <brandon.goldman@ashland.or.us>; Derek Severson <derek.severson@ashland.or.us>
Cc: Lisa Verner <lisaverner815@icloud.com>
Subject: a Case for 4-story Apartment Buildings - Ashland Chronicle

[EXTERNAL SENDER]

https://theashlandchronicle.com/a-case-for-four-story-apartment-buildings-especially-in-oregon/?utm_source=mailpoet&utm_medium=email&utm_source_platform=mailpoet&utm_campaign=the-last-newsletter-total-posts-from-our-local-news-site_3

Hi All,

Here's an interesting article on 4-story apartment buildings from the Ashland Chronicle. Makes the case for them in several different ways, including affordability. FYI. Maybe something we can use as part of our Climate Friendly Areas discussions.

Have a good weekend!

Lisa

Lisa Verner, FAICP
LisaVerner815@iCloud.com
206-601-4951

The Ashland Chronicle



THURSDAY,
AUGUST
29, 2024

[Home](#) [Government](#) [Community](#) [Environment](#) [Pressing Matters](#)
[Newsletters 2.0](#) [About](#) [Member posts](#)

[Business](#)[Community](#)[Education](#)[Environment](#)[Jackson County](#)[Ongoing](#)[Opinion](#)[Pressing Matters](#)

[Letter To The
Editor Policy:](#)



[Guest Opinion
Policy:](#)



A Case for Four-Story Apartment Buildings Especially in Oregon

[Chronicle Contributor](#) [24 Aug 2024](#)

Five Reasons Four-Story Apartment Buildings Are Good

Especially in Oregon and the rest of
the Pacific Northwest.

**SUBSCRIBE TO OUR
NEWSLETTER**

First name *

First name *

Last name

Last name

Email Address *

Email Address *

SUBSCRIBE!

[Privacy](#) - [Terms](#)



The Clara Apartments in Camas, Washington. Photo by Catie Gould for Sightline Institute.

Author: [Michael Andersen](#)

([@andersem](#)) on August 19, 2024 at 7:00 am

This article is part of the series [Housing Every Oregonian](#)

Takeaways

- Because of building codes and construction economics, four-story apartment buildings are a “sweet spot” for homes that most people can afford.
- Four stories is typically the point at which elevators and federal tax credits start to become economical, making them important for both accessibility and affordability.
- The biggest boost in residential energy savings comes between two stories and four. Additional height helps but not as dramatically.

Other Important Organizations

DONATE

[Donate](#)

[Exclusive: Ashland Councilor Hansen Says He Erred in Voting on KDA Deal – Conflict of Interest](#)

Hansen Says He Erred in Voting on KDA Deal
8/27/24 By [\[...\]](#)

[Ashland Charter Changes on Nov 5 Ballot](#)

Two Charter Changes Go on Nov. 5 Ballot 8/7/24 By [\[...\]](#)

[Lane 1 Fire Near Cottage Grove at 25,267 Acres with 93% Containment Update 8/28](#)

Lane 1 Fire East of Sharps Creek Recreation Site
Lane [\[...\]](#)

[Privacy](#) - [Terms](#)

Find audio versions of Sightline articles on any of your favorite podcast platforms, including [Spotify](#), [Youtube](#), and [Apple](#).

They're naturally inexpensive. They're often islands of physical accessibility. They're supremely green without even trying—in part because they're an essential ingredient for a truly walkable neighborhood. A lot of them are even sorta cute.

They're four-story apartment buildings, and they may be the most underrated building block of a healthy city or town, especially in the Pacific Northwest.

Four-story apartment buildings hit a “sweet spot” of low costs and high benefits, according to Nathan Teske, executive director of Hillsboro-based affordable housing developer [Bienestar](#).

In the [transect](#) of housing types, a spectrum that runs from farmhouses to skyscrapers, this keystone of the Cascadia region's potential future housing growth sits plop in the middle, nestled between the townhouse and the “[5-over-1](#).” Here in the Northwest, four-story apartment buildings are almost always made of wood; under US building codes, they're the tallest structures a team of workers can easily build without using more expensive, more complicated, and more energy-intensive concrete.

If Oregon wants to start building more apartments, it should start thinking a lot about the number four. Add all this to the shortage of construction labor and to overlapping state and federal prevailing wage rules that kick in with the fifth story, and you've got a good case that

[Middle Fork Fir
Corner of
Crater Lake
Nat'l Park at](#)

[5,284 Acres with 37%
Containment Evacuation
Notes Active 8/28](#)

Middle Fork Fire T29S
R5E Sec21 SWSE
Klamath & [\[...\]](#)

[Boise](#)

[Fire,Northern, CA at
12,907 Acres with 46%
Containment, Evacuation
Orders Still Holding
Update 8/28](#)

Boise Fire North of Le
Perron Peak, South of
Orleans [\[...\]](#)

[COVID
Vaccine Is
Out. Why
You Might](#)

[Not Want to Rush to Get It.](#)

The new COVID vaccine is out. Why you might not want [\[...\]](#)

[Privacy](#) - [Terms](#)

four is an even more magical number in our corner of the continent than elsewhere. “This is timber country, so folks [here] know how to build with it,” said Meaghan Bullard, managing principal at Portland-based Jones Architecture, which has designed market-rate and below-market housing in Astoria, Pacific City, Portland, and Seattle.

As Oregon in particular looks for ways to [accelerate housing production across the state without letting prices rise further](#), it may be coming to grips with the fact that removing the many regulatory barriers to new apartment buildings should be a bigger part of the solution than it [has been so far](#). And if Oregon wants to start building more apartments, it should start thinking a lot about the number four.

In my next article, I’ll explore how four-story apartment buildings have generally become illegal to build in Oregon, especially in the areas richest with jobs, infrastructure, and services where people actually want to live. For now, though, let’s take a short walk through the reasons why we should care about these four-story structures: four-story apartments are affordable to live in, inexpensive to build, and physically accessible; plus, they save energy costs and fit anywhere.

1. Four-story buildings are inexpensive to live in

[Ashland/Medford Expect Hot Temps August 29 & 30, Be Prepared & Know How to Stay Safe](#)

Hot temps are in the forecast! The National Weather [\[...\]](#)

[Oregon’s Attorney General: What You Need to Know about the Data Breach at the Nation’s Largest Health Insurer](#)

What You Need to Know About the Data Breach at the [\[...\]](#)

[Political Haikus by John Cronin](#)

Political Haikus by John Cronin HE SLANDERS [\[...\]](#)

[City of Ashland Searching for a City Municipal Court Judge](#)

August 28, 2024
Appointment of City Municipal Court [\[...\]](#)

[A Yaqui Woman’s Disappearance in Portland Exposed Policing Flaws](#)

[Privacy](#) - [Terms](#)

Unfortunately, the American Housing Survey doesn't offer recent price data for the state of Oregon. However, it did recently conduct a [survey](#) for the half of the state's population that falls within the Portland metro area, and here's what it found:

Some of the savings compared to a detached home simply reflect the fact that most apartments are smaller than most oneplexes. But the benefit of having homes of various sizes on the market should be obvious: it lets people choose to save money by living smaller *if they want to* or *if that's what they can afford* . Put another way: making apartments legal in more places lets people prioritize amenities or price, if that's what they want, rather than just size.

Then there's the smaller price difference between smaller *buildings* and bigger ones—look at the rightmost bar on that chart. One reason it's a little taller than the middle three is about location; the whole point of a high-rise is to fit many homes in a premium location. Some of it reflects a building's age; because modern zoning leaves a so-

A Yaqui
woman's

disappearance in Portland
exposed [\[...\]](#)

[Use of
Flavored
Nicotine
Products](#)

[Poses 'Critical' Clinical
Challenges, American
Medical Association](#)

Use of flavored nicotine
products poses 'critical'
[\[...\]](#)

[Oregon Labor Day Boating
Fun & Friendly Reminders](#)
LABOR DAY BOATING
FUN AND FRIENDLY
REMINDERS News [\[...\]](#)

[U.S. Fish & Wildlife
Finalizes Strategy to
Manage Invasive Barred
Owls to Protect Imperiled
Spotted Owls](#)

U.S. Fish and Wildlife
Service Finalizes Strategy
to [\[...\]](#)

called “missing middle” between oneplexes and skyscrapers, small apartment buildings tend to be older. But again, the chart above shows why midsize apartment buildings should be allowed to exist. If they aren’t, people get stuck with the more expensive extremes.

But why four stories, not just three? In Oregon, four-story buildings are a perfect height for below-market affordable housing projects. Because federal tax credits that support these projects typically require at least 40 to 50 homes, and because the fifth story triggers state and federal prevailing wage requirements associated with public money, four stories is probably the single most common height of a below-market housing project in Oregon.

If an Oregon neighborhood bans four-story apartment buildings, any smaller affordable housing project will be competing for cash with other non-apartment projects that are four stories tall, which will make it less likely to get funded. So bans on four-story apartment buildings are, functionally, major local barriers to state-funded affordable housing. A city may not be able to afford to build its own affordable housing, but any city can afford to let someone else build four-story apartment buildings.

Of course, that’s no guarantee that homes will actually be built, and that’s O.K. Oregon’s law simply requires cities to *do what they can* . Anyway, there’s good reason to think that some of these homes will actually be built, because:

[HP Gets \\$50 M
CHIPS Act
Funding to
Expand
Corvallis](#)

[Facilities Creating 250
Jobs](#)

HP set to get \$50 million in federal CHIPS Act funding [\[...\]](#)

[Oregon’s
New Fight
Against
Fentanyl](#)

[Starts after Labor Day](#)

The next chapter in Oregon’s fight against fentanyl [\[...\]](#)

[Gov’t Camp Rest Area
Closed for Maintenance
Sept 3-13 on US26](#)

GOVERNMENT CAMP
REST AREA TO CLOSE
FOR PAVEMENT [\[...\]](#)

[Fatalities at Hwy 39
Vehicle Crash in Klamath
County 8/26](#)

FATAL CRASH – HWY 39
– KLAMATH COUNTY

[Privacy](#) - [Terms](#)

2. Four-story buildings are inexpensive to build

Here is a [recent survey](#) of new construction costs by height in the 50 largest cities in the United States, via [Brian Potter](#). Note that the vertical axis starts at \$135 or so, not \$0:

*Source: Michael Eriksen and Anthony Orlando. "[Returns to Scale in Residential Construction: The Marginal Impact of Building Height](#)." *Real Estate Economics*, 2021.*

This is the other reason why four-story apartment buildings have lower rents than high-rises: because they *can* .

Skyscrapers don't exist—can't exist, economically—until *after* the prices people are willing to pay for small spaces are already sky-high. Four-story buildings, by contrast, can start to sop up housing demand and bring prices under control much earlier in a rent surge.

Why are low-rise apartments cheaper to build than skyscrapers per square foot? Because under US building codes, the eighth story generally requires steel girders rather than wood. Even adding a fifth story generally requires building the first floor out of concrete. Concrete construction requires different contractors with different equipment, rarer skills, and longer timelines, which add indirect costs.

You might notice in the chart above that four-story buildings actually tend to be about 4 percent *more* expensive to build per square foot than three-story buildings. But that modest savings for three-story buildings is offset by another big factor: land costs, which might come to half of hard construction costs. Dividing that among four floors rather than three can save money overall. That said, one of the best things about a four-story apartment zone is that it also gives the option to build a three-story building if that's better for some reason.

3. Four-story buildings usually have elevators

This is a likely culprit for the small bump in construction costs with the fourth story: the \$100,000 to \$150,000 it costs to include an elevator. But here's the thing: elevators *rule* .

A town that bans four-story apartment buildings is also banning accessibility.

You don't have to read the Center for Building in North America's [big recent report](#) or this [New York Times op-ed](#) to understand why (though I recommend reading both).

Cascadia's population, like the rest of the world's, is aging fast. Already, many thousands of Cascadians who have mobility challenges—or just, y'know, grocery bags—live in cities and towns with very few residential elevators. Most towns do have a few buildings with elevators. But as [a growing share of the population is over age 75](#), competition for homes in buildings with elevators is only going to get worse.

More elevators are the antidote. But because of their high fixed cost, lifts very rarely go into buildings of two or three stories. A town that bans four-story apartment buildings is also banning accessibility.

4. Four-story buildings save energy

One of the most important facts in environmental behavior is that there's not a lot of difference in transportation-related energy use per person between a neighborhood that looks like this:

Image: Google Maps.

...and one that looks like this:

Image: Google Maps.

But both of these are dramatically more energy-efficient than a neighborhood that looks like this:

Image: Google Maps.

To put it another way, getting a Houston-like city to evolve into one more like Frankfurt would make a much bigger difference to the climate than getting a Frankfurt-like city to evolve into one more like Hong Kong.

Source: Jeffrey Kenworthy and Peter Newman, [*Cities and Automobile Dependence: An International Sourcebook*](#). 1989.

Here's another look at that phenomenon, but this time just within a few metro areas in the United States:

Source: John Holtzclaw, Robert Clear, Hank Dittmar, David B. Goldstein, and Peter Haas. "[Location Efficiency: Neighborhood and Socio-Economic Characteristics Determine Auto Ownership and Use](#)." *Transportation Planning and Technology*, 2010.

When it comes to giving people alternatives to the energy-guzzling automobile, the biggest gains fall in that leftmost part of those charts, as households per acre go from 1 to 40. You can't find 40 households per gross acre in a neighborhood of detached homes, townhomes, or two-story walkups. But you can easily find it in a neighborhood with a mix of detached homes, townhomes, and two-story

and four-story apartment buildings—in other words, in the sort of neighborhood that might take root in an area zoned for apartment buildings up to four stories.

Not everyone wants to live in that sort of neighborhood, and not everyone should be required to. But every time someone *does* choose to, it helps everyone else. It cuts air pollution, keeps cars off the road, and preserves electric capacity. So, again, we should make it an *option* for anyone who does want to live in that sort of neighborhood, by allowing four-story apartment buildings on a decent amount of land in every city and town.

5. Four-story buildings can fit anywhere

Here are some four-story buildings in Utrecht:

Photo by Ted McGrath (Creative Commons)

...and in Portland:

Photo by Mark McClure (Creative Commons)

...and Eugene:

Image: Google Street View.

...and Hillsboro:

Image: Google Street View.

...and Ashland:

Image: Google Street View.

...and Canby:

Image: Google Street View.

...and McMinnville:

Image: Google Street View.

Four-story buildings don't loom. They're a little shorter than the [width of a typical US street](#), including sidewalks. Especially when they're allowed to exist without excessive parking lots and garages, these buildings can add to a block without [utterly transforming it](#).

Four- to five-story buildings are "a really strong typology for walkable, livable cities," said Bullard, of Jones Architecture. "It's a very human scale."

Should big cities allow some buildings to be taller than four stories? Yes, of course. But in most cities and towns, there's no need. Four stories are good. And four stories are enough.

Source: [Five Reasons Four-Story Apartment Buildings Are Good – Sightline Institute](#)

[PREVIOUS POST](#)

[Update: Ashland’s Cucina Biazzi Restaurant Closing at the End of the Month](#)

[NEXT POST](#)

[Oregon Hit With First Snowfall of the Season at Mt. Bachelor, Oregon 8/23](#)

[ASHLAND OREGON CITY AGENDA](#)

- > Information and Resources August 29, 2024
- > Contact Us August 29, 2024
- > Report and Arrest Log August 29, 2024

[ASHLAND OREGON CITY NEWS](#)

- > Hot temps are in the forecast! August 28, 2024
- > Appointment of City Municipal Court Judge August 28, 2024
- > Pacific Crest Trail Shuttle Service August 22, 2024

[OREGON NEED TO KNOW](#)

- > Pacific Power Foundation awards \$240K in grants to support Oregon education, STEM programs August 29, 2024
- > Report: Colorado accused Oregon football of accessing football data August 29, 2024
- > Oregon State defense preparing for multiple quarterback scenarios in Idaho State matchup August 29, 2024

Ashland Food Angels a grassroots, fully volunteer cooperative venture which helps other organizations serving the homeless population and low income people in the Rogue Valley, primarily through the daily collection and redistribution of food retrieved from markets, bakeries and local organic farmers.

[MOMSRISING](#)

- > Keeping Families Together August 19, 2024 *Claudia Tristan*
- > Child Care 101 : Early Childhood Educators and the Wage Gap August 13, 2024 *Nadia*