Planning Commission
September 10, 2020

MEDFORD
OREGON

Commission Members

David Culbertson

Joe Foley

David Jordan

Bill Mansfield

David McFadden

Mark McKechnie

E. J. McManus

Jared Pulver

Jeff Thomas

Regular Planning Commission meetings are held on the second and fourth Thursdays of every month

Meetings begin at 5:30 PM

City of Medford

City Council Chambers

411 W. Eighth Street, Third Floor

Medford, OR 97501

541-774-2380

PLANNING COMMISSION AGENDA

MEDFORD OREGON

September 10, 2020
5:30 P.M.
Medford City Hall, Council Chambers
411 West 8th Street, Medford, Oregon

10. Roll Call

20. Consent Calendar / Written Communications (voice vote).

30. Approval or Correction of the Minutes from August 27, 2020 hearing.

40. Oral Requests and Communications

COMMENTS WILL BE LIMITED TO 3 MINUTES PER INDIVIDUAL OR 5 MINUTES IF REPRESENTING A GROUP OR ORGANIZATION. **PLEASE SIGN IN.**

50. Public Hearings

COMMENTS ARE LIMITED TO A TOTAL OF 10 MINUTES FOR APPLICANTS AND/OR THEIR REPRESENTATIVES. YOU MAY REQUEST A 5-MINUTE REBUTTAL TIME. ALL OTHERS WILL BE LIMITED TO 3 MINUTES PER INDIVIDUAL OR 5 MINUTES IF REPRESENTING A GROUP OR ORGANIZATION. **PLEASE SIGN IN.**

New Business

50.1 CUP-20-232 Request for a Conditional Use Permit (CUP) in order to implement several minor modifications as well as a 345,000 square foot hospital tower addition to the Rogue Valley Medical Center Campus within the C-S/P (Service Commercial and Professional Offices) zoning district (371W28CC109, 110, 111, 112, 113, 114, 116, 200, 302, 309 & 401). Applicant, PKA Architects; Agent, Jacobs; Planner, Steffen Roennfeldt.

50.2 LDS-20-201 Consideration of tentative plat approval for Phases 22C and 22D for Summerfield at South East Park Subdivision, a proposed 14-lot residential subdivision and one reserve acreage tract on five parcels totaling 16.16 acres located south of Cherry Lane and east of Calle Vista Drive in the SFR-4 (Single Family Residential – 2.5 to 4 dwelling units per gross acre) zoning district and the Southeast Plan Overlay (371W27AD100 & 200, and 371W27DA400, 500 & 600); Applicant: Mahar Homes; Agent: Neathamer Surveying; Planner: Steffen Roennfeldt.

50.3 LDS-20-207 / CUP-20-208 Consideration of tentative plat approval for a six-lot subdivision, along with a request for Conditional Use Permit in order to construct a driveway crossing, as well as locate a multi-use path and drainage facilities within the riparian corridor of Lone Pine Creek. (The proposed requests are running concurrent with AC-20-205, a proposed 84-unit multi-family development.) The property consists of a single parcel totaling 4.76 acres, and is located at the corner of Skypark Drive and Crater Lake Avenue (1971 Skypark Drive). The property is zoned MFR-15 (Multiple Family Residential, 15 dwelling units per gross acre) (371W18AA TL 2300). Applicant: Windy Creek LLC; Agent: Slaughter Consulting; Planner: Dustin Severs.

Meeting locations are generally accessible to persons with disabilities. To request interpreters for hearing impaired or other accommodations for persons with disabilities, please contact the ADA Coordinator at (541) 774-2074 or ada@cityofmedford.org at least three business days prior to the meeting to ensure availability. For TTY, dial 711 or (800) 735-1232.

60. Reports

60.1 Site Plan and Architectural Commission
60.2 Transportation Commission
60.3 Planning Department

70. Messages and Papers from the Chair

80. City Attorney Remarks

90. Propositions and Remarks from the Commission

100. Adjournment

PLANNING COMMISSION MINUTES

August 27, 2020
5:30 P.M.
Medford City Hall, Council Chambers
411 West 8th Street, Medford, Oregon

The regular meeting of the Planning Commission was called to order at 5:30 PM in the Medford City Hall, Council Chambers, 411 West 8th Street, Medford, Oregon on the above date with the following members and staff in attendance:

Commissioners Present
Joe Foley, Vice Chair
David Culbertson
David Jordan
Bill Mansfield
David McFadden
Jared Pulver
Jeff Thomas

Staff Present
Carla Paladino, Principal Planner
Eric Mitton, Deputy City Attorney
Chase Browning, Deputy Fire Marshal
Terri Richards, Recording Secretary
Kyle Kearns, Planner II

Commissioner Absent
Mark McKechnie, Chair, Excused Absence
E.J. McManus, Excused Absence

10. Roll Call

20. Consent Calendar / Written Communications.
20.1 ZC-20-154 Final Order of a request for a change of zone of a single parcel totaling 0.23 acres, located at 1306 West Main Street. The applicant is requesting a change from the SFR-10 (Single-Family Residential, ten dwelling units per gross acre) zoning district to the C-S/P (Service Commercial and Professional Office) zoning district (372W25BD12300). Applicant: Zach Macormic; Planner: Dustin Severs.

Motion: The Planning Commission adopted the consent calendar as submitted.

Moved by: Commissioner Culbertson Seconded by: Commissioner McFadden

Voice Vote: Motion passed, 7-0-0.

30. Approval or Correction of the Minutes from August 13, 2020 hearing
30.1 The minutes for August 13, 2020, were approved as submitted.

40. Oral Requests and Communications from the Public. None.

Eric Mitton, Deputy City Attorney read the Quasi-Judicial statement.

50. Public Hearings.

New Business

50.1 DCA-19-012 Amendment to Articles III and V of the Medford Land Development Code (MLDC) to provide additional design flexibility of lot dimensions, setbacks, commercial development standards and off-street parking. Applicant: City of Medford; Planner: Kyle Kearns.

Kyle Kearns, Planner II reported that the Development Code Amendment approval criteria can be found in the Medford Land Development Code Section 10.214. The applicable criteria were addressed in the staff report and hard copies are available at the entrance of Council Chambers for those in attendance. Mr. Kearns reported that since the publication of the agenda packet there are new exhibits. Exhibit R is a memorandum related to Goal 10 findings. Exhibit S is a response letter to Mr. Jay Harland's comments. Exhibit T is a favorable letter from the Fair Housing Council of Oregon. These exhibits will be submitted into the record. Mr. Kearns gave a staff report.

Commissioner Pulver asked, is it staff's interpretation that there is no discussion of surrounding development in the definition of infill lots? Mr. Kearns responded that is correct.

Commissioner Pulver asked, is there any basis for the maximum coverage ratios being proposed? Mr. Kearns reported that they are consistent with the Opticos revisions and C-S/P revisions. Looking at existing development across the City 50% is closer to the medium and the C-N zone has more than the current code allows.

Commissioner Thomas asked, does staff have examples of infill for residential other than the one that was shown in Mr. Kearns presentation? Mr. Kearns replied no.

It seems to Commissioner Thomas there are several issues being thrown into one motion to approve or not to approve. He is uncomfortable with not having clear definitions of what infill is and how it affects people throughout the City.

Commissioner Thomas stated that the 50% reduction of parking is saying jamming more people and taking parking away hoping they ride their bike to work or school and not have cars which he thinks is ridiculous. That is not going to happen. Again, it seems to him they are taking a lot of issues and putting them together. Without more clarity on what that infill looks like he is a hard no vote.

Commissioner Pulver's read of the Housing Advisory Commission's recommendation on #8 reduction of parking is specific to downtown. Is he misinterpreting that? It seems that the proposal tonight is

City wide. Mr. Kearns stated that the Housing Advisory Commission's recommendation was not specific to downtown; the goal in City Council's resolution was specific to downtown.

Commission Pulver asked, did staff go with the Housing Advisory Commission's recommendation and not City Council's? Mr. Kearns responded that City Council's goal asked that staff bring forward the regulatory strategies recommended by the Housing Advisory Commission.

Commissioner Pulver asked for clarification that he thought Mr. Kearns just stated that the City Council recommended specific to downtown but then he said City Council also said take the proposed policy on the Housing Advisory Commission's recommendation. Is that what Mr. Kearns is saying? Mr. Kearns referred to page 41 of the agenda packet that reads: "*Adopt new parking policies that encourage downtown redevelopment…Regulatory reforms recommended by the Housing Advisory Commission."* Number 8 is to reduce parking for residential development. There are two separate items in this case.

Mr. Kearns backtracked to Commissioner Thomas's comment that the proposal is not trying to force people out of cars, into bikes. The proposal is trying to offer options to the developers to decide whether or not they want to provide space for units or parking. These are all optional. It is not changing the minimums.

Commissioner Thomas understands that. If there is not clarity on what infill means and where it means in the City that changes the character of neighborhoods throughout the City without having one stamp that it will be done a certain way. It is being left up to developers that may jam a bunch of units not worrying about parking and walk away. He would hope that the City would have a vision of how they want it to look. Bring that vision forward to the Planning Commission and City Council. He has a lot of concerns. Mr. Kearns hears Commissioner Thomas's concerns. The vision is driven by the Biennial Goals on page 41 of the agenda packet. "*It is enhancing livability for all residents by providing and safeguarding a range of housing choices in Medford*." Right now the default in Medford is single family housing and by enabling reduction in parking, staff is working within that goal.

Commissioner Culbertson agrees with Commissioner Thomas and Commissioner Pulver. The first objective in the presentation was to review the standards and implement any changes. The word that should have been in there is any "*necessary*" changes. It is possible the code is well written with the current standards. Mr. Kearns also made a comment regarding Opticos Revisions. Did Opticos or staff design the standards? Mr. Kearns replied staff but they are based on several different reports that were provided by consultants hired by the City. Commissioner Culbertson has read Opticos reports. They want the City to go to small lots, tall buildings and no parking.

Vice Chair Foley asked, is it incumbent on the developer to provide rationale why they want the allowed lot size reduction? Mr. Kearns responded that when reductions in lot dimensions are proposed for a subdivision reductions may only be permitted on 25% of the total number of proposed

parcels. It is at the option of the applicant without much criteria. Partitions are limited to infill definition. Three or less lots have to meet the infill definition.

It seems to Vice Chair Foley there needs to be a rationale as to why an applicant wants the exceptions opposed to they feel like it because it is better for them.

Commissioner McFadden's understanding is that the City has precise dimensions that a developer needs to meet. If it gets to where an applicant can come in and argue they want their dimensions a certain way without a clear as to why, the authoritative body will get tied up in the process and not be able to make a decision.

Mr. Kearns responded that the maximum density in underlying zones are remaining the same. The number of units permitted would not change.

Vice Chair Foley's concern is about allowing more flexibility for no particular reason in the Greenfield development.

Vice Chair Foley thinks there should be criteria as to why the applicant is doing it because these things are allowed. If they are too wide open they could end up with something they do not want and not have anything saying they cannot do it.

Mr. Kearns reported they could entertain an acreage limitation. A Planned Unit Development is an acre and above. They could do an acre and below for these provisions that would be in line with the provisions of the code in terms of Planned Unit Developments. That would get to the Greenfield point.

Mr. Mitton responded to an earlier comment from Commissioner Thomas stating that he thought he heard Commissioner Thomas question the definition of infill on whether it is sufficiently defined. Infill is an objective definition. On page 34 of the agenda packet is the definition of infill.

Commissioner Thomas read that and disagrees with Mr. Mitton's interpretation that it is a clear definition. He does not think it is. He is trying to work out how other infill in single family residential neighborhoods would look throughout the City and reduce the parking by 50%. Where do those people park? Mr. Kearns stated that it is a maximum reduction of 50% and currently the code requires two spaces per single family. Commissioner Thomas asked, one puts more houses on a smaller lot reduce the parking in half does that change or not? He does not understand that. Mr. Kearns reported that the lot coverage would limit the size of the structures. That is not being changed for residential. Commissioner Thomas stated that the example in the presentation added two more units but reduced the parking by 50%. Mr. Kearns replied at the option of the applicant. If the market produces two to three parking spaces per unit and sells then they will continue to develop what sells. It is an optional reduction.

Mr. Kearns reported that in previous iterations there was further criteria for infill. It looked at infill development around the parcel. Staff could bring back some surrounding context in terms of how infill is defined. He is hearing how it is applied to subdivisions is that they may not want that to be so blanketed in Greenfield development and larger lots.

Commissioner Culbertson asked, when Governor Brown signed the bill they were required to have clear and objective standards. He believes the comment was any person should be able to read the code and interpret clearly. The proposal reads that one has to be a land planner or hire someone to do it. There are too many weird things. Mr. Mitton responded that in that clear and objective standard there has to be a path to approval that includes only clear and objective standards. The City is allowed to have optional routes where someone can do more or different if they want where you can get into subjective or more flexible standards as long as they can default back.

Commissioner Pulver responded to Commissioner McFadden's comments. In one of the initial study sessions one of the reasons cited for bringing this forward was because over the course of the last four years staff has had 31 Exception requests. One third of those were related to public right-of-way. By creating these flexible design standards would save developers time, money and effort that would be to a public benefit. He argued at the time that was not enough exception requests needed to make these changes which appears are not creating a clear path, may or may not be creating a better product, may or may not be creating more work for the Commission and staff. It begs the question are they achieving a goal of creating flexible design standards or not and at whose benefit. He finds it interesting that they have come back to that here a couple meetings later.

Commissioner McFadden asked, how do they analyze what is happening in the City of Medford to know how to react to it? Is there a review process for impacts of decisions made in the past? Maybe doing a slower process. He would be more confident if they were getting a review of what is working and what is not working. Carla Paladino, Principal Planner stated they can track submitted applications. They will know from the neighbors or neighborhood or maybe a more robust downtown that staff has done a good thing or a bad thing. It may be locale. The City wants more development downtown. They would rather utilize parking lots housing cars to house people. There is a way to track it over time. If they do not change the standard there is nothing for them to track accept for the normal standard. City Council requested something similar with cottage housing. It was adopted a year ago in August and they just had a review with them. Staff has had only one come in but that is positive. They need to enable this so it becomes something people can use and staff can see what it does. It is code. If it does not work it can be changed.

Mr. Kearns commented that staff is starting to track data because of House Bill 4006.

Commissioner Culbertson requested data from the slide that stated the City of Medford is behind in housing from 2009. The data does not coincide with what he sees in the real estate market. Mr. Kearns replied that it is based on the permit data.

Commissioner Pulver responded to Ms. Paladino's comments stating it is personal preference but he thinks when cottage housing came before the Commission the first time you could take it and be proactive or reactive. He hears Planning Staff is stretched thin and has a lot on their plate. He would argue that being reactive would make more sense. If there is enough voice it would make sense to get staff working on a project. Right now it is playing darts with a blindfold on. He gets worked up when it comes to what he thinks is bad code because someone will take advantage of it.

The public hearing was opened.

a. Jay Harland, CSA Planning Ltd., 4497 Brownridge Terrace, Suite 101, Medford, Oregon, 97504. Mr. Harland stated that he was going to inform the Commission on the genesis of the flexible design standards with respect to lot size. He shares some of the Commission's concerns on the parking.

Mr. Harland offered alternative language and comments that he wrote. He thinks in section 4 it needs to say "*for land division in residential zones*." Working on subdivisions in Medford mostly Medford's code is good. It delivers product to plan around. Commissioner Pulver noted the number of exceptions the Commission has seen. It may seem like a small number but to a planner it seems to be a high number. The bar to an exception is high. For their projects they spend a lot of time designing to avoid doing an exception. There is a lot of effort that goes into that. Mr. Harland suggested in his memorandum a reduction of 12% then one could do 20% of the lot. If the Planning Commission says no that is too much they think 10% or 8% adjustment wanting 10% of the lot to be able to do it that would still address the issue. That should be available to an individual for a single lot partition. The original idea was to have something in the code that is clear and easy to use and provide a certain number of lots can be tweaked a small amount to make the project fit and not spend a lot of time. He thinks as a policy matter it is beneficial to the City and helpful to CSA Planning laying out projects big and small. He requests the Planning Commission go this route and move that part along.

He cannot figure out the definition of infill development in staff's draft. He did figure out that every SFR-10 and MFR lot and every commercial lot vacant is an infill lot under that definition. He would offer something that is easy and straight forward to apply and can be applied to every project. He would like to see the City go that direction.

Vice Chair Foley asked, if Mr. Harland comes in to do a reduction would he report on that or just say they did it? Mr. Harland stated that goes back to the clear and objective standard. The idea was that one would qualify for them on a limited number of lots. That kind of adjustment is common in other development codes. Ashland has something like that. Central Point calls them exceptions or

variances but there are different levels. Their lowest level is easy. In Medford if the lots and streets are not exactly like what it says it has to be it is an exception. The idea is if they had a little middle ground to move things around but not change the overall zone. Medford is flexible in the number of residential zones that are allowed in the UR designation.

Commissioner McFadden stated that Mr. Harland provided a slide but he does not know how to read it. Mr. Harland replied that it is comparing different issues. He is concerned with staff's draft of 20% flexibility for 25% of the lot as permitted outright in a subdivision. Then there are parts of the draft code for environmental reasons, riparian areas, etc. one can do more than 25% of the lot as substandard. An applicant can request an increase in the block length due to some of the same environmental factors. If they are doing a subdivision where they are requesting that they are not protected by needed housing it is up to the Commission to decide on whether or not they agree with the applicant's ability to make those blocks bigger. A big concern of his is interaction of the two codes.

The language Mr. Harland suggested would be limited to residential land divisions. From the Housing Advisory Commission perspective they never talked about anything but housing. He has never ran into this for commercial or industrial lots.

Mr. Harland stated that Mr. Mitton spoke to the fact that one can be on these two paths whether it is clear and objective or discretionary. He is concerned that most applicants would not understand their project could become discretionary.

Another concern Mr. Harland has is respect to buildable lots.

Commissioner Mansfield commented that it does not take much perception to recognize this is going to fail. He plans to vote for it. He is hoping they are not going to spend the next two hours doing committee work. He hopes they can soon vote on it. It may go back for committee work at a later time. That is his recommendation.

Mr. Kearns recapped what he heard and pointed out Exhibit L that summarizes the results from the webinar on page 55 of the agenda packet. He heard limiting the infill definition to residential would be favorable. Mr. Kearns proposed that the Commission consider one acre limitation to that. Further limit the subdivision allowance to a particular size starting with an acre. He heard in regards to parking to consider something lower than 50% maximum reduction. Mr. Kearns suggested 30%.

Commissioner Thomas is not comfortable voting. He would like to send this back to staff for revisions instead of voting. He is not comfortable with "we wanted this but how about that". It makes more sense to vote it down or have staff bring it back at another time with the comments from the Commission.

The public hearing was closed.

Commissioner Pulver asked, is an option to forward this to City Council with an unfavorable recommendation? Would that be effectively a no vote? Would it go back to staff for further discussion? Mr. Mitton responded that the Commission can send it to the City Council opposing the recommendation or the Commission can send it back to staff for further work and bring it back with the changes at a later meeting. Make the motion clear.

Commissioner McFadden asked, has the City Council stated they want this by a certain date? Mr. Mitton replied no.

Motion: The Planning Commission tabled the recommendation and referred the proposal back to staff for further review and resubmit to the Planning Commission at staff's option.

Moved by: Commissioner Mansfield Seconded by: Commissioner Thomas

Vice Chair Foley does not know if the Commission wants to restrict the development size on the reduction. Maybe look at reducing the number of percentages of lots available to have that exception applied to them. There is discomfort with parking.

Commissioner Pulver agrees with Vice Chair Foley that the Commission needs to provide clear direction for staff. He has reservations with the infill development. He has been clear about his parking issues. He is resistant to decreased parking other than downtown. There is already code in place that allows the 25% variance with justification. What is in the code is adequate. He would be supportive of the flexibility for smaller lots.

Commissioner Thomas would like to see more clarity on infill and what that would mean for different zoning types. He is not against suggestions staff has with why the parking should be at 50% or 30%. He wants to know why. Do not change it at all if there is no justification of why the change.

Commissioner Mansfield disagrees with most of the Commissioners. He favors the proposal as it was originally proposed two or three months ago. He suggested that staff may want to have another study session.

Mr. Kearns summarized what he heard stating concerns on the infill development definition to refocus specifically on residential. On larger subdivisions there is preference to allow lot dimension deviations maybe somewhere between 12 and 20, not sure the total number of lots somewhere between 20 and 25. The setback language from Mr. Harland and staff are similar. He has not heard too much discussion on that so it may be sitting well. Parking without justification but have no number needs review. Without the data parking will not proceed. There has not been a lot of discussion on the commercial changes.

Commissioner Pulver would like to see justification. To him for C-C and C-H it was an arbitrary jump. C-H is currently at 60% and I-L is at 50%. It seemed to him those numbers were being pushed up for the sake of pushing them up. He could get on board with 50% across the board for commercial zones. If the gut of this change is to increase the amount of residential maybe there needs to be an asterisk that states for a residential project done in a commercial zone you can go at 50% or 60% and maybe that is more acceptable. The way the code is proposed would affect commercial. Then that presents the question of why is that in the proposal because this is related to residential.

Commissioner Jordan requested that if there is another study session on this that staff bring back more examples of what an infill development would look like with these standards. Mr. Kearns responded that at a study session staff could provide infill options.

Roll Call Vote: Motion passed, 7-0-0.

60. Reports

60.1 Site Plan and Architectural Commission.

Commissioner Culbertson reported that the Site Plan and Architectural met on Friday, August 21, 2020. They approved a three-story office building located at the southeast corner of South Pacific Highway and Garfield Street intersection.

Immediately following they had a study session on Fuel Station and Car Wash Amendment.

60.2 Transportation Commission.

Commissioner Pulver reported that the Transportation Commission met yesterday, Wednesday, August 26, 2020. They are recommending projects for the next six year window. The budget is moving but they have $3.2 million that is not spoken for.

60.3 Planning Department

Carla Paladino, Principal Planner reported there is a Planning Commission study session scheduled for Monday, September 14, 2020. Discussions will be on temporary shelters.

There is business scheduled for Thursday, September 10, 2020, Thursday, September 24, 2020 and Thursday, October 8, 2020.

Last week City Council approved the Shared Use Path amendment, Community Development Grants Commission, and the Urbanization Plan for MD-3a (Skinner and Veritas Properties). The Annexation was continued because they are waiting on the County to finalize the plats for a property line adjustment and partition.

Planning applied for a Technical Assistance Grant through DLCD as part of House Bill 2003. It is a requirement every eight years that cities have to update their Housing Element. Planning received

funding to start the update. Staff will be coming forward with information about that in a future Planning Commission study session. In addition to that Planning has funding to do a Housing Production Strategy that ties in with the housing analysis.

70. Messages and Papers from the Chair.
70.1 Vice Chair Foley stated that tonight's meeting highlighted the importance of making sure the Commissioners engage and give good direction back to staff in their study sessions.

80. City Attorney Remarks. None.

90. Propositions and Remarks from the Commission.
90.1 Commissioner Pulver echoed Vice Chair Foley's comment. He voiced his frustrations with code amendments that cover a range of topics. It is probably easier on staff instead of running through one at a time. It is vital that the Planning Commission give rationale on the whys because he thinks City Council looks at that. He encouraged the Commission to stay engaged on their recommendations to the City Council.

90.2 Commissioner Thomas commented that their lunch time study sessions that educate the Commissioners are great. If staff is looking for feedback and direction from the Commission he does not know whether a study session during lunch time makes more sense or an evening one that can last as long as it takes to get it done. It is difficult on a complex issue like this was to get it done in 45 or 50 minutes.

90.3 Commissioner McFadden does not think Zoom meetings help either.

100. Adjournment
100.1 The meeting was adjourned at approximately 7:02 p.m. The proceedings of this meeting were digitally recorded and are filed in the City Recorder's office.

Submitted by:

Terri L. Richards	Joe Foley
Recording Secretary	Planning Commission Vice-Chair

Approved: September 10, 2020

STAFF REPORT

for a Type-III quasi-judicial decision: **Conditional Use Permit**

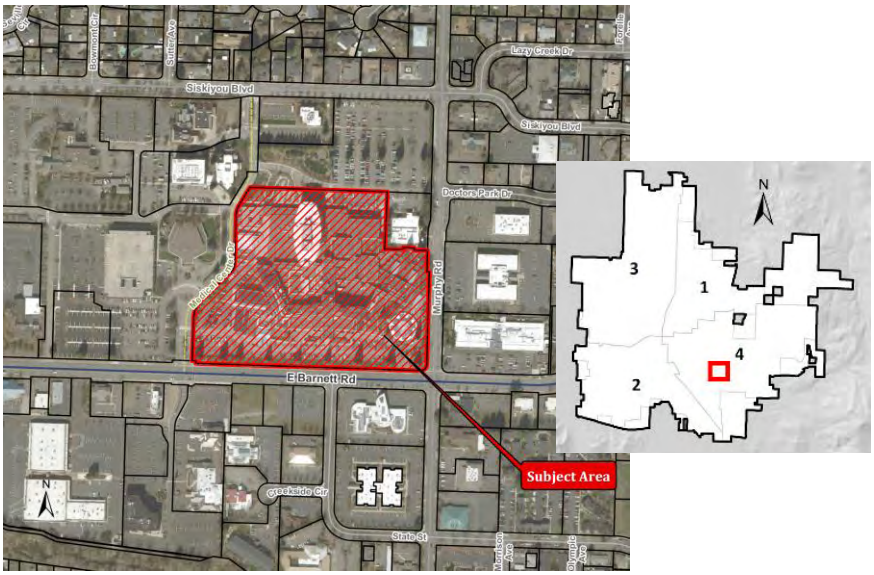
Project	Asante Applicant: PKA Architects Agent: Jacobs	
File no.	CUP-20-232	
To	Planning Commission	*for 09/10/2020 hearing*
From	Steffen Roennfeldt, Planner III	
Reviewer	Kelly Evans, Assistant Planning Director	
Date	September 3, 2020	

BACKGROUND

Proposal

Request for a Conditional Use Permit (CUP) in order to implement several minor modifications as well as a 345,000 square foot hospital tower addition to the Rogue Valley Medical Center Campus within the C-S/P (Service Commercial and Professional Offices) zoning district.

Vicinity Map



Subject Site Characteristics

GLUP	SC	Service Commercial
Zoning	C-S/P	Service Commercial and Professional Offices
Overlays	None	
Use	Rogue Regional Medical Center	

Surrounding Site Characteristics

North	Zone:	SFR-4 (Single-Family Residential - 2.5 to 4 dwelling units per gross acre) & C-S/P
	Use:	Low Density Residential & Medical Offices
South	Zone:	C-C (Community Commercial) & C-S/P
	Use:	Medical Offices
East	Zone:	MFR-30 (Multiple Family Residential – 20 to 30 units per gross acre) & C-S/P
	Use:	Medical Offices
West	Zone:	SFR-4 & MFR-20 (Multiple Family Residential – 15 to 20 dwelling units per gross acre)
	Use:	Low & Medium Density Residential

Related Projects

CUP-82-386	Rogue Regional Medical Center Campus CUP
AC-97-056	
CUP-02-011	RRMC Modification to CUP
CUP-02-158	Addition to CUP
AC-03-039	Site Plan Review for Hospital Addition
CUP-05-146	Sign Program for Campus
AC-20-123	Hospital Tower Expansion

Applicable Criteria

Medford Land Development Code §10.184(C) Conditional Use Permit Approval Criteria

(1) The Planning Commission must determine that the development proposal complies with either of the following criteria before approval can be granted.

(a) The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

(b) The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the Planning Commission to produce a balance between the conflicting interests.

(2) In authorizing a conditional use permit the approving authority (Planning Commission) may impose any of the following conditions:

(a) Limit the manner in which the use is conducted, including restricting the time an activity may take place, and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor.

(b) Establish a special yard or other open space or lot area or dimension requirement.

(c) Limit the height, size, or location of a building or other structure.

(d) Designate the size, number, location, or nature of vehicle access points.

(e) Increase the amount of street dedication, roadway width, or improvements within the street right-of-way.

(f) Designate the size, location, screening, drainage, surfacing, or other improvement of parking or truck loading area.

(g) Limit or otherwise designate the number, size, location, height, or lighting of signs.

(h) Limit the location and intensity of outdoor lighting, or require its shielding.

(i) Require screening, landscaping, or other facilities to protect adjacent or nearby property, and designate standards for installation or maintenance thereof.

(j) Designate the size, height, location, or materials for a fence.

(k) Protect existing trees, vegetation, water resources, wildlife habitat, or other significant natural resources.

A conditional use requiring the mitigation of impacts under Subsection (C)(1)(b) above must do one of the following:

(1) Preserve unique assets of interest to the community.

(2) Provide a public facility or public nonprofit service to the immediate area or community.

(3) Otherwise provide a use or improvement that is consistent with the overall needs of the community in a location that is reasonably suitable for its purpose.

Corporate Names

Philip M. Kennedy is listed as President and Secretary for PKA Architects according to the Oregon Secretary of State Business Registry. Capitol Corporate Services, Inc. is listed as the Registered Agent.

Cheryl Roberts is listed as President and John Robinson is listed as Secretary for Capitol Corporate Services, Inc. Unisearch, Inc. is listed as Registered Agent.

Janice Hopton is listed as President and Scott Vogt is listed as Secretary for Unisearch, Inc. Cogency Global Inc. is listed as the Registered Agent.

Adria Kaminsky is listed as President and Joan Wagner is listed as Secretary for Cogency Global Inc. Unisearch Inc. is listed as the Registered Agent.

No information was found in the Oregon Secretary of State Business Registry for Jacobs out of Medford, OR.

ISSUES AND ANALYSIS

Summary

Asante Rogue Valley Medical Center (RVMC) is currently developing significant additions to the medical campus. This Conditional Use Permit (CUP) application is not for a new conditional use but rather is needed to update and modify the previously approved CUP by implementing, for example, new TDM measures, several minor modifications to the campus, updating the site's master plan, etc.

Background

The RVMC operates under a conditional use permit (CUP-82-386) that was revised and approved in August 1989 to include additional medical buildings on the campus.

In 2002, the applicant applied for a revision to the CUP to expand the hospital building to include a two-story emergency facility, a six-story patient bed tower, and a two-story surgery unit. Also included was a four-story parking structure for 625 parking spaces, relocation of the existing helipad, and relocation of the existing parking area dedicated for recreational vehicles.

In 2005, the Planning Commission approved a Sign Master Plan for the medical campus that allowed for some variation of the City's sign ordinance.

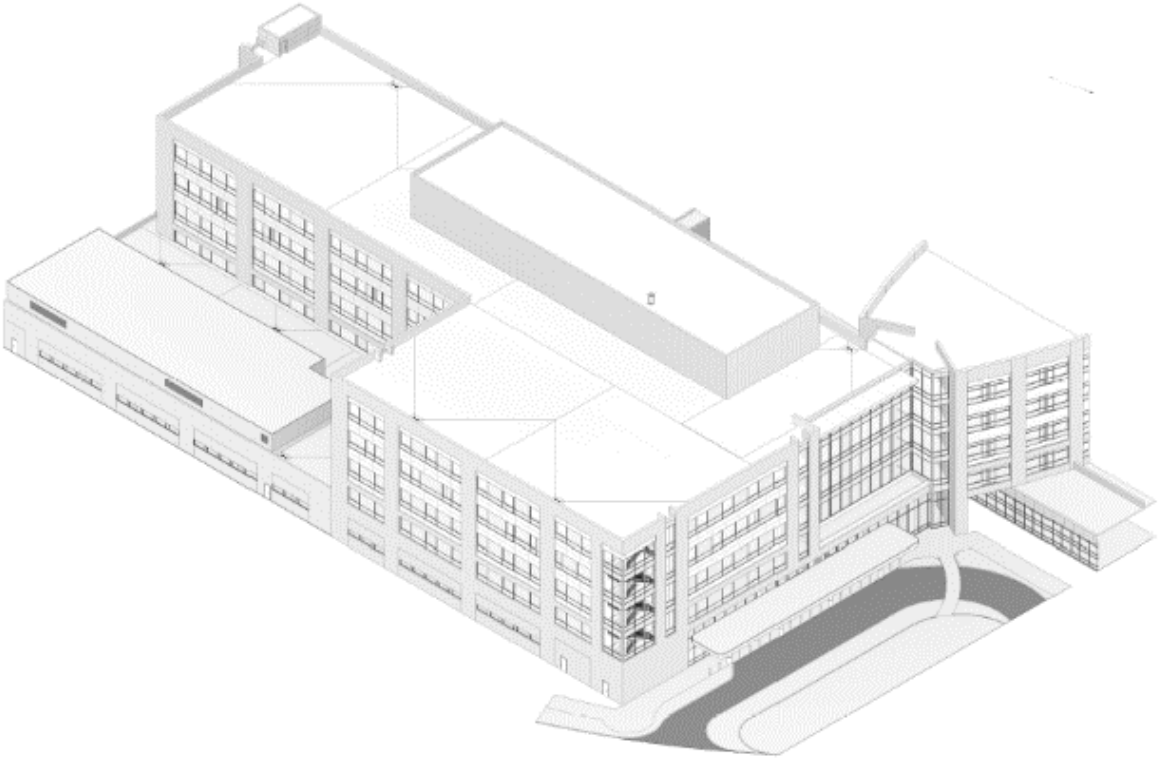


Figure 1 - Approved Hospital Tower Addition (AC-20-123)

Lastly, on August 7 of this year, the Site Plan and Architectural Commission (SPAC) approved an approximately 350,000 square foot expansion to the existing primary hospital complex (AC-20-123). SPAC approval is required for each phase of the medical campus expansion.

The recently approved pavilion consists of a double height podium, a full basement below, and a four-story bed tower with mechanical penthouse and equipment enclosure above. All floors will be continuous and connected with the existing building. Expansion of the podium is anticipated on the east side of the building in the future.

A new, approximately 7,600 square foot Central Utility Plant structure is also part of this application. It will replace the Asante Imaging structure between the hospital tower and Murphy Road.

Since 2002, several minor revisions to the conditional use permit were submitted and approved administratively by staff, including:

- To allow unscreened HVAC equipment on the westerly side of the Cardiovascular Institute building in 2018.

- To allow for the installation of a surface parking lot to the southeast of the medical campus. The site was previously occupied by a medical structure which was demolished several years ago.
- To allow for the construction of a four-story parking structure at the northeast corner of the medical campus.
- To allow for the expansion of an existing parking structure at the northeast corner of the medical campus. This application expanded the previously approved parking garage by 272 parking stalls on four levels to the west.

The site plan below shows the currently approved site layout for the entire Rogue Valley Medical Campus, including the newly approved expansion of the hospital tower and new Central Utility Plan addition (highlighted in gray).

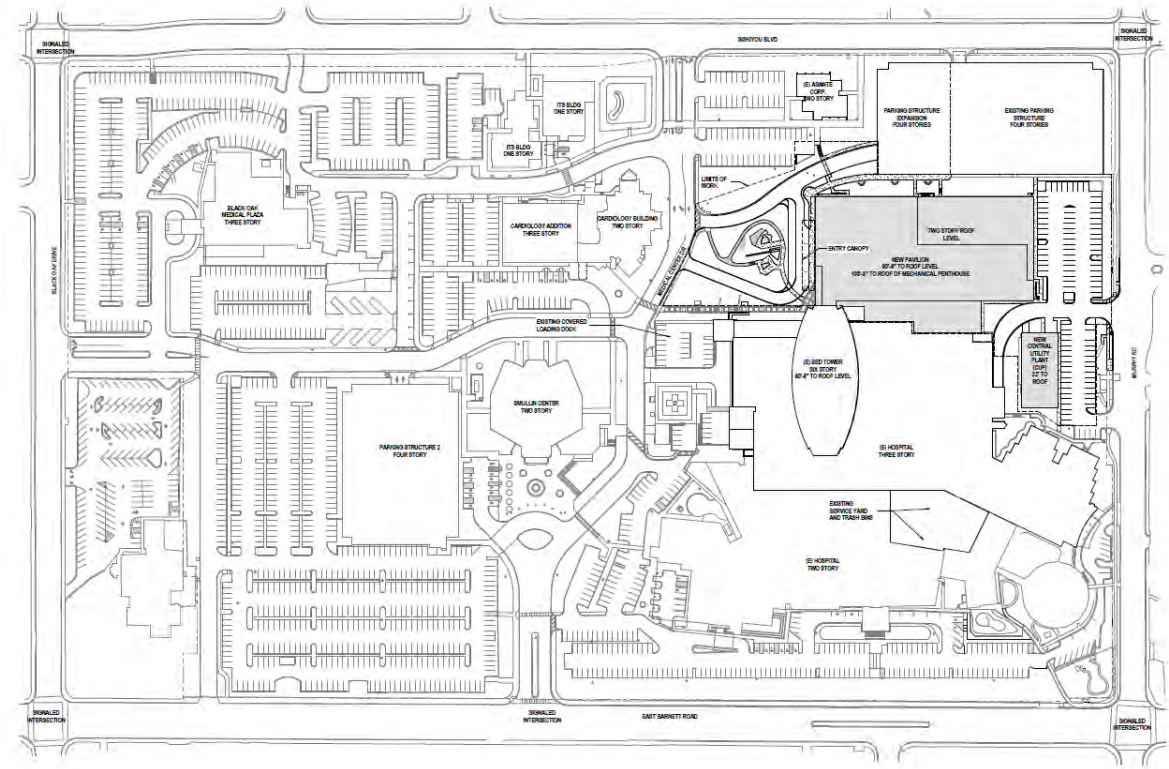


Figure 2 - Master Site Plan

Traffic

In 2002, City staff and the applicant engaged in a dialogue that resulted in the conclusions listed below and conditions addressing traffic issues were included in the staff report for CUP-02-011. The staff report stated that *'Transportation Demand Management (TDM) is by nature a part of the operation of a medical facility primarily because of shift work inherent in the operation of a large medical facility (...). The applicant (Asante) has agreed to follow-through with assigning responsibilities for*

TDM and for coordinating with the City and RVTD for the ongoing development of a TDM program for the RVMC Campus.'

Later that same year (CUP-02-158), the applicant submitted another revision for the Rogue Valley Medical Center campus conditional use permit in order to remove the condition for the installation of a median on Barnett Road.

As part of the current application, the Public Works Department did receive a Traffic Impact Analysis which shows that the trip generation of the 41.60 acres campus including all facilities is 14,362 Average Daily Trips (ADT) (see Exhibit G for summary). Per the Public Works Report (Exhibit H), the development meets the CUP approval criteria of causing no significant adverse impact when compared to the impacts of permitted development that is not classified as conditional.

The Public Works Report recommends the following conditions from the TIA and TDM Plan to be placed on the CUP approval:

- The eastern most driveway on Barnett Road shall be closed;
- Sight lines at all driveways shall be maintained in accordance with MLDC Section 10.735;
- The City's Transportation Manager would like to see the western most driveway on Barnett Road close due to its proximity to Black Oak Drive but this is not a code requirement. (...);
- Asante shall continue to provide an on-campus Employee Transportation Coordinator (ETC) that oversees and monitors the implementation and effectiveness of TDM strategies;
- Asante shall implement the TDM Plan as outlined on page 9 of the submitted TDM Plan including establishing targets for future mode splits. The City supports Asante's TDM efforts and will participate in the implementation. The TDM shall consider the following measures at a minimum:
    - Providing information about RVTD transit service at the main entrance, the Emergency entrance, and in the Human Resources office;
    - Providing subsidized transit passes for employees and volunteers;
    - Promoting biking and walking to/from work to improve employee health;
    - Participating in local and nationwide bike commute challenges;
    - Providing an on-campus bicycle tune-up program and/or self-service bike repair areas;
    - Providing bicycle racks at all main entrances to the campus and provision of secured and covered bicycle parking;
    - Providing bicycle lockers and shower locations on-campus;

- Providing carpool matching for all employees and volunteers through the Human Resources department;
- Disseminating education and availability of SOV reduction efforts through an employee newsletter and email;
- Providing teleworking opportunities to employees whose jobs can be completed from home as well as compressed work weeks for employees whose shifts can be scheduled on a 10-12 hour per day basis rather than 8 hours per day;

- As part of the ongoing management and reporting outlined in the TDM Plan, Asante shall give an annual report to the Medford Planning Commission.

Parking

Vehicular Parking

The submitted Parking Plan (Exhibit C) shows a total of 3,135 vehicular parking spaces for the entire campus. The recent addition of the parking structure at the northeast corner of the campus added 873 parking stalls to the overall total.

The Parking Plan was approved by SPAC as part of the Hospital Tower expansion project (AC-20-123) and the Commission found that the applicant's detailed description of the proposed use demonstrated that the number of needed parking spaces is less than the minimum required or more than the maximum allowable based upon an analysis providing parking data. The applicant used MLDC Section 10.743(3)(a) to justify the required and proposed number of parking spaces. The conclusions of the Parking Study and Analysis (Exhibit J) are that the peak parking demand was between 11 am and noon on Tuesdays and that the demand for the hospital is at 1.62 spaces per 1,000 square feet, 3.43 spaces for the medical office buildings, and 2.13 spaces for the office buildings. Campus-wide, a total 1.86 spaces per 1,000 square feet is required.

Including the new 350,000 square foot addition, the analysis determined that 2,921 stalls (including a 5% safety factor) will be required. With the recently completed parking structure, a surplus of 214 stalls exist.

According to the analysis, the applicant is '*confident that the supply is sufficient because:*

- *We have a 214-stall surplus based on the parking study and subsequent analysis;*
- *The total square footage includes 37,566 square feet of space that is unlikely to ever require the same parking density as the remainder of the addition;*
- *We will vacate 70,055 square feet of space that we are unlikely to ever be fully occupy in the future, decompressing the facility; and*

- *We are moving to a much higher percentage of private patient rooms, increasing the square footage per patient and decompressing the facility.'*

Bicycle Parking

Bicycle parking was also included in the Parking Study and Analysis and the study concluded that there will be 144 bike parking spaces on campus.

Agency Comments

Rogue Valley Transportation District (Exhibits L & M)

RVTD is requesting an easement needed to accommodate the bus pullout along the frontage of Murphy Road and requests that the developer designs and constructs the bus pullout expansion, as indicated on the drawing, below.

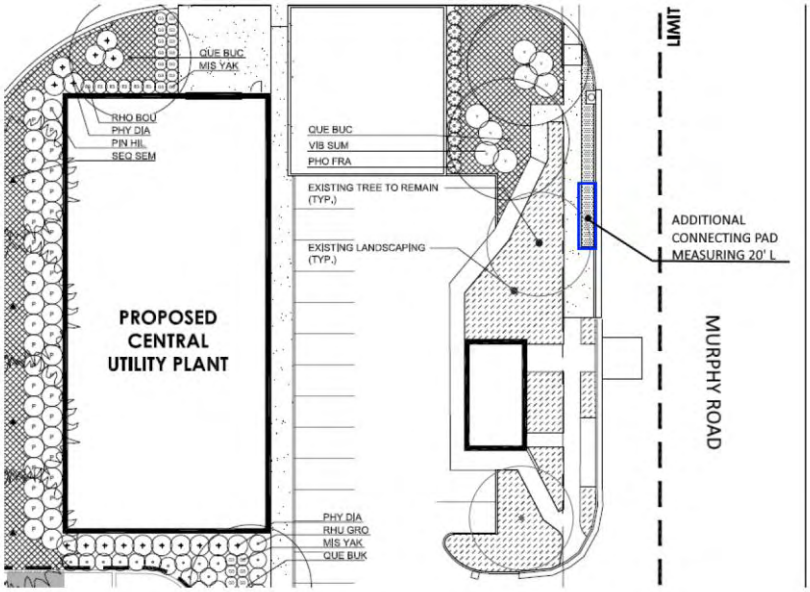


Figure 3 - RVTD Bus Pullout Expansion

Committee Comments

No comments were received from a committee, such as BPAC.

No other issues were identified by staff.

FINDINGS OF FACT

The approving authority (Planning Commission) must determine that the development proposal complies with either of the following criteria before approval can be granted.

(1) The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

The Commission can find that there is sufficient evidence contained in the applicant's narrative and findings of fact, and the Staff Report, to determine that the existing hospital use can be made to comply with the provisions of the Code with the imposition of conditions of approval contained in Exhibit A, and therefore, will not have an adverse impact on the surrounding area. This criterion is satisfied.

(2) The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the approving authority (Planning Commission) to produce a balance between the conflicting interests.

The Commission can find that there is sufficient evidence contained in the applicant's narrative and findings of fact and the Staff Report to determine that the existing hospital use is clearly in the public interest and conditions will be imposed by the Commission to produce a balance between the conflicting interest.

FINDINGS AND CONCLUSIONS

Staff has reviewed the applicant's findings and conclusions (Exhibit D) and recommends the Commission adopt the findings as recommended by staff.

RECOMMENDED ACTION

Adopt the findings as recommended by staff and direct staff to prepare the final order for approval of CUP-20-232 per the staff report dated September 3, 2020, including Exhibits A through M.

EXHIBITS

A Conditions of Approval, dated September 3, 2020
B Master Site Plan, dated May 1, 2020
C Parking Plan, dated April 20, 2020
D Applicant's Narrative and Findings of Fact, dated July 28, 2020
E Parking Study, dated May 5, 2020
F TDM Measures, dated April 2020
G TIA Summary, dated May 4, 2020
H Public Works Report, dated August 26, 2020
I Medford Water Commission Report, dated August 20, 2020

J Fire Department Report, dated August 17, 2020
K Building Department Memo, dated August 26, 2020
L RVTD Letter, dated February 10, 2020
M RVTD Letter, dated August 20, 2020
Vicinity map

PLANNING COMMISSION AGENDA: AUGUST 22, 2019

EXHIBIT A

Asante CUP
CUP-19-017
Conditions of Approval
September 3, 2020

CODE REQUIRED CONDITIONS

Prior to the issuance of building permits for vertical construction, the applicants shall:

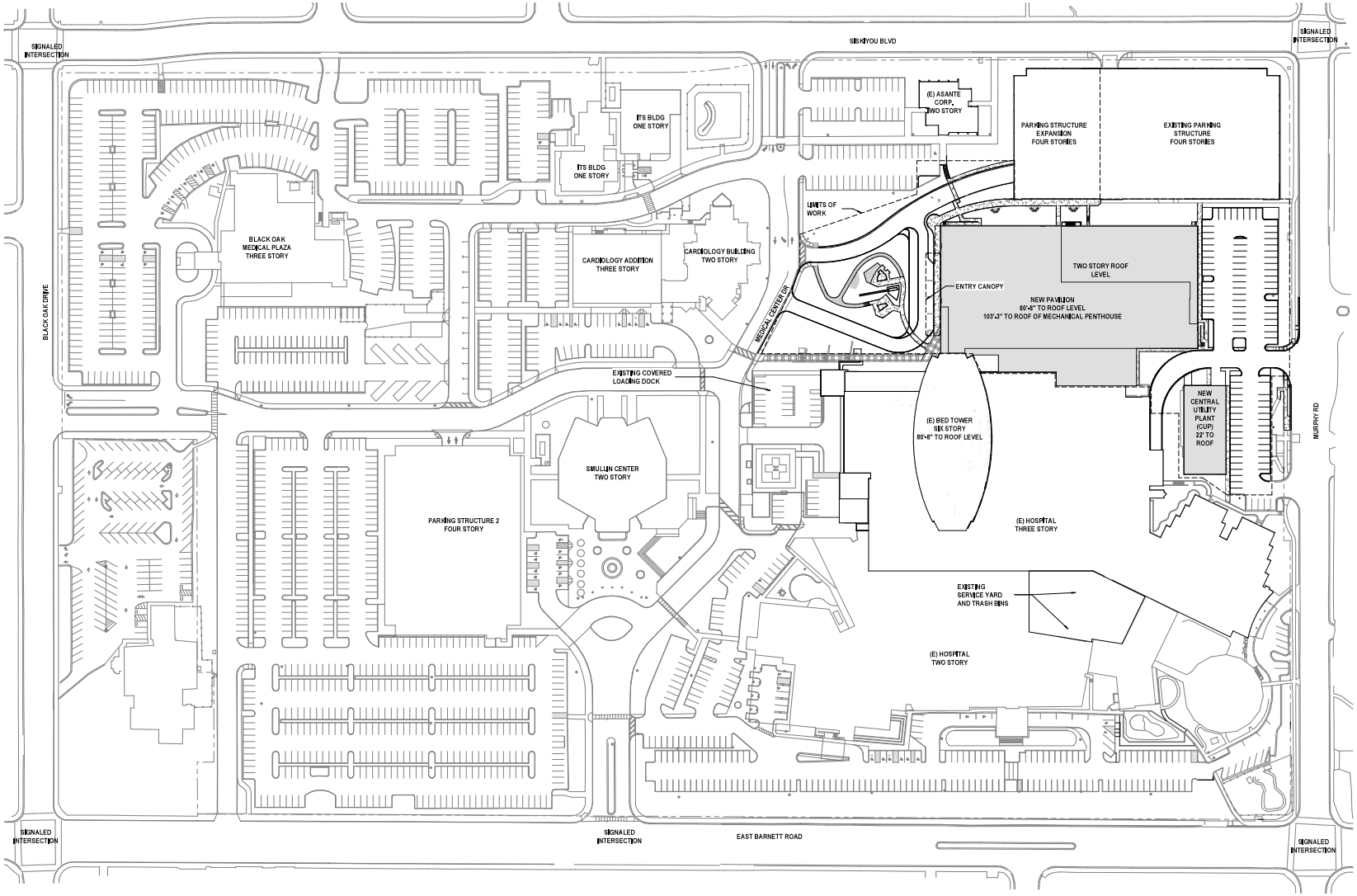
1. Comply with all requirements of the Public Works Department (Exhibit H) except for the ones listed below under number three;
2. Comply with all requirements of the RVTD letters (Exhibit L & M)

The following ongoing conditions shall be continuously monitored by staff and the applicant:

3. All TIA and TDM measures as spelled out in the Public Works Report under the 'Transportation System' Section (Exhibit H).

GENERAL SITE PLAN NOTES:

1. ANY NEW SITE LIGHT POLE FIXTURES SHALL MATCH EXISTING ALREADY ON CAMPUS.
2. FIRE LANE CURBING SHALL BE PAINTED RED.



A1 OVERALL CAMPUS - SPAC REVIEW
1" = 60'-0"

TRUE NORTH

HDR

HDR Architecture
201 California St, Suite 1500
San Francisco, CA 94111

Asante Rogue Regional Medical Center Pavilion Project

2825 E Barnett Rd.
Medford, Oregon 97504

Project Manager	Shaun Salazar
Project Designer	Thomas Knittel
Project Architect	Todd Tierney
Landscape Architect	James Love
Civil Engineer	Mark Dew
Structural Engineer	Todd Parke
Mechanical Engineer	Tim Ely
Electrical Engineer	Disha Upadhyaya
Plumbing Engineer	Tim Ely
Interior Designer	Ruby Thorp
Equipment Planner	Rob Grieche
Wayfinding	Becky Doubitt

MARK	DATE	DESCRIPTION
A	05/01/2020	SPAC SUBMITTAL

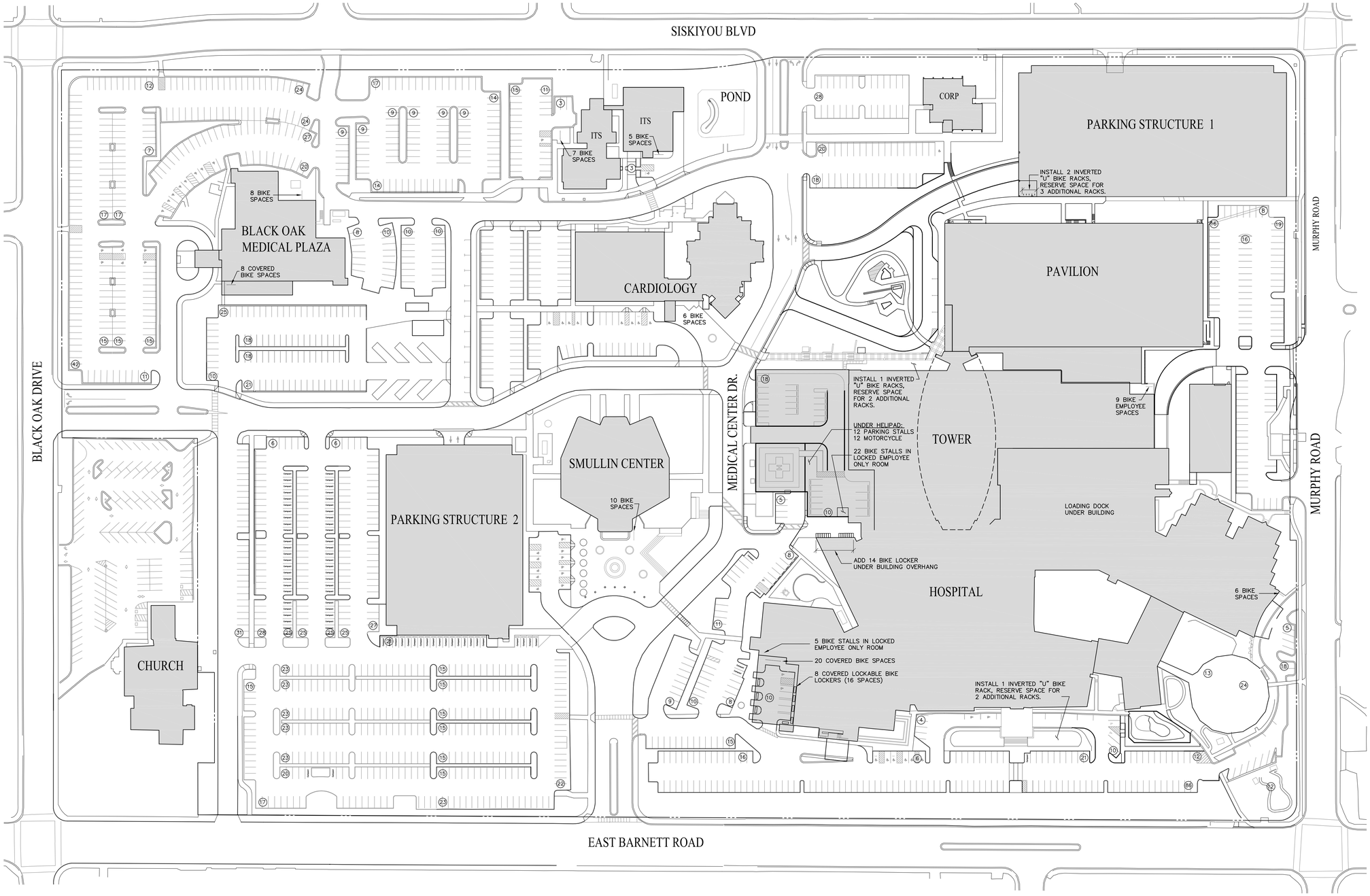
Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name
OVERALL CAMPUS - SPAC REVIEW

Sheet Number
A-S1.01

EXHIBIT B



1 CAMPUS PARKING PLAN
SCALE: 1"=60'
60'

CAMPUS PARKING TABLE

	AREA	STANDARD	COMPACT	HANDICAP	MOTORCYCLE	VANPOOL	TOTAL
NON-HOSP.	BOMP	461	0	14	0	0	475
	CARDIO	102	0	8	0	0	110
	ITS	30	0	2	0	0	32
	CORP	65	0	1	0	0	66
	SUBTOTAL						683
HOSPITAL	STRUCTURE 1	676	131	30	32	4	873
	EAST LOTS	109	0	0	0	0	109
	SOUTH LOTS	159	1	10	0	0	170
	ED/DUBS	96	4	2	12	0	114
	STRUCTURE 2	494	124	2	29	4	653
	SW LOTS	448	73	0	0	0	521
	SMULLIN	1	0	11	0	0	12
	SUBTOTAL	1988	333	55	73	8	2452
	CAMPUS TOTAL						3135

CAMPUS BIKE PARKING

	USER	SECURED PROVIDED	COVERED PROVIDED	COVERED RESERVED	OPEN PROVIDED	OPEN RESERVED	TOTAL
NON-HOSP.	BOMP	0	8	0	8	0	16
	CARDIO	0	0	0	6	0	6
	ITS	0	0	0	12	0	12
	SMULLIN	0	0	0	10	0	10
	SUBTOTAL						44
HOSPITAL	EMPLOYEE ONLY	57	9	0	0	0	66
	PATIENT/VISITOR	0	0	0	4	8	12
	ANYONE	0	24	6	6	0	36
	SUBTOTAL						114
	CAMPUS TOTAL						158

EMPLOYEE ONLY – KEY REQUIRED TO ENTER STORAGE ROOM, LOCKER OR ENTRANCE DOOR.

PATIENT/VISITOR ONLY – BIKE PARKING SPACES AT PUBLIC ENTRANCES THAT ARE OBVIOUS & APPARENT.

ANYONE – BIKE PARKING SPACES AVAILABLE TO EMPLOYEES OR PATIENT/VISITORS.

EXHIBIT C

REVISIONS

DEW engineering inc
A CIVIL & STRUCTURAL ENGINEERING FIRM
815 BENNETT AVENUE
MEDFORD, OREGON 97504
PHONE 541/772-1399
FAX 541/772-1456

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CAMPUS PARKING PLAN

ASANTE ROGUE REGIONAL MEDICAL CENTER

DRAWN	CHECKED
MRD	MRD

DATE 4.20.20

JOB NO. 19-009

SHEET PKG-1

Conditional Use Permit Application
Findings of Fact

Asante Rogue Regional Medical Center – Forward Pavilion Addition

July 28, 2020

Owner:
Mick Zdeblick
Asante Rogue Regional Medical Center
2825 E Barnett Rd., Medford, OR 97504
Mick.zdeblick@asante.org
541.789.4700

Agent:
Gary Adams
Jacobs (Client Representative)
2825 E Barnett Rd., Medford, OR 97504
Gary.adams2@jacobs.com
541.789.2491

Applicant:
Josh Kolberg
PKA Architects
6969 SW Hampton Ave., Portland, OR 97214
josh@pkaarchitects.com
503.968.6800

Site Address:
2825 E Barnett Rd., Medford, OR 97504

Summary of Request:
Approval for Conditional Use Permit and associated Type II Review for the Asante Rogue Regional Medical Center Pavilion Addition. SPAC associated with project is currently under review under AC-20-123. Requirements for submission based on application dated 07/01/19.

EXHIBIT D

NARRATIVE

Asante Rogue Regional Medical Center (ARRMC) is currently developing a significant new addition to their campus. As a part of that process, ARRMC wishes to replace all existing conditional use permits (CUPs) with a new CUP, with updated requirements.

The new Pavilion at ARRMC is an approximately 345,000-square-foot addition to the existing hospital, located directly north of the 2005 addition. A new vehicular approach for drop-offs and arrivals connects the new building to Medical Center Drive. The parking structure at the corner of Siskiyou Boulevard and Murphy Road is in the process of expanding to the west. The arrival area will provide a larger, accessible drop-off and pick-up zone and accommodate more vehicles. Provisions for fire-fighting access at the west drop-off area and the east side of the new building are provided. A large wellness garden with a new water feature will be included for patient, visitor, and staff use, directly adjacent to the new main entrance.

The Pavilion consists of a double-height podium, which includes interstitial space above the ground-floor interventional platform, with a full basement below, and a four-story bed tower and mechanical penthouse above. In the northeast corner, a secondary mechanical penthouse will be located above the lower roof of the podium. The basement level contains non-public mechanical and support services. All floors will be connected to the existing building, with a seismic separation, and code-required fire and life-safety provisions. Future expansion of the podium is anticipated on the east side of the building. A new central utility plant will be constructed in the location of the existing Women's Imaging Center.

The project will also renovate 62,000 square feet in the existing hospital. The overall project will include:

- Level 1 expansion of surgery, renovation of the emergency department, a new entrance lobby, arrival and drop-off, admitting and surgery waiting area;
- Level 2 - interstitial space, only accessible to building maintenance;
- Levels 3 and 4 - intensive care units (ICUs). The north half of level 3 will be shelled and will accommodate 16 additional ICU beds;
- Level 5 - the mother-baby floor including labor and delivery and the neonatal intensive care unit; and
- Level 6 - pediatrics and maternity.

During construction, the original entrance on the south side of the hospital will temporarily become the primary entrance to the hospital.

The Pavilion is designed in harmony with the 2005 tower addition. It utilizes the same materials while accommodating new façade articulation and massing necessary for the new room configuration and function. The overall intent is to provide continuity of image and a timeless appearance. Patient rooms occupy most of the tower perimeter. New architectural features, such as stairways waiting areas on each floor recall the multi-floor glazed curtain wall appearance of the 2005 addition. Views of the surrounding region will be celebrated, providing large unobstructed vistas at each level.

SUBMITTED EVIDENCE

Exhibit 1. Findings of Fact (this document) addressing Medford Land Development Code Section 10.184 (C)

Exhibit 2. Vicinity Map – See SPAC AC-20-123

Exhibit 3. Assessor's Map – See SPAC AC-20-123

Exhibit 4. Site Plan - See SPAC AC-20-123

Exhibit 5. SPAC Application and Narrative (previously sent to City, AC-20-123)

Exhibit 6. Transportation Demand Management Plan (TDM)

Exhibit 7. Transportation Impact Analysis (TIA)

Exhibit 8. Landscape Plans per the Medford Land Development Code Section 10.184 (G)(6), 10.486 (B), and 10.729 (B); and 10.184 (G)(7) and 10.780

Exhibit 9. Completed Application

FINDINGS OF FACT

Property Location: The project will be constructed on the combined tax lots 302, and 401 located at 2825 E Barnett Rd., Medford, OR 97504, within the Asante Rogue Regional Medical Center (ARRMC) campus. The lot line between tax lots 109 and 401 will also be adjusted. The campus has Siskiyou Boulevard to the north, Murphy Road to the east, Barnett Road to the south, and Black Oak Road to the west. Medical Center Drive runs through the middle of the campus. More specific parcel information is provided in the SPAC Application AC-20-123. The campus is within the City of Medford Urban Growth Boundary.

Property Description: Tax lots 302 and 401 on Map # 371 W28 CC, are zoned C-S/P.

Ownership: The property is owned by Asante.

Existing Land Use: The site is the existing ARRMC Campus, which is home to the hospital, two parking structures, and two medical office buildings, two administrative buildings and the Smullin Health Education Center. The main hospital building is comprised of a series of interconnected buildings constructed between the years of 1958 and 2005. The second parking structure is being expanded at the time of this application.

Proposed Land Use: There is no change in use of the land as a medical campus. The intent of this CUP is to replace the existing CUP with one that better reflects the modern state of the campus. This project expand the hospital to the north of the 2005 patient tower addition, and will be connected at all floors.

Parking: A parking study was included in the SPAC application. See Exhibits 5 through 8.

GLUP Map Designation: The existing GLUP designation is service commercial (SC).

Existing Zoning: The existing zoning for the entire ARRMC Campus is commercial service/professional (C-S/P). There are no zoning overlays.

Adjacent Zoning: The adjacent properties are SRF-4 (Single Family – 4 Units/Acre) and C-S/P to the north, C-S/P, and MFR-30 (Multi-Family – 30 Units/Acre) to the east C-S/P and C-C (Commercial Community) to the south andSRF-4and MFR-20 (Multi-Family – 20 Units/Acre) to the west.

Historic District: The property is not within a historic district.

Surrounding Land Uses: The adjacent uses are: single-family homes, and medical office buildings to the north; medical office buildings to the east; medical office buildings, retail, and office space to the south; and. single- and multi-family residential to the west.

Summary of Traffic Impacts: Impacts to traffic are outlined in Exhibits 6 and 7 to the SPAC application – the TDM and TIA.

CONCLUSIONS

Conclusions regarding the Conditional Use Permit are listed below, along with the section from the Medford Land Development Code Section 10.184 (C) that they respond to.

(C) Conditional Use Permit Approval Criteria.

(1) The Planning Commission must determine that the development proposal complies with either of the following criteria before approval can be granted.

(a) The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

(b) The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the Planning Commission to produce a balance between the conflicting interests.

Conclusion: There is no proposed change to the zoning of the property, and development has been designed to minimize adverse impacts to the adjacent properties. There are no anticipated impacts to livability, value, or ability to develop the adjacent properties. Any concerns regarding increased traffic have been addressed in Exhibits 6 and 7 – the TDM and TIA. As the largest hospital in the city of Medford, which is the regional referral center offering services unavailable elsewhere in Southern Oregon and Northern California, including a Level 2 trauma center, the development of the Pavilion provides life-saving medical care to the community of Medford and Asante's nine-county service area and is therefore in the public interest. The project will cement ARRMC's status as a primary economic driver of the community and supportive of Medford's standing as a retirement destination.

(D) Conditional Use Permits, Mitigation of Impacts.

A conditional use requiring the mitigation of impacts under Subsection (C)(1)(b) above must do one of the following:

(1) Preserve unique assets of interest to the community.

(2) Provide a public facility or public nonprofit service to the immediate area or community.

(3) Otherwise provide a use or improvement that is consistent with the overall needs of the community in a location that is reasonably suitable for its purpose.

Conclusion: Although constructing a hospital on the subject site, if it were vacant, could cause adverse impacts to some of the adjoining properties, further development of the campus will have no incremental impact to those properties. Therefore, this project could be considered to fall under criterion C(1)(a). If the project is adjudged to fall under C(1)(b) then, as the principal hospital in the City of Medford, ARRMC is a unique asset of the community, it provides a public service to Medford and surrounding areas and acts as an economic driver of the community.

Asante Rogue Regional Medical Center Hospital Expansion
Parking Study and Analysis

As an enabling project to the ARRMC Expansion, Asante began work with a new parking structure. The project started with a parking study to determine the end-state parking requirements and those at each stage of construction. Kittelson & Associates performed the study and prepared a report dated February 12, 2018, based on detailed parking counts taken on five consecutive weekdays starting on December 8, 2017.

That report produced two main conclusions:

- peak demand was between 11:00 am and noon on Tuesdays; and
- demand in stalls per 1,000 square feet, for each type of space was:
    - hospital: 1.62;
    - medical office buildings (MOBs) (BOMP, CVI): 3.43;
    - office buildings (corporate, ITS): 2.13; and
    - campus-wide: 1.86.

Asante designed the new parking structure to ensure a maximum of 85 percent occupancy, at all times, during and after construction, resulting in a 544-stall parking structure. That conclusion was predicated on the assumption that the design of the hospital expansion would follow that in an earlier strategic plan. After more detailed analysis and design, the total square footage of the expansion and the footprint of the building were both larger than earlier contemplated. Also, in order to fit the larger building in the budget, demolition of most of the seismically noncompliant portions of the hospital was removed from the current project.

The new design calls for a 351,852-square-foot addition, including 37,566 square feet of basement shell space that is highly unlikely to ever require the same parking density as the remainder of the addition. We will also demolish the existing 11,601-square-foot Asante Imaging building, in order to make room for a new central utility plant. We have updated that parking analysis, to reflect these figures.

The revised analysis started with the above demand requirements. Because there will be a slightly higher percentage outpatient space in the addition than previously planned, we added a 5 percent safety factor to the hospital demand number. We also applied an 85 percent occupancy factor to each statistic to determine the new parking demand resulting in the following:

- hospital: 1.62 x 105% / 85% = 2.20;
- MOBs: 3.43 / 85% = 4.04; and
- office: 2.13 / 85% = 2.51.

Applying these factors to each type of space we arrived at a demand of:

- hospital: 2.20 x 1,178,651 / 1,000 = 2,358 stalls;
- MOBs: 4.04 x 123,098 = 497 stalls;
- office: 2.51 x 26,319 = 66 stalls; and
- campus-wide: 2,358 + 497 + 66 = 2,921 stalls.

EXHIBIT E

ASANTE

We determined the most efficient way to meet the revised demand, would be to add on to the just-completed parking structure, expanding the capacity to 873 stalls. This expansion and other site changes provide the following:

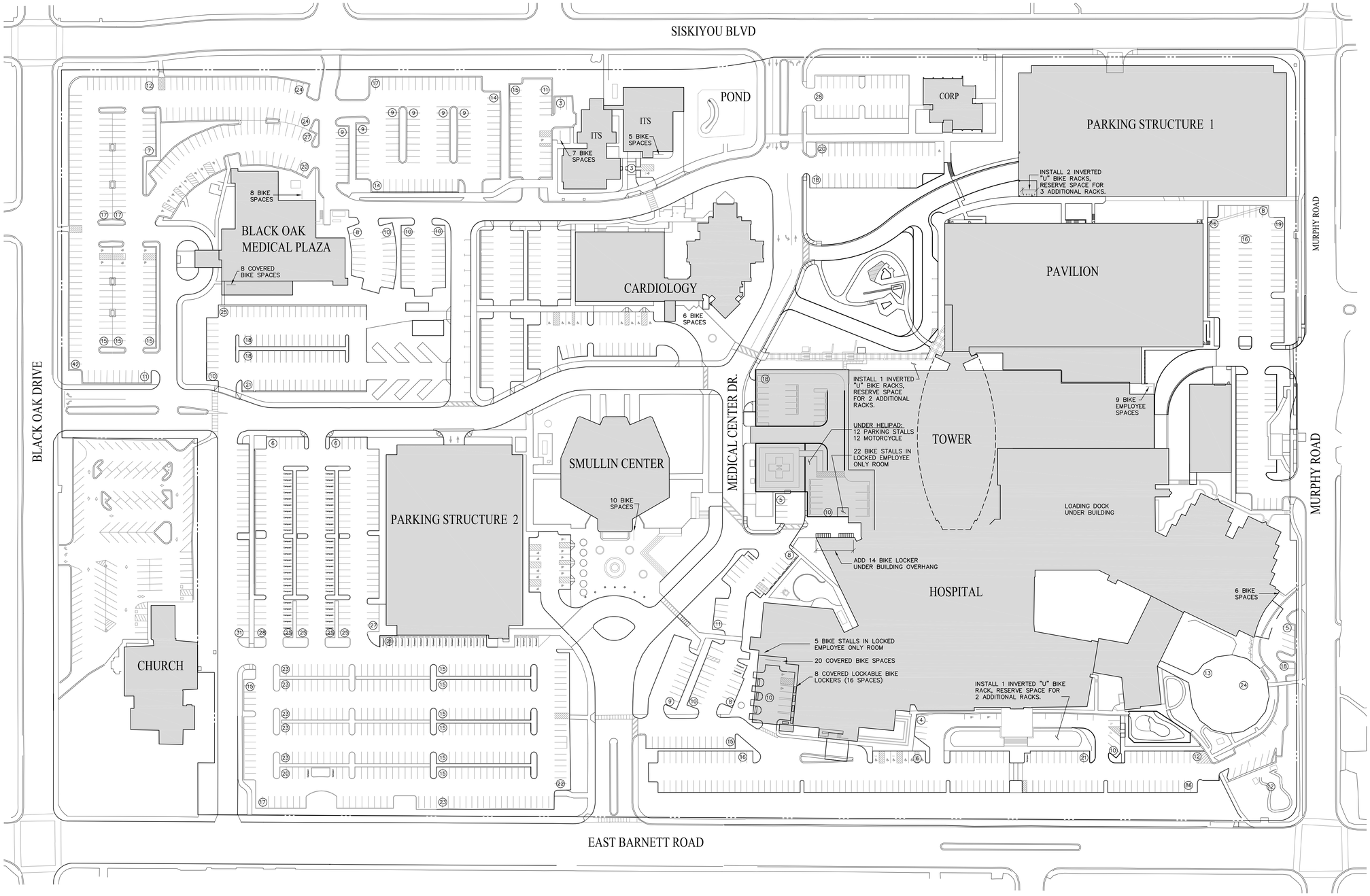
- hospital: 2,452 stalls supply - 2,358 stalls demand = 94 stalls surplus;
- MOBs: 585 stalls supply - 497 stalls demand = 88 stalls surplus;
- office: 98 stalls supply - 66 stalls demand = 32 stalls surplus; and
- campus-wide: 3,135 stalls supply - 2,921 stalls demand = 214 stalls surplus.

The new parking supply is detailed on the attached exhibit.

Asante is confident that the supply is sufficient because:

- we have a 214-stall surplus based on the parking study and subsequent analysis;
- the total square footage includes 37,566 sf of space that is unlikely to ever require the same parking density as the remainder of the addition;
- we will vacate 70,055 sf of space that we are unlikely to ever be fully occupy in the future, decompressing the facility; and
- we are moving to a much higher percentage of private patient rooms, increasing the square footage per patient and decompressing the facility.

In addition to the above parking, we have or will supply 144 bicycle parking spaces on campus. Of those, 57 are secured, 41 are covered and 46 are open. We have also immediately identified space for 14 additional bicycles and will add additional bicycle parking spaces whenever demand rises to 85 percent of supply.



1 CAMPUS PARKING PLAN
SCALE: 1"=60'
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CAMPUS PARKING TABLE

	AREA	STANDARD	COMPACT	HANDICAP	MOTORCYCLE	VANPOOL	TOTAL
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HOSPITAL	STRUCTURE 1	676	131	30	32	4	873
	EAST LOTS	109	0	0	0	0	109
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	ED/DUBS	96	4	2	12	0	114
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	SMULLIN	1	0	11	0	0	12
	SUBTOTAL	1988	333	55	73	8	2452
	CAMPUS TOTAL						3135

CAMPUS BIKE PARKING

	USER	SECURED PROVIDED	COVERED PROVIDED	COVERED RESERVED	OPEN PROVIDED	OPEN RESERVED	TOTAL
NON-HOSP.	BOMP	0	8	0	8	0	16
	CARDIO	0	0	0	6	0	6
	ITS	0	0	0	12	0	12
	SMULLIN	0	0	0	10	0	10
	SUBTOTAL						44
HOSPITAL	EMPLOYEE ONLY	57	9	0	0	0	66
	PATIENT/VISITOR	0	0	0	4	8	12
	ANYONE	0	24	6	6	0	36
	SUBTOTAL						114
	CAMPUS TOTAL						158

EMPLOYEE ONLY – KEY REQUIRED TO ENTER STORAGE ROOM, LOCKER OR ENTRANCE DOOR.

PATIENT/VISITOR ONLY – BIKE PARKING SPACES AT PUBLIC ENTRANCES THAT ARE OBVIOUS & APPARENT.

ANYONE – BIKE PARKING SPACES AVAILABLE TO EMPLOYEES OR PATIENT/VISITORS.

REVISIONS

DEW engineering inc
A CIVIL & STRUCTURAL ENGINEERING FIRM
815 BENNETT AVENUE
MEDFORD, OREGON 97504
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CAMPUS PARKING PLAN

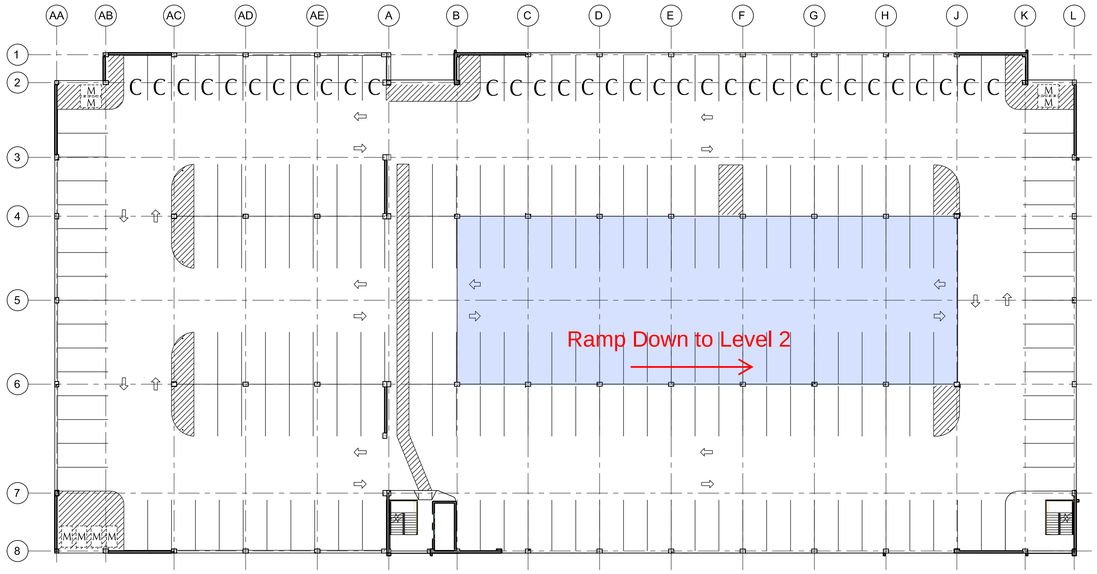
ASANTE ROGUE REGIONAL MEDICAL CENTER

DRAWN	CHECKED
MRD	MRD

DATE 4.20.20

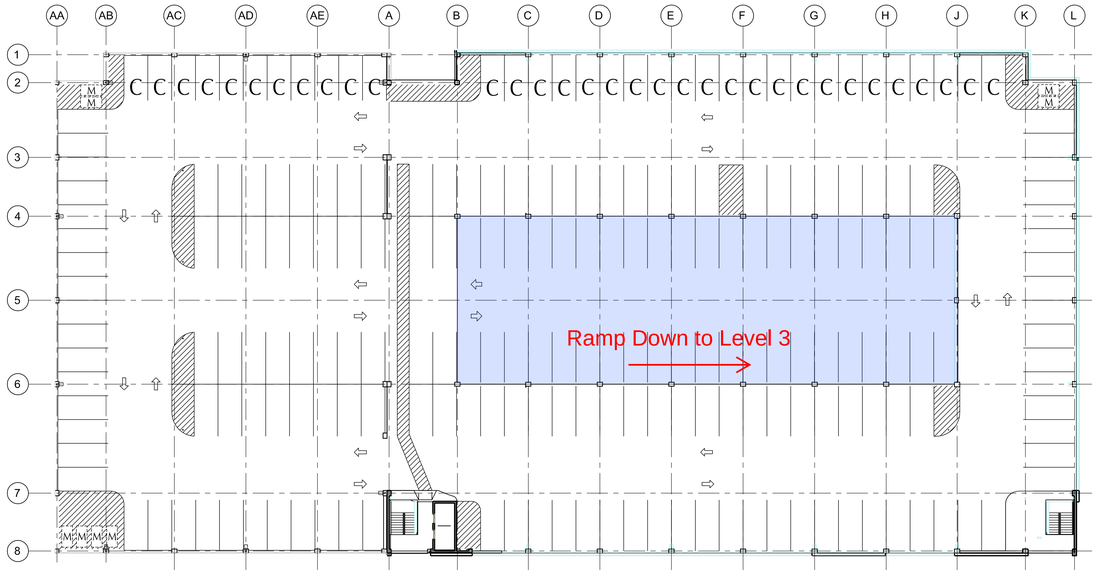
JOB NO. 19-009

SHEET PKG-1



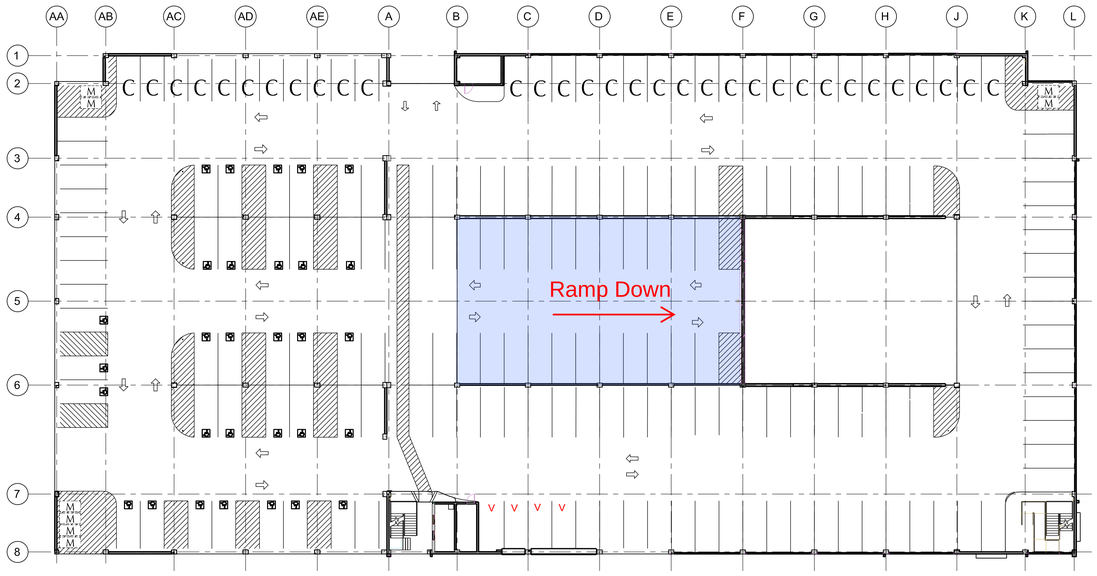
Level 3

187 Standard Parking Stalls
8 Motorcycle Parking Stalls
33 Compact Parking Stalls
228 Total # Parking Stalls



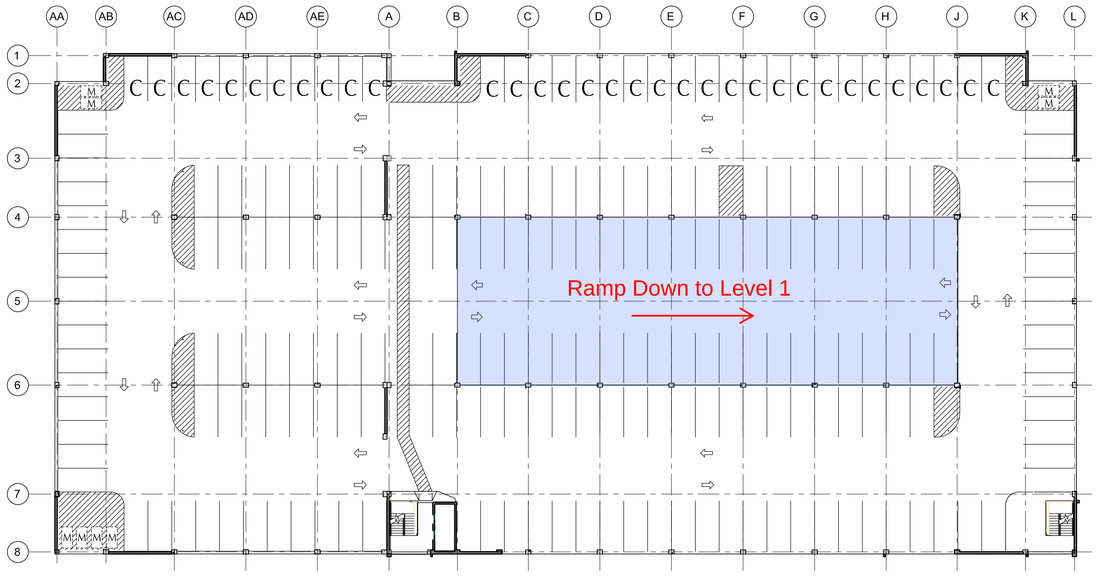
Level 4

186 Standard Parking Stalls
8 Motorcycle Parking Stalls
33 Compact Parking Stalls
227 Total # Parking Stalls



Level 1

30 ADA Parking Stalls
120 Standard Parking Stalls INCLUDING 4 VAN SPACES
8 Motorcycle Parking Stalls
32 Compact Parking Stalls
190 Total # Parking Stalls



Level 2

187 Standard Parking Stalls
8 Motorcycle Parking Stalls
33 Compact Parking Stalls
228 Total # Parking Stalls

Overall Parking Stall Count

30 ADA Parking Stalls
680 Standard Parking Stalls
32 Motorcycle Parking Stalls
131 Compact Parking Stalls
873 Total # Parking Stalls

Asante - RRMC

Parking Stall Counts

ARRMC Parking Structure

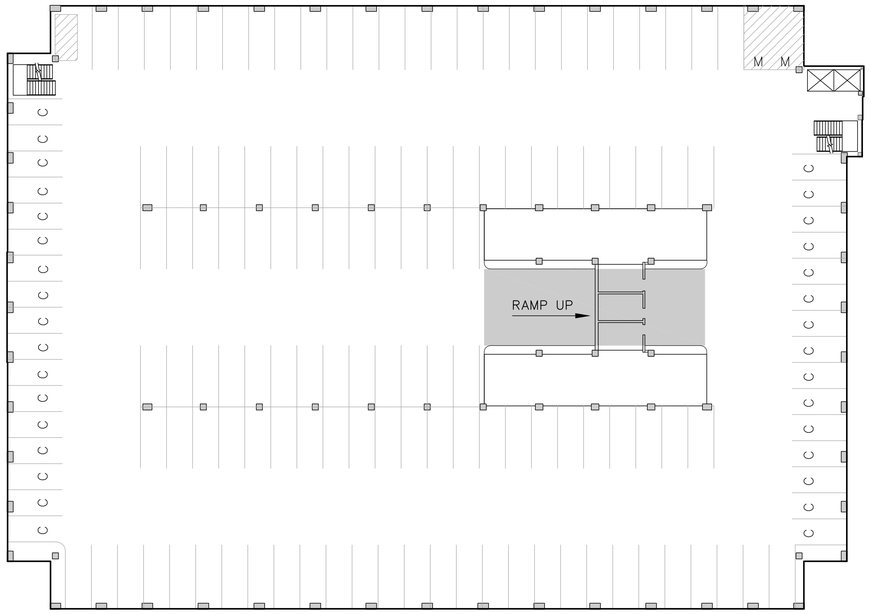
pka ARCHITECTS

ASANTE

Date: 4/20/2020
Project Number: 191015

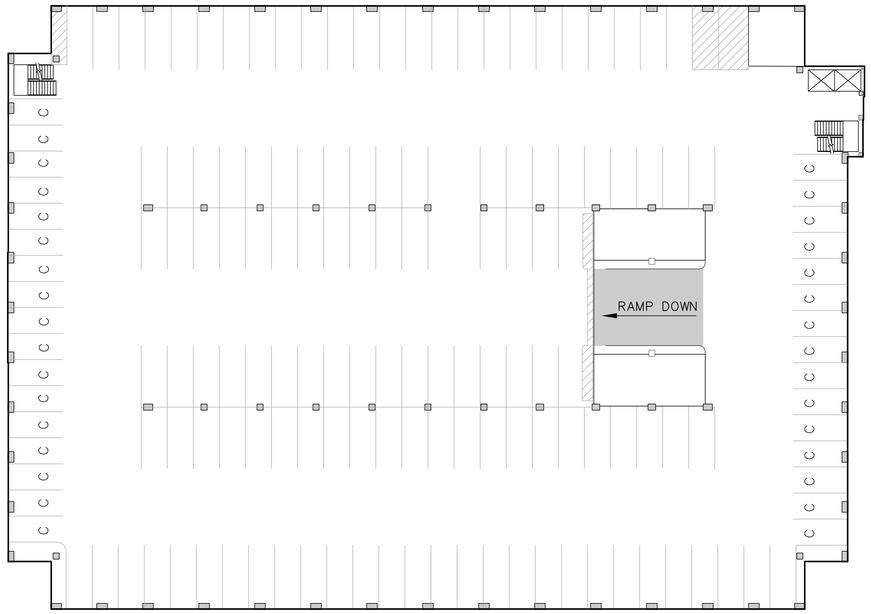
PKG-2

For Review Only Not for Construction



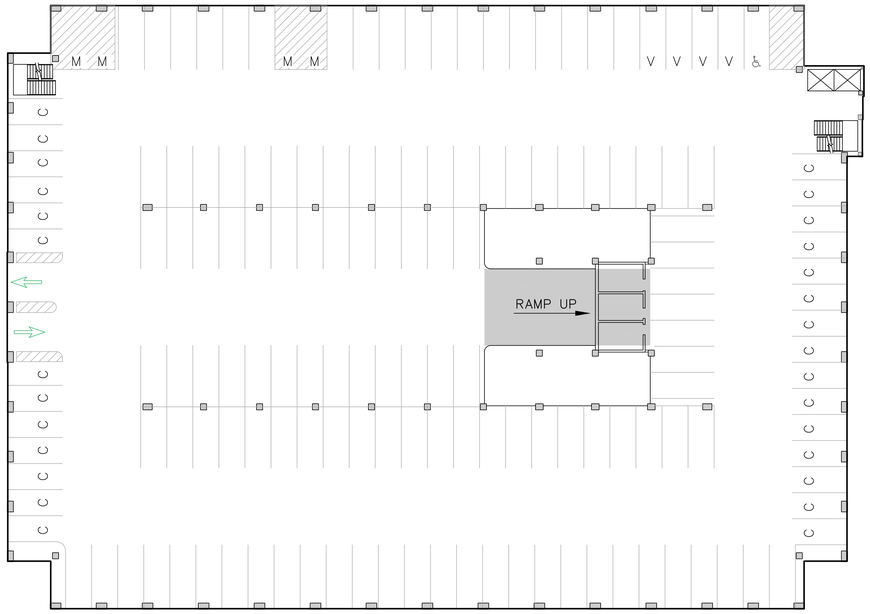
LEVEL 3

123	STANDARD PARKING STALLS
32	COMPACT PARKING STALLS
8	MOTORCYCLE PARKING STALLS
163	TOTAL PARKING STALLS



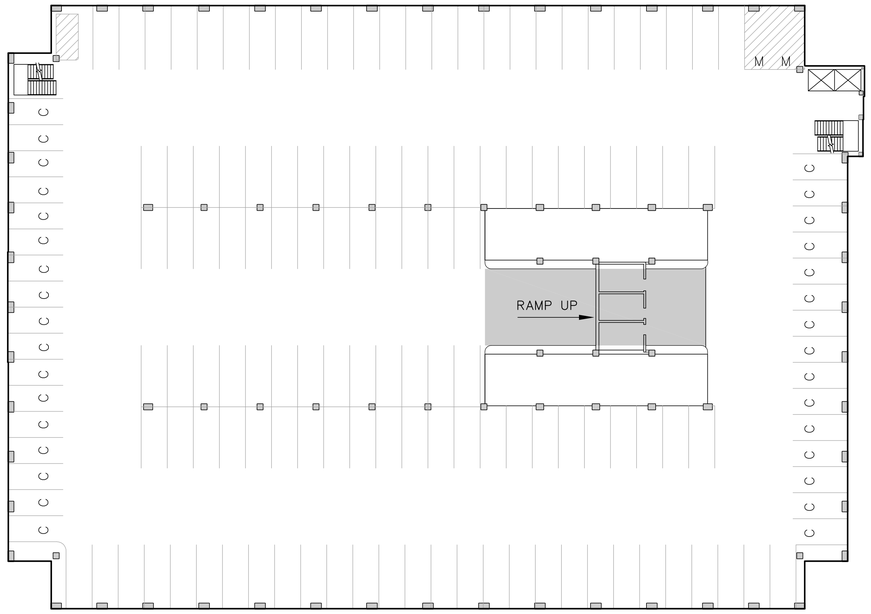
LEVEL 4

1	ADA PARKING STALLS
125	STANDARD PARKING STALLS
32	COMPACT PARKING STALLS
158	TOTAL PARKING STALLS



LEVEL 1

1	ADA PARKING STALLS
127	STANDARD PARKING STALLS
28	COMPACT PARKING STALLS
13	MOTORCYCLE PARKING STALLS
169	TOTAL PARKING STALLS



LEVEL 2

123	STANDARD PARKING STALLS
32	COMPACT PARKING STALLS
8	MOTORCYCLE PARKING STALLS
163	TOTAL PARKING STALLS

OVERALL PARKING COUNT

2	ADA PARKING STALLS
498	STANDARD PARKING STALLS
124	COMPACT PARKING STALLS
29	MOTORCYCLE PARKING STALLS
653	TOTAL PARKING STALLS

REVISIONS

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CAMPUS PARKING PLAN

ASANTE ROGUE REGIONAL MEDICAL CENTER

DRAWN	CHECKED
AMW	MRD

DATE 4.20.20

JOB NO. 19-009

SHEET PKG-3

KITTELSON & ASSOCIATES
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MEMORANDUM

Date: February 12, 2018 Project #: 21909.0

To: Keith Russel and Mark Powell, Asante Rogue Valley Medical
Josh Kolberg, Steve Kolberg, Paul Borowick, PKA Architects
John Williamson, Skanska

From: Matt Bell and Marc Butorac, PE, PTOE, PMP

Project: Asante Parking Study

Subject: Parking Study

INTRODUCTION

This memorandum summarizes the results of a parking study conducted at the Asante Rogue Valley Medical Center in Medford, Oregon. The purpose of the study was to evaluate existing and projected future parking conditions within the core area of Asante's Rogue Valley campus assuming construction of a new parking structure and a new tower, and demolition of a portion of the south hospital. The study involved a detailed inventory of the parking supply, a field survey of parking demand, and analysis of the supply and demand data to determine the potential impacts of the proposed changes. In addition, the study identified potential measures that Asante could implement over time to improve parking conditions for faculty/staff and the overall hospital experience for patients and visitors.

The results of the study indicate that while the overall parking supply is sufficient to accommodate overall parking demand, there are several areas throughout the campus where parking demand exceeds the effective capacity of the parking supply. Parking in these areas can be a challenge today and will continue to be a challenge in the future. Also, while construction of the parking structure will increase the parking supply, construction of the tower will increase parking demand. The impacts associated with the construction of these facilities (prior to construction, during construction, and following construction) suggest that Asante will need to implement strategies that both increase the supply as well as improve the efficiency of the supply. This memorandum identifies several strategies for consideration by Asante.

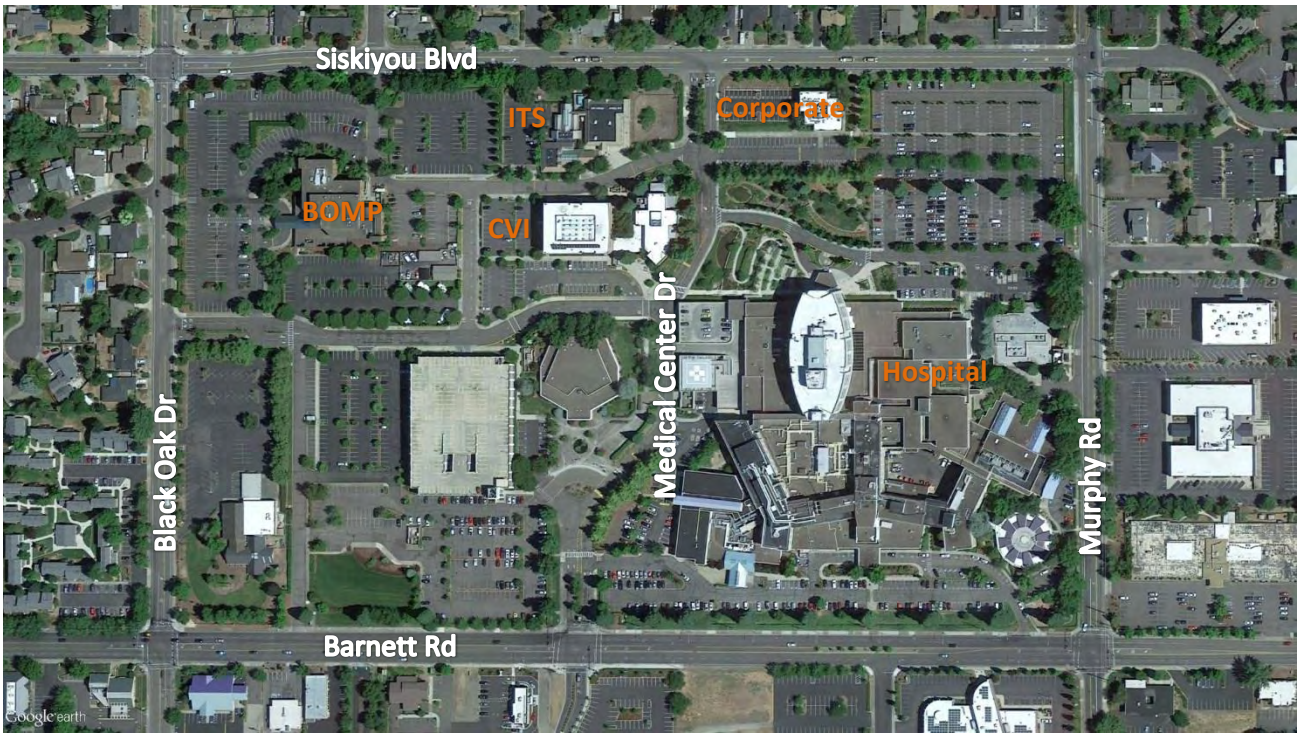
STUDY AREA

The study area includes the Asante Rogue Valley Medical Center facilities located with the core area of the campus, which is generally bounded by Siskiyou Boulevard to the north, Barnett Road to the south, Murphy Road to the east, and Black Oak Drive to the west. Figure 1 illustrates the study area. Access to the core area is provided by multiple driveways, including two driveways along Siskiyou Boulevard;

three driveways along Barnett Road; two driveways along Murphy Road, and one driveway along Black Oak Drive. Several of the driveways provide direct access to the campus surface parking lots while others provide access to the internal campus circulation network. The internal circulation network connects the driveways to the campus facilities, including the campus surface parking lots and parking garage. Medical Center Drive is the primary street that travels north-south through the campus and continues south across Barnett Road to additional medical facilities. The study includes an evaluation of all parking facilities within the core area.

There is approximately 988,973 square-feet of building space within the core area, of which 839,634 square-feet is dedicated to hospital uses (Hospital). This includes the Smullin Health Education Center, which is a 20,000 square-feet auditorium that utilizes hospital parking. The remaining uses include the Black Oak Medical Plaza (BOMP) located in the northwest corner of the campus, the Cardiovascular Institute (CVI) located in the center of the campus, and the Asante corporate offices (Corporate) and Information Technology Service (ITS) located along the northern boundary of the campus.

Figure 1: Study Area



STUDY METHODOLOGY

Parking supply and demand data was collected at the Asante Rogue Valley Medical Center over five consecutive days (Monday through Friday) in December 2018. The data was collected manually by individuals circulating throughout the campus. The supply data was collected at the start of each day, before the majority of people arrived to work – it can be difficult to collect supply data when the lots are full as some vehicles may be parked illegally (e.g., vehicles located in no parking zones or at the end of parking aisles) and some vehicles may block pavement marking or signs that indicate stall type [this

method of collecting supply data can attest to potential differences in counts conducted as part of this study and counts conducted as part of previous studies]. The demand data was collected on an hourly basis between 6:00 AM and 6:00 PM on each day of the study.

The parking supply data includes the total number and type of stalls located within the surface parking lots and the parking garage. The parking demand data includes the total number of vehicles parked within the study area by lot and by stall type during each hour of the study. The parking supply and demand data is summarized below by the overall campus and by use (i.e., Hospital, BOMP/CVI, Corporate/ITS). *Attachment A contains the parking supply and demand data collected at Asante over the five-day period.*

EXISTING PARKING CONDITIONS

This section documents existing parking conditions within Asante's core campus area. The existing parking supply and demand data described below is based on data collected at Asante in December 2017 as well as discussions with Asante staff.

Parking Supply

Parking supply data was collected within the core campus area in December 2017. The data includes total number and type of stalls located within the surface parking lots and the parking garage. The data shows that the overall parking supply consists of 18 surface parking lots and one parking garage with a total of 2,332 parking stalls, including 2,248 general use (non-ADA) parking stalls. A majority of stalls are designated for specific use (i.e., ADA, patient, doctor, staff, regular, permit, valet, etc.). The stalls located adjacent to the BOMP, CVI, Corporate, and ITS are generally considered to be dedicated to those uses, while the remaining stalls are dedicated to Hospital uses. Table 1 summarizes Asante's parking supply by use, by lot, and by stall type.

As shown in Table 1, the patient designated stalls represent the highest percentage of the overall parking supply (35.2 percent). The patient designated stalls are relatively spread out throughout the campus, which provides patients with full access to all of Asante's facilities. The non-designated regular and compact stalls also represent a relatively high percentage of the overall parking supply (29.9 percent); however, these stalls are located in only a few surface parking lots (i.e., Lots C, D, E, Q, and R) and the garage. Doctor and staff stalls represent the next highest percentage of designated stalls (22.6 percent combined). The doctor and staff designated stalls are also spread out similar to the patient stalls. Other parking observations include:

- There are several stalls designated as "apple sticker only", "permit only", "valet only", and "reserved";
- There are no specifically designated visitor stalls; visitors must share the non-designated regular and compact stalls with patients, doctors, staff, and all other users;
- There is lack of carpool stalls or other travel demand management based stalls that may serve as incentives for faculty/staff to reduce single occupancy vehicle use; and,

- There are no electric vehicle stalls/charging stations that may serve as incentives for faculty/staff to drive low emission vehicles.

Table 1: Parking Supply

Lot	Stall Type								Total
	ADA	Patient[1]	Doctor[2]	Staff[3]	Regular	Permit	Valet	Other[5]	
BOMP									
A	15	151		5		75		4	250
B					85			6	91
C			38						38
D			100						100
Total	**15**	**151**	**138**	**5**	**85**	**75**		**10**	**479**
CVI									
E	8	48	22		32				110
Corporate									
M				28					28
ITS									
O	1			28					29
Hospital									
F				108	19			10	137
G		180			17			5	202
H	12								12
I + J	13	148	10	28				5	204
K			8					1	9
L	12	204	5	16				6	243
N	4		47	14	1			13	79
P	2			10			39		51
Q		62		58					120
R	14						30		44
S	1	17							18
Garage	2	12			544			9	567
Subtotal	**60**	**623**	**70**	**234**	**581**	**0**	**69**	**49**	**1,686**
Total	**84**	**822**	**230**	**295**	**698**	**75**	**69**	**59**	**2,332**
% of Total	**3.6%**	**35.2%**	**9.9%**	**12.7%**	**29.9%**	**3.2%**	**3.0%**	**2.5%**	**100%**

1. Patient stalls include 810 patient stalls and 12 "CVI Patient Only" stalls located in the garage.
2. Doctor stalls include 222 doctor stalls and 8 doctor motorcycle stalls.
3. Staff stalls include 215 staff stalls, 42 "Apple Sticker Only" stalls, and 38 corporate stalls.
4. Regular stalls include 525 non-designated regular stalls, 155 compact stalls, 8 motorcycle stalls, and 10 street parking stalls.
5. Other stalls include 7 short-term stalls, 1 auxiliary stall, 2 carpool stalls, 10 contractor stalls, 14 courier stalls, 1 law enforcement stall, 1 maintenance stall, 4 MRI stalls, 12 reserved stalls, 6 RV stalls, and 1 sidewalk stall.

It is important to note that while parking supply and demand data was collected for the ADA designated stalls, this report is generally focused on the general use (non-ADA) parking stalls.

Parking Supply Ratio

The parking supply data was combined with building sizes to develop parking supply ratios for the campus as a whole as well as the individual uses within the core campus area. The following summarizes the parking supply ratios:

- Campus wide: 2.27 stalls per 1,000 square-feet (2,248 / 988.973 = 2.27)
- BOMP/CVI: 4.45 stalls per 1,000 square-feet (566 / 127.294 = 4.45)
- Corporate/ITS: 2.54 stalls per 1,000 square-feet (56 / 22.045 = 2.54)
- Hospital: 1.94 stalls per 1,000 square-feet (1,626 / 839.634 = 1.94)

Medford's Municipal Code does not provide parking supply ratios for hospitals, medical office buildings, or related uses per 1,000 square-feet; therefore, the parking supply ratios shown above were compared to national standards.

Standard Reference Manual

The standard reference manual, *Parking Generation, 4th Edition*, published by the Institute of Transportation Engineers (ITE), provides parking generation rates for a wide variety of land uses including hospitals, medical office buildings, and related uses, such as general office buildings. The 85th percentile rates provided by ITE are generally used to determine the appropriate number of parking stalls needed to support average peak parking demand for a given use. Table 2 summarizes the 85th percentile rates provided by ITE and compares them to the calculated rates at Asante.

Table 2: Parking Supply Ratio comparison

Land Use	ITE Code	85th Percentile Rate	Calculated Rate	Difference
Campus Wide	610	3.42	2.27	-1.14
Hospital	610	3.41	1.94	-1.47
Medical Office	720	4.27	4.45	+0.18
Office Building	701	3.45	2.54	-0.91

As shown in Table 2, the 85th percentile rates provided by ITE are higher than the calculated rates for the campus, hospital, and general office uses and lower for medical office use.

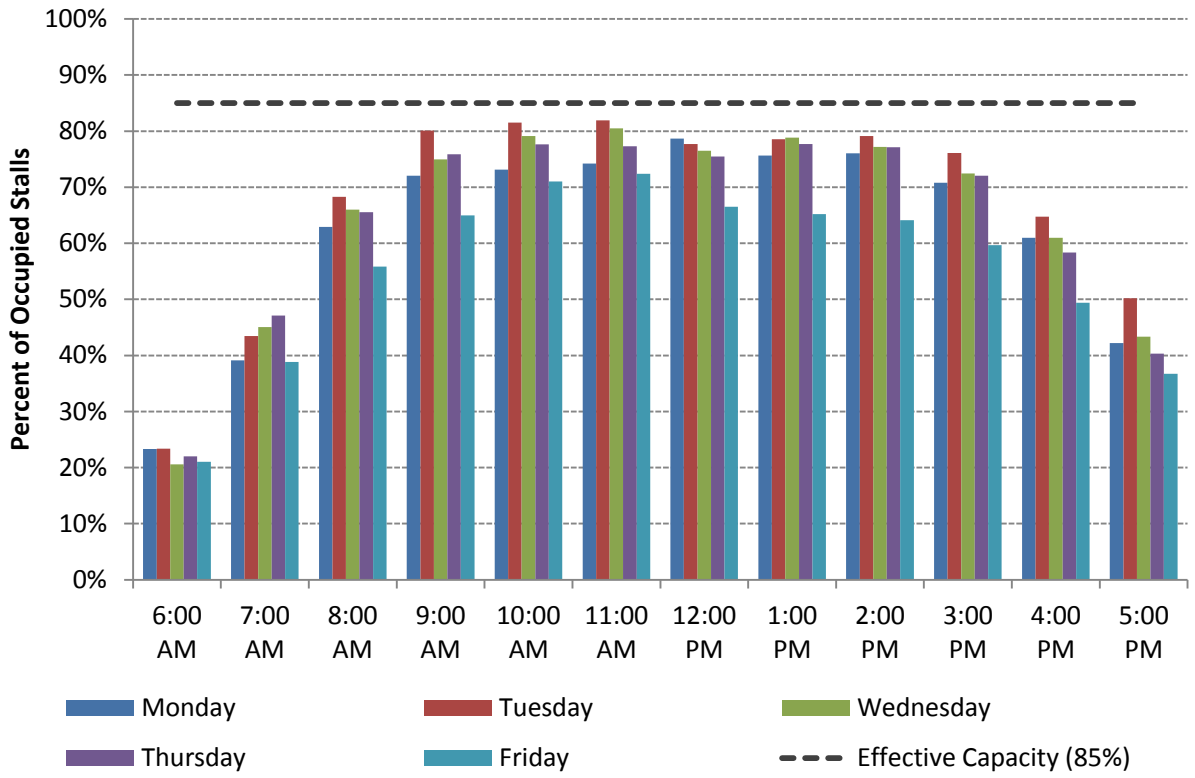
Local Standards

Per Medford Municipal Code Section 10.743 (Off-Street Parking Standards), hospitals must provide a minimum of 2.0 spaces per 3.3 patient beds, plus 1.0 space per staff doctor and each other employee on the largest shift; hospitals must provide a maximum of 2.0 spaces were 2.6 patient beds, plus 1.0 space per staff doctor and each other employee on the largest shift. Supplemental information provided by the hospital about the total number of beds (340) and the total employees during the largest shift (2,878) suggest that the hospital should provide a minimum of 3,084 stalls and a maximum of 3,140 stalls to accommodate demand. As indicated above, Asante's current parking supply is significantly below the minimum; however, as indicated in the following sections, the parking supply is sufficient to accommodate overall parking demand.

Parking Demand

Parking demand data was collected within the core campus area over five consecutive days in December 2017. The data includes the total number of vehicles parked within the surface parking lots and the parking garage between 6:00 a.m. and 6:00 p.m. during each day of the study. The data shows that parking demand is generally consistent throughout the week; however, parking demand is highest on Tuesday. Chart 1 illustrates the parking demand data collected over the five day period.

Chart 1: Daily Parking Demand



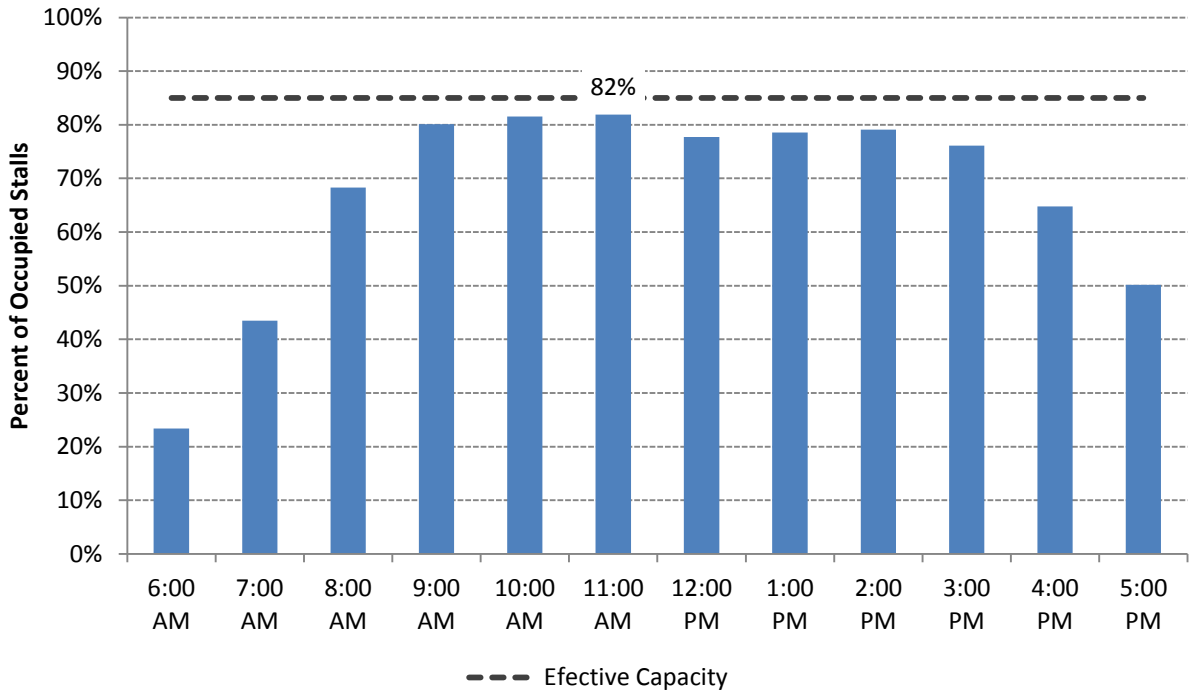
As shown in Chart 1, parking demand increases each day from approximately 20 percent at 6:00 a.m. to approximately 80 percent at 9:00 a.m.; parking demand then remains relatively flat from 9:00 a.m. to 3:00 p.m. before it drops to approximately 40 percent at 5:00 p.m. Also shown in Chart 1, peak parking demand occurs on Tuesday at 11:00 a.m. Further review of the peak parking demand data from Tuesday is summarized below.

The parking demand data summarized below is described in terms of occupancy. Occupancy refers to the total number of occupied stalls within a given area and is most commonly shown as a percentage. A parking system is generally considered to be full or at its *effective capacity* when occupancies reach or exceed 85% in the peak hour. Where more than 85% of parking stalls are occupied, patients, visitors, and others may have trouble finding the few remaining stalls.

Core Campus Area

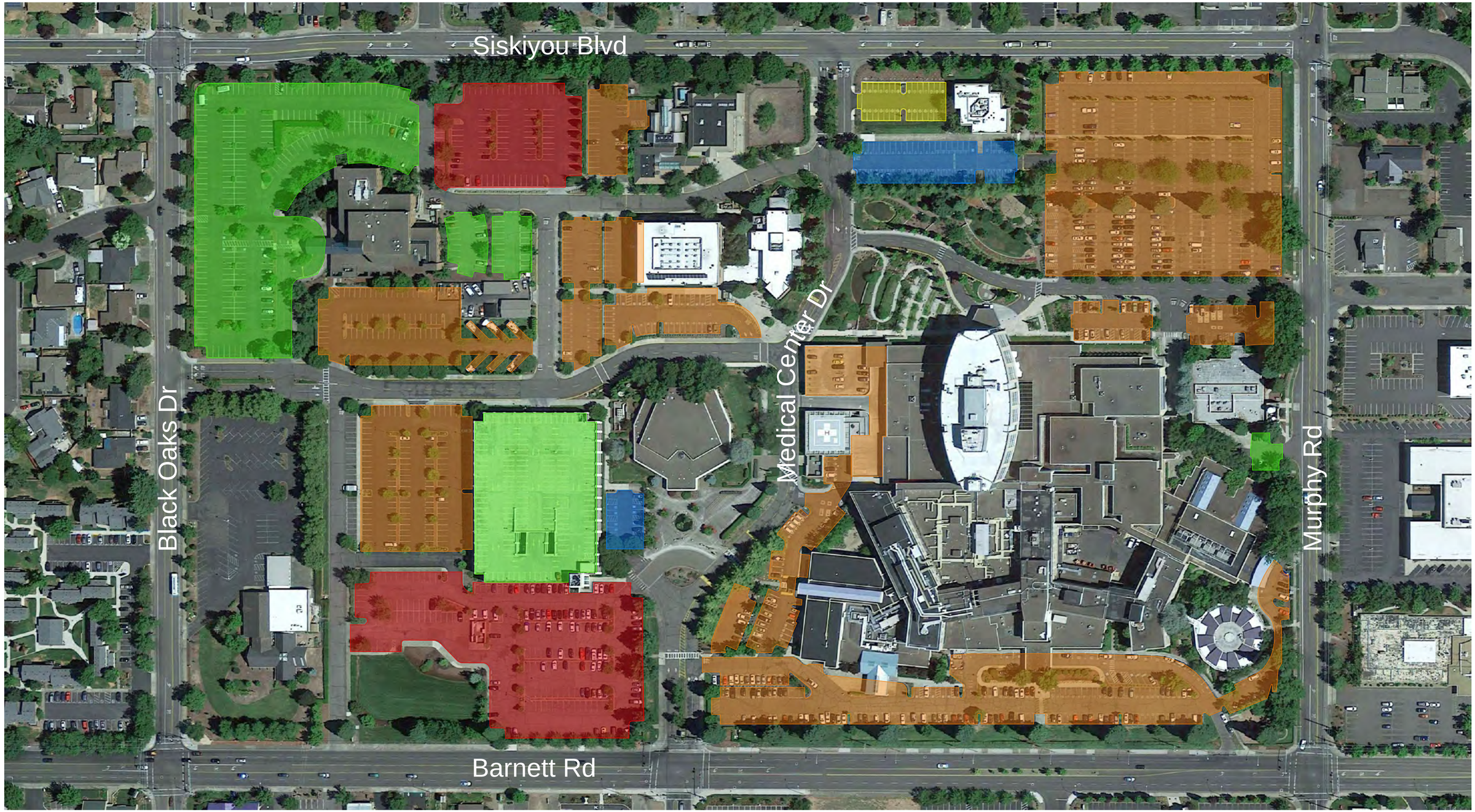
Parking demand within the core campus area is generated from a mix of uses, including the Black Oaks Medical Plaza (BOMP), the Cardiovascular Institute (CVI), the Asante corporate offices (Corporate) and Information Technology Services (ITS), and the hospital (Hospital). This section summarizes parking demand data for the core campus area. The following sections summarize parking demand data for the individual uses. Chart 2 illustrates the hourly parking occupancy rates that occurred within core campus area on Tuesday.

Chart 2: Core Campus Hourly Parking Occupancy (Tuesday)



As shown in Chart 2, peak parking occupancy occurred within the core campus area at 11:00 a.m. on a Tuesday with an overall occupancy rate of approximately 82 percent. This occupancy rate is below the *effective capacity* of the parking supply, which suggests that the overall parking supply is sufficient to accommodate overall parking demand. However, further review of the data indicates that there are several surface parking lots where parking demand exceed the *effective capacity* of the parking supply.

Figure 2 illustrates the peak parking occupancy rates within the core campus area, including each of the surface parking lots and the parking garage. As shown, several of the lots that surround the BOMP, CVI, Corporate, and ITS buildings as well as the Hospital are at or above the effective capacity of the parking supply. Further review of the lots associated with each of these uses is provided below.



- 95-100%
- 85-94%
- 75-84%
- 50-74%
- <50%

Peak Parking Demand (11:00 AM)
Asante Rogue Valley Medical Hospital - Medford, OR

Figure 2

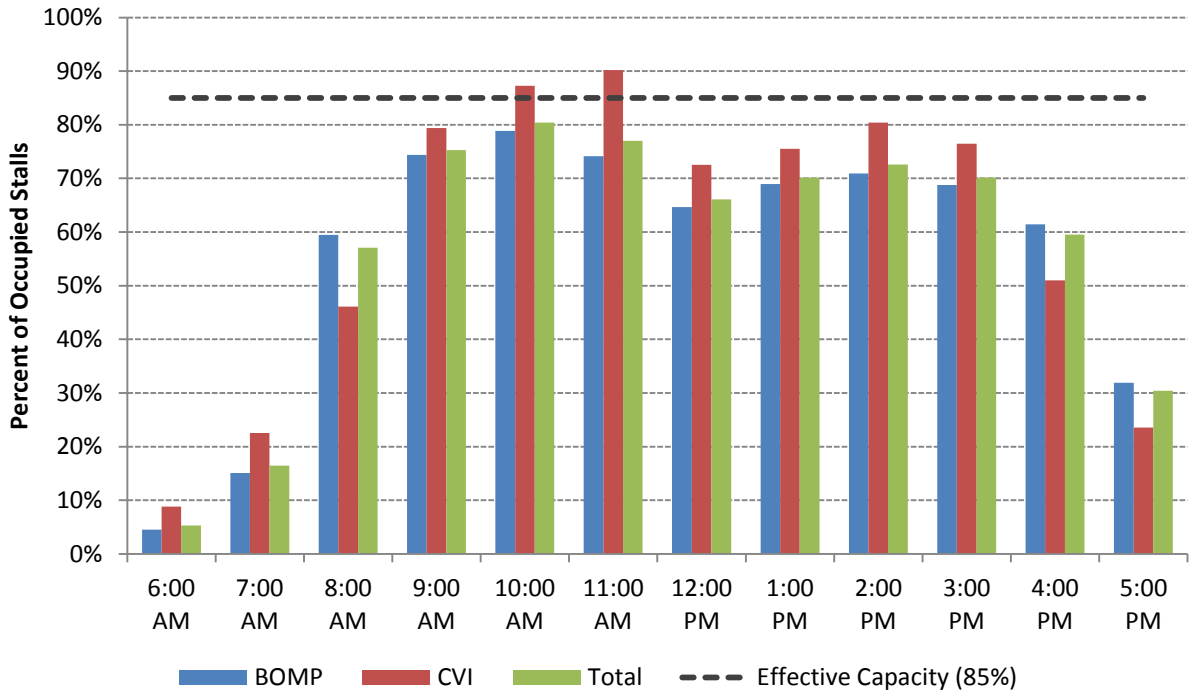
\\kittelson.com\fs\H_Projects\21\21909 - Rogue V Medical Center DB Park Structure\report\figs\21909_Fig1.dwg Feb 12, 2018 - 8:45am - fwismer Layout Tab: Fig01

KITTELSON & ASSOCIATES

BOMP/CVI

This section summarizes parking demand data for the Black Oaks Medical Plaza (BOMP) and the Cardiovascular Institute (CVI), which are generally considered to be medical office buildings. The BOMP is supported by Lots M, N, O, and R, and the CVI is supported by Lot Q. The CVI is also supported by a small number of stalls in the parking garage that are designated as "CVI Patient Only". Chart 3 illustrates the hourly parking occupancy rates that occurred within the lots that support the BOMP and CVI on a Tuesday.

Chart 3: BOMP/CVI Hourly Parking Occupancy (Tuesday)



As shown in Chart 3, peak parking occupancy occurred within the lots that support the BOMP at 10:00 a.m. with an overall occupancy rate of approximately 79 percent. This occupancy rate is below the *effective capacity* of the parking supply. However, further review of the data indicates that Lots M and R were above the *effective capacity* of the parking supply during the peak time period; Lot M primarily includes doctor stalls and had a peak occupancy rate of 91 percent, while Lot R primarily includes non-designated stalls and had a peak occupancy rate of 86 percent. Lots N and O primarily include patient and permit stalls and had a combined occupancy rate of 69 percent. Lots N and O could provide opportunities to address future parking demand; however, they are in the far northeast corner of the campus.

Also shown in Chart 3, peak parking occupancy occurred within the lot that supports the CVI at 11:00 a.m. (consistent with the overall campus) with an occupancy rate of approximately 90 percent. This occupancy rate is above the *effective capacity* of the parking supply. During the same time period, the few stalls located in the garage that support the CVI have an occupancy rate of 75 percent.

Table 3 summarizes detailed information on parking occupancy within the lots that support the BOMP and CVI by stall type.

Table 3: BOMP/CVI Parking Occupancy by Stall Type

Type of Stall	# of Stalls	# of Vehicles	Peak Occupancy	Stalls Available
BOMP				
Overall	464	366	79%	98
Usage by stall type				
Doctor/Staff	143	130	91%	13
Patient	151	100	66%	51
Permit	75	57	76%	18
Regular	85	73	86%	12
Other[1]	10	6	60%	4
CVI				
Overall	102	92	90%	10
Usage by stall type				
Doctor	22	19	86%	3
Patient	48	46	96%	2
Regular (Non-Designated)	32	27	84%	5

1. The other stalls include courier stalls, maintenance stalls, and recreational vehicles (RV) stalls.

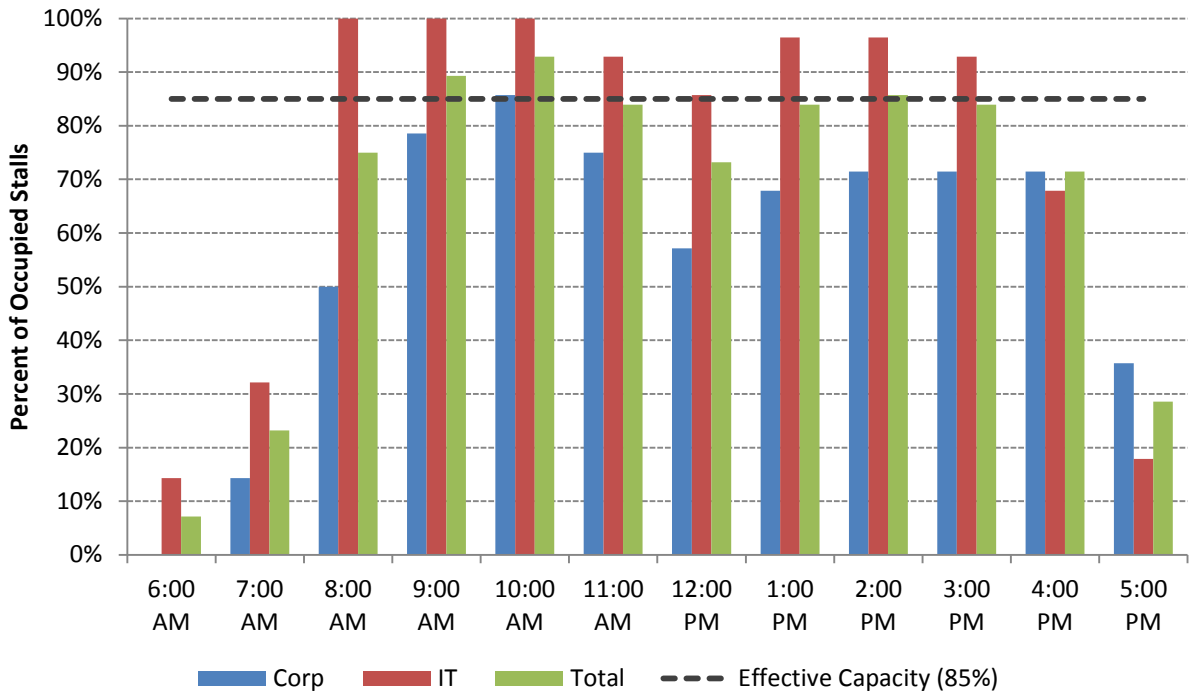
As shown in Table 3, the patient, permit, and other stalls that support the BOMP have capacity; however, the permit and other stalls are generally reserved for specific uses. Thus, only the patient stalls have capacity to support potential future uses. Also shown in Table 3, the regular (non-designated) stalls that support the CVI have capacity; however, given the relatively small number of regular (non-designated stalls), it may not support potential future uses.

Corporate/ITS

This section summarizes parking demand data for Asante's corporate office (Corporate) and Information Technology Services (ITS), which are generally considered to be general office buildings. The lot that supports Corporate is lot S while the lot that supports ITS is lot L. Corporate is also supported by a small number of stalls in lot K located to the south.

Chart 4 illustrates the hourly parking occupancy rates that occurred within the lots that support Corporate and ITS on Tuesday.

Chart 4: Corporate/ITS Hourly Parking Occupancy (Tuesday)



As shown in Chart 4, peak parking occupancy occurred within the lot that supports Corporate at 10:00 a.m. with an overall occupancy rate of approximately 86 percent. This occupancy rate is slightly above the *effective capacity* of the parking supply. During the same time period, the few stalls to the south that support Corporate had an occupancy rate of approximately 50 percent. Also shown in Chart 4, peak parking occupancy occurred within the lot that supports ITS at multiple times throughout the day, including 8:00 a.m., 9:00 a.m., and 10:00 a.m. with an occupancy rate of 100 percent. This occupancy rate is significantly above the *effective capacity* of the parking supply.

Table 4 summarizes detailed information on parking occupancy within the lots that support Corporate and ITS by stall type.

Table 4: Corp/ITS Parking Occupancy by Stall Type

Type of Stall	# of Stalls	# of Vehicles	Peak Occupancy	Stalls Available
Corporate				
Corporate	28	24	86%	4
ITS				
Staff	28	28	100%	0

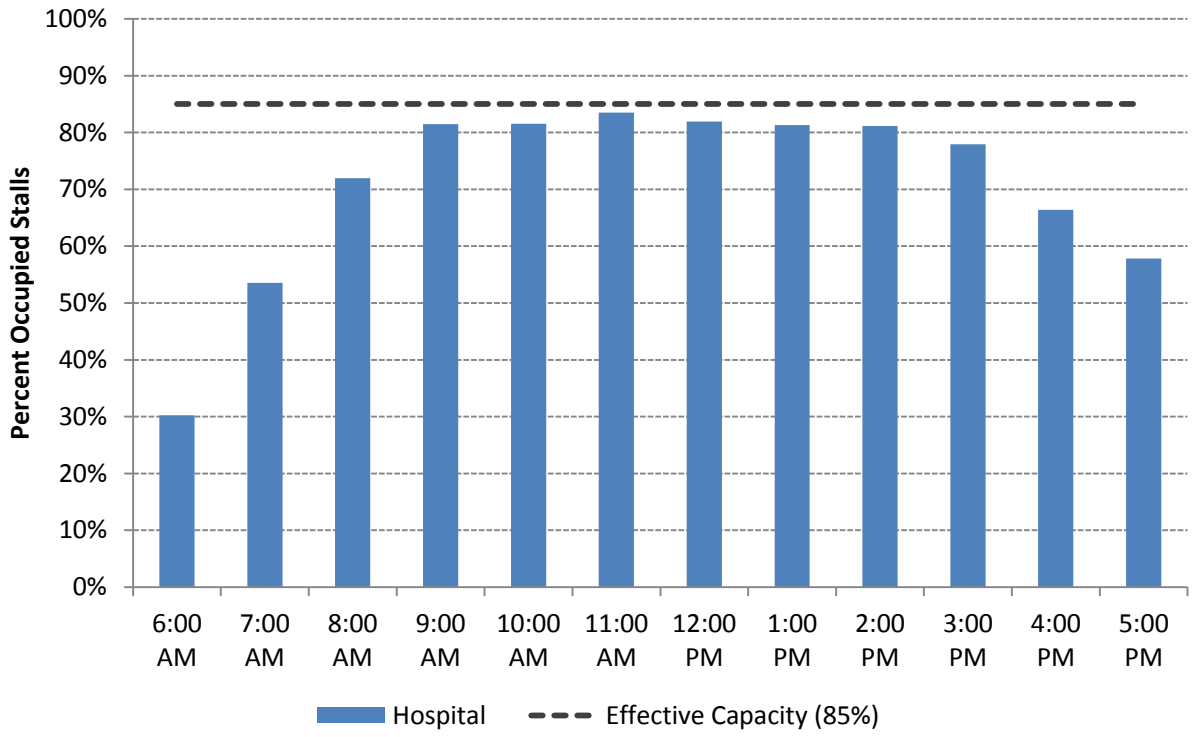
1. The other stalls include stalls designated for couriers, maintenance, and recreational vehicles (RV) of which only the RV's were occupied.

As shown in Table 4, none of the stalls that support Corporate or ITS have capacity to support potential future uses. However, the few stalls located to the south in Lot P that are designated as corporate stalls could be re-designated as regular stalls to support a wider variety of potential future uses (including corporate office).

Hospital

This section summarizes parking demand data for the Hospital. The lots that support the Hospital include Lots B, C, D, E, F (the garage), I, J, and K (lot H also supports the hospital; however, it consists of all ADA stalls, therefore it is not included in the analysis). Chart 5 illustrates the hourly parking occupancy rates that occurred within the lots that support the Hospital on a Tuesday.

Chart 5: Hospital Parking Occupancy (Tuesday)



As shown in Chart 5, peak parking occupancy occurred within the lots that support the hospital at 11:00 a.m. with an overall occupancy rate of approximately 84 percent. This occupancy rate is slightly below the *effective capacity* of the parking supply. However, further review of the data indicates that Lots B, C, D, E, H, I, and J were at or above the *effective capacity* of the parking supply during the peak time period; these lots primarily consist of doctor stalls, patient stalls, and non-designated (regular) stalls each of which were well above the *effective capacity* of the parking supply during the peak time period. The remaining lots, Lot F (the garage) and Lot K, have capacity to support potential future uses. Lot F primarily includes non-designated (regular) and compact stalls and had an occupancy rate of approximately 70 percent during the peak time period. Lot K primarily includes Valet and Corporate stalls and had an occupancy rate of 41 percent during the peak time period.

Table 5 summarizes detailed information on parking occupancy within the lots that support the hospital by stall type.

Table 5: Hospital Parking Occupancy by Stall Type

Type of Stall	# of Stalls	# of Vehicles	Peak Occupancy	Stalls Available
Hospital				
Overall	1,626	1,358	84%	268
Usage by stall type				
Regular	581	417	72%	164
Doctor/Staff	303	272	90%	31
Patient	623	587	94%	36
Valet	69	49	71%	10
Other[1]	50	33	66%	17

1. The other stalls include stalls designated for couriers, maintenance, and recreational vehicles (RV) of which only the RV's were occupied.

As shown in Table 5, the regular (non-designated) stalls, valet stalls, and other stalls that support the hospital have capacity; however, the other stalls are generally reserved for specific uses; therefore, only the regular (non-designated) stalls, valet stalls have capacity to support potential future uses.

Parking Demand Ratio

The parking demand data provided above was combined with building sizes to develop parking demand ratios for the campus as a whole as well as the individual uses within the core campus area. The following summarizes the parking demand ratios.

- Campus wide: 1.86 stalls per 1,000 square-feet (1,841 / 988.973 = 1.86).
- BOMP/CVI: 3.43 stalls per 1,000 square-feet (436 / 127.294 = 3.43)
- Corporate/ITS: 2.13 stalls per 1,000 square-feet (47 / 22.045 = 2.13)
- Hospital: 1.62 stalls per 1,000 square-feet (1,358 / 839.634 = 1.62)

The Parking demand ratios shown above were compared to national standards as described below.

Standard Reference Manual

As indicated above, ITE provides parking generation rates for a wide variety of land uses including hospitals, medical office buildings, and related uses such as general office buildings. The average parking generation rates provided by ITE are generally used to determine how many vehicles to expect during the peak time period for a given use. Table 4 summarizes the average peak parking generation rates provided by ITE and compares them to the calculated rates at Asante.

Table 4: Parking Demand Ratio comparison

Land Use	ITE Code	Average Peak Parking Generation Rate	Calculated Rate	Difference
Campus Wide	610	2.50	1.86	-0.64
Hospital	610	2.50	1.62	-0.88
Medical Office	720	3.20	3.43	+0.23
Office Bulding	701	2.84	2.13	0.71

As shown in Table 2, the average peak parking generation rates provided by ITE are higher than the calculated rates at Asante for the hospital and general office uses and lower than rate for medical office. The parking demand ratios are used below to estimate future parking conditions associated with the future development scenarios.

FUTURE PARKING CONDITIONS

This section documents future parking conditions within Asante's core campus area. This section includes a summary of future parking supply and demand and is based on an evaluation of potential future development scenarios and discussions with Asante staff.

Future Development Scenarios

Per discussions with Asante staff, three potential future development scenarios could impact parking conditions within the core campus area. The scenarios include construction of a new parking structure, construction of a new tower, and demolition of a portion of the south hospital. The following summarizes the future development scenarios and identifies the impacts to parking conditions within the core campus area and potential strategies to minimize the impacts.

New Parking Structure

Asante is proposing to construct a new 535 stall parking structure in the northeast corner of the core campus area. The parking structure will support Asante's existing operations and provide additional capacity for future expansion of the hospital. Access to the parking structure will be provided by a new driveway located along Siskiyou Boulevard approximately 400 feet west of Murphy Road as well as through the existing surface parking lots located south of the corporate office and north of the hospital. The following summarizes parking conditions prior to, during, and following construction of the new parking structure.

As indicated previously in this report, prior to construction of the parking structure, the total parking supply within the core campus area is 2,248 stalls while peak parking demand is 1,841 stalls, or an overall occupancy rate of 81.9 percent. During construction of the parking garage the total parking supply will be reduced by 262 stalls; 162 stalls for the parking structure footprint and 130 stalls for the temporary laydown for construction. During this time period, the overall occupancy rate is expected to increase to 94.1 percent, which could be a challenge given that several of Asante's existing parking facilities operate well below 94.1 percent. *Potential opportunities to increase the parking supply as well as improve the efficiency of the existing parking supply during construction of the new parking structure are described below.*

Table 5: New Parking Structure Phasing Analysis

	Change in Supply	Parking Supply	Parking Demand	Parking Occupancy	Notes
Prior to Construction					
Current parking supply	0	2,248	1,841	81.9%	Campus wide

During Construction					
Parking Structure footprint	(162)	2,086	1,841	88.3%	Removal of 162 stalls
Temporary laydown for construction	(130)	1,956	1,841	94.1%	Temporary removal of 130 stalls
Following Construction					
Removal of temporary laydown	130	2,086	1,841	88.3%	Replacement of 130 stalls
New Parking Structure Complete	535	2,621	1,841	70.2%	Net increase to campus of 373 stalls

As shown in Table 1, following construction of the parking structure, removal of the temporary laydown, and activation of the parking structure, the total parking supply within the core campus area will be 2,621 stalls (a net increase of 373 stalls), while peak parking demand will remain the same at 1,841 stalls, or an overall occupancy rate of 70.2 percent (substantially within the maximum 85th percentile occupancy threshold).

New Tower

Asante is proposing to construct a new 294,000 square-foot tower in the northeast corner of the hospital. The following summarizes parking conditions prior to, during, and following construction of the new tower.

As indicated above, prior to construction of the new tower, the total parking supply within the core campus area will be 2,621 stalls, while peak parking demand will continue to be 1,841 stalls, or an overall occupancy rate of 70.2 percent. During construction of the tower the total parking supply will be reduced by 189 stalls; 19 stalls for the tower footprint and 170 stalls for the temporary laydown for construction. During this time period, the overall occupancy rate is expected to increase to 71.6 percent.

Table 6: New Tower Phasing Analysis

	Change in Supply	Parking Supply	Parking Demand	Parking Occupancy	Notes
Prior to Construction					
Future parking supply (with structure)	0	2,621	1,841	70.2%	Campus wide
During Construction					
Tower Footprint	(19)	2,602	1,841	70.8%	Removal of 19 stalls (12 ADA)
Temporary laydown for construction	(170)	2,432	1,841	71.6%	Temporary removal of 170 stalls
Following Construction					
Removal of temporary laydown with new access road	140	2,572	1,841	71.6%	Replacement of 140 stalls after building back new access road
New Tower Complete	0	2,572	2,388	92.8%	Net increase in peak parking demand associated with new tower

As shown in Table 2, following construction of the tower, removal of the temporary laydown, and activation of the tower, the total parking supply within the core campus area will be 2,572 stalls (a net decrease of 49 stalls), while peak parking demand will be 2,388 stalls (a net increase of 547 stalls), or an overall occupancy rate of 92.8 percent of the parking supply. This increase reflects the net increase in

parking demand associated with the new tower, which was determined by multiplying the parking demand ratio discussed previously in this report (1.86 stalls per 1,000 square-feet) by the 294,000 square-feet of new space, or 1.86 x 294 = 547.

Per discussions with hospital staff, the new space will be occupied, at least in part, by existing uses within the hospital. Therefore, the overall occupancy rate of 92.8 percent may not provide an accurate representation of future parking demand. If, for example, 25 percent of the south hospital were vacated, the overall occupancy rate would drop to 88.9 percent; if 50 percent of the south hospital were vacated, the overall occupancy rate would drop to 81.1 percent. Therefore, the need for potential strategies to address demand associated with the new tower depends on the amount of space (if any) that is vacated from the south hospital. The following section describes the impacts associated with vacating and demolishing the south hospital.

South Hospital

Asante is proposing to demolish 216,065 square-feet of the existing south hospital and reconfigure the adjacent surface parking lot. The following summarizes parking conditions prior to, during, and following demolition of the south hospital.

As indicated above, prior to demolition of the south hospital, the total parking supply within the core campus area will be 2,572 stalls, while peak parking demand will be 2,388 stalls (assuming full utilization of the hospital), or an overall occupancy rate of 92.8 percent. During demolition of the south hospital the total parking supply will decrease by 125 stalls for the temporary laydown for construction; however, peak parking demand will decrease by 402 stalls. This decrease reflects the net decrease in parking demand associated with demolition of the south hospital, which was determined by multiplying the parking demand ratio discussed previously in this report (1.86 stalls per 1,000 square-feet) to the 216,065 square-feet of space to be demolished, or 1.86 x 216.065 = 402. During this time period the overall occupancy rate is expected to be 81.2 percent.

Table 7: South Hospital Phasing Analysis

	Change in Supply	Parking Supply	Parking Demand	Parking Occupancy	Notes
Prior to Demolition					
Future parking supply (with tower)	0	2,572	2,388	92.8%	Campus wide
During Demolition					
Temporary laydown for construction	(125)	2,447	2,388	97.6%	Temporary removal of 125 stalls
Demolition of south hospital	0	2,447	1,986	81.2%	Net decrease in parking demand associated with demolition
Following Demolition					
Removal of temporary laydown with redevelopment of adjacent parking lot	175	2,622	1,986	75.7%	Replacement of 140 stalls after building back new access road

As shown in Table 3, following demolition of the south hospital, removal of the temporary laydown, and redevelopment of the adjacent parking lot, the total parking supply within the core campus area

will be 2,622 stalls (an increase of 175 stalls) while peak parking demand will be 1,986 stalls, or an overall occupancy rate of 75.7 percent (substantially within the maximum 85th percentile occupancy threshold).

POTENTIAL PARKING MANAGEMENT STRATEGIES

As indicated above, there are several times throughout the construction of the new parking garage, the new tower, and demolition of the south hospital when parking demand is expected to exceed the *effective capacity* of the parking supply (85 percent occupancy). During these time periods, it may be necessary for Asante to increase the parking supply or implement strategies to better manage the parking supply. The following provides a summary of several potential parking management strategies that could be implemented by Asante.

Lease off-site parking

Asante could consider leasing a portion of the Ascension Lutheran Church parking lot during construction to increase the parking supply. The church is located in the southwest corner of the core campus area and has up to 118 stalls available for lease (Monday through Friday). If the stalls were available during construction of the parking structure, the overall occupancy rate would decrease from 94.1 percent to 88.8 percent. Similarly, if the stalls were available during demolition of the south tower, the overall occupancy rate would decrease from 97.6 percent to 93.1 percent, in which case additional management strategies would be needed to further reduce parking demand. To fully leverage these off-site parking spaces, Asante would need to likely assign doctors and staff to these spaces as visitors and patients may not be aware of the ability to utilize this parking area.

Develop a new surface parking lot

Asante could consider development of a new surface parking lot within the southwest corner of the core campus area to increase the parking supply. Preliminary estimates of the new surface parking lot indicate that it could provide up to an additional 110 parking stalls. If the stalls were available during construction of the parking structure, the overall occupancy rate would decrease from 94.1 percent to 89.1 percent. Similarly, if the stalls were available during demolition of the south tower, the overall occupancy rate would decrease from 97.6 percent to 93.4 percent, in which case additional management strategies would be needed to further reduce parking demand.

Reallocate space to different user groups

Asante could consider reallocating space within the existing surface parking lots and garage as well as the new parking structure to increase the efficiency of the parking supply. Based on the parking supply and demand data there are several lots that currently exceed the effective capacity of the parking supply and several others that are well below. The lots that are below capacity include the following:

- Lot F (the garage) has an occupancy rate of 70 percent during the peak time period. The majority of the stalls that are available within Lot F are non-designated (regular) and compact stalls. Combined, there are 158 stalls available during the peak time period, the

majority of which area available on the top two floors. Therefore, the first two floors could be re-designated as patient stalls while the top two floor could remain as non-designated (regular) and compact stalls or as visitor stalls.

- Lot H currently has an occupancy rate of 42 percent during the peak time period. While this lot is small and consists of 12 ADA stalls, half of the stalls could be re-designated as reserved or other stalls that are designated for a specific use (i.e. carpool, vanpool, electric vehicle).
- Lot K has an occupancy rate of approximately 41 percent during the peak time period. The majority of stalls that are available within Lot K are designated as valet and corporate stalls. Combined, there are 28 stalls available within Lot K. A significant portion of the valet stalls and all of the corporate stalls could be re-designated as non-designated stalls to support other uses.
- Lots N and O have a combined occupancy rate of 62 percent during the peak time period. The majority of stalls that area available within Lot N and O are patient stalls and permit stalls; however, the permit stalls are designated for specific uses. Therefore, there are 73 patient stalls available during the peak time period. This is one of the only locations within the core campus area where the patient stalls are below the *effective capacity* of the parking supply. Given the proximity of these stalls to other uses within the core campus area, these stalls will likely need to be re-designated as staff stalls.
- Lot S has an occupancy rate of 75 percent during the peak time period. However, if the demand associated with the corporate stalls in Lot K were relocated to Lot S, the occupancy rate would be 82 percent.

Asante could also consider reconfiguring several of its existing parking facilities to increase the number of stalls that area available. Reconfiguring parking facilities can provide incremental improvements to parking capacity. Many times, a designer can find inefficiencies in parking layouts, either in aisle width, turning radii, or landscaping, that can be minimized to create additional supply. Similarly, Asante could consider reconfiguring the east-west roadway that connects Black Oaks Drive to Medical Center Drive to provide on-street parking.

Implement Transportation Demand Management Strategies

Asante could consider implementation of any number of Transportation Demand Management Strategies to reduce the number of people commuting by single occupancy vehicle. The strategies include:

- Parking cash out means that commuters who are offered subsidized parking are also offered the cash equivalent if they use alternative travel modes.
- Travel allowance are a financial payment to employees to cover commuting costs instead of unpriced parking. Commuters can use this money to pay for a parking space or for another travel mode.
- Transit and rideshare benefits are free or discounted transit fares provided by employers. The Rogue Valley Transit District (RVTD) offers two bus pass programs for employers: U-Pass program and Fare Share program. Both programs offer substantial discounts for employers that provide passes for employees (http://www.rvtd.org/Page.asp?NavID=14).

- Provide preferential parking for carpool and vanpool vehicles. Placing the stalls in highly desired parking areas (i.e. closest to building entrances) serve to encourage users to "pool" passengers rather than driving alone.
- Providing enhanced bicycle parking facilities (i.e. bike lockers) near business entrances and in any parking structure or lot will encourage bicycle use as a daily form of transportation. Other end of trip facilities (i.e. locker rooms, showers) can also encourage bicycle use.

FINDINGS AND RECOMMENDATIONS

The results of this analysis indicate that Asante's existing parking supply is sufficient to accommodate existing parking demand; however, there are several areas were parking demand exceeds the effective capacity of the parking supply. In addition, any future development will require changes to the existing parking supply in order to accommodate construction activities as well as the demand associated with the new facilities. The following provides a summary of the findings and recommendations:

Parking Supply

- The overall parking supply consists of 18 surface parking lots and one parking garage with a total of 2,332 parking stalls, including 2,248 general use (non-ADA) parking stalls.
- A majority of stalls are designated for specific use (i.e., ADA, patient, doctor, staff, regular, permit, valet, etc.).
- The campus wide parking supply ratio is 2.27 stalls per 1,000 square-feet; this ratio is well below the national standard rate provided by ITE for suburban hospitals (3.42).

Parking Demand

- Parking demand is generally consistent throughout the week; however, parking demand is highest on Tuesday.

The overall parking supply is sufficient to accommodate overall parking demand; however, there are several areas where parking demand exceeds the *effective capacity* of the parking supply.

  - Parking occupancy within the majority of lots that support the BOMP and CVI are at or above the *effective capacity* of the parking supply; however, Lots N and O operate well below capacity.
  - Parking occupancy with the lots that support Corporate and ITS are above the *effective capacity* of the parking supply; however, the corporate stalls in Lot K operate well below capacity.
  - Parking occupancy within the majority of lots that support the Hospital are at or above the *effective capacity* of the parking supply; however, lots F (the garage) and Lot K operate well below capacity

- The campus wide parking demand ratio is 1.86 stalls per 1,000 square-feet; this ratio is well below the rate found in ITE for a suburban hospital (2.50 stalls per 1,000 square-feet).

Future Parking Conditions

- Development of a new parking structure will increase the parking supply within the core campus area. The resulting occupancy rate will be 70.2 percent. However, during construction of the garage, overall occupancy will increase to 94.1 percent.
    - Potential strategies to address parking demand during construction of the new parking structure are described below
- Development of a new 294,100 square-feet tower will increase parking demand within the core area. The resulting occupancy rate will be 92.8 percent (with the new parking structure completed)
    - Potential strategies to address parking demand following construction of the new tower are described below.
- Demolition of the south hospital will decrease parking demand within the core campus area. The resulting occupancy rate will be 75.7 percent (with the new parking structure and tower completed). However, during demolition of the south hospital, overall occupancy will increase to 97.6 percent.
    - Potential strategies to address parking demand during demolition of the south hospital are described below.

Recommendations

The following recommendations area organized into two categories: strategies to address existing parking conditions and strategies to address parking conditions during construction.

Strategies to address existing parking conditions

As indicated above, the existing parking supply is sufficient to accommodate existing parking demand; however, there are some areas where parking demand exceed the effective capacity of the parking supply. Therefore, one strategy is to reallocate space within the existing surface parking lots to different user groups to increase the efficiency of the parking supply. Asante could consider the following changes to its existing parking lots:

- Re-designate half of the stalls in Lot H to reserved or other stalls that are designated for a specific use (i.e. carpool, vanpool, electric vehicle.
    - Re-designating the stalls to carpool or vanpool stalls could correspond to increased efforts to promote reductions in single occupancy vehicle trips to the campus.
    - Re-designating the stalls to electric vehicle stalls and installing charging station could correspond to increased efforts to provide low emission vehicles
- Re-designate the stalls in Lot K to non-designated (regular) stalls. The stalls could continue to be used by Corporate and/or Valet; however, they could also be used by other as well.
- Re-designate a portion of the stalls within Lots N and O to non-designated (regular stalls)
    - Lots N and O are two of the only lots where occupancy within the patient stalls is below the effective capacity of the parking supply and the non-designated (regular stalls) is above.

- Re-designate the first two floor of the parking garage to patient parking and the top two floors to non-designated (regular) or visitor parking
- Identify opportunities to reconfigure the existing surface parking lots to increase the number of stalls available.
- Reconfigure the east-west connector between Black Oaks Drive and Medical Center Way to provide on-street parking.
- Increase way-finding and signage throughout the campus to direct motorists to available parking by user group.

In addition to these strategies, Asante could consider implementation of any number of Transportation Demand Management Strategies to reduce the number of people commuting by single occupancy vehicle. The strategies include:

- Establish a parking cash out program that offers faculty/staff the cash equivalent to parking on campus if they use alternative travel modes.
- Provide travel allowances to employees to cover the cost of commuting costs if they use alternative travel modes.
- Provide transit and rideshare benefits to faculty/staff. The benefits could include free or discounted transit fares on RVTD (http://www.rvtd.org/Page.asp?NavID=14).
- Provide preferential parking for carpool and vanpool vehicles to reduce the number of single occupancy vehicle trips to the campus.
- Provide electric vehicle charging station to encourage the use of low emission vehicles.
- Providing enhanced bicycle parking facilities and end of trip facilities to encourage bicycle use.

Strategies to address parking conditions during construction

The strategies identified above should increase the efficiency of the parking supply to accommodate some fluctuations in parking demand during construction of the new parking structure and the new tower as well as demolition of the south hospital. However, based on the analysis additional measures may be needed. Asante could consider the following strategies to address parking conditions during construction:

- Lease off-site parking at the Ascension Lutheran Church during. To fully leverage these off-site parking spaces, Asante would need to likely assign doctors and staff to these spaces as visitors and patients may not be aware of the ability to utilize this parking area.
- Develop a new surface parking lot within the southwest corner of the core campus area. Given the location of the new surface parking lot, Asante would need to likely designate the lot as staff parking.
- Implement several of the Transportation Demand Management strategies recommended above.

ASANTE®
Rogue Regional Medical Center

Transportation Demand Management Plan

April 2020

EXHIBIT
F

Acknowledgements

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Transportation Demand Management Plan (TDM)

April 2020

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1 INTRODUCTION

a. Asante Overview

Locally-owned, Asante is a not-for-profit health organization that serves Southern Oregon and Northern California. In the 1950s, the Medford community raised funding for the three-story, 80-bed hospital. Asante Rogue Regional Medical Center now serves nine counties in Southern Oregon, with patients coming from over 200 miles away and is rapidly expanding its provider network and capacity to serve this community. Below is a list of our facilities:

Asante Rogue Regional Medical Center
Medford, Oregon
Number of beds: 378

Asante Three Rivers Medical Center
Grants Pass, Oregon
Number of beds: 125

Asante Ashland Community Hospital
Ashland, Oregon
Number of beds: 48

Asante Physician Partners/Hospital Departments in Outbuildings
26 locations in Medford, Ashland, Talent, White City and Grants Pass, Oregon

Asante Work Health
Medford and Grants Pass

Asante Rogue Regional Medical Center is currently planning the construction of a new patient bed pavilion, with a series of renovations and departmental moves focused on enhancing clinical capabilities and improving overall campus flow.

b. Community Values and Goals

Asante's current work and long-term vision prioritizes further innovation and transformation of our health system and the communities that we serve. In addition to providing industry-leading health care services, Asante is the region's largest employer with roughly 6,000 employees.

The Asante Transportation Demand Management (TDM) Plan builds on Asante's 10-year Strategic Plan to reinforce and enhance the vision, values, and culture of the institution. Recommendations in the TDM Plan align with the overall Asante Mission, Vision and Values.

c. Commitment to Sustainability

Our Mission, Vision and Values are the key elements that define Asante. These principles guide the decisions we make about who to hire, what technology to invest in, how to design our facilities and what kind of care we ultimately provide.

Our employees embrace these statements every day.

Our Mission - Asante exists to provide quality health care services in a compassionate manner, valued by the communities we serve.

Our Vision - To be your trusted health partner for life — every person, every time.

To support this vision, the TDM Plan will improve access for employees, patients, students, contracted healthcare professionals, and visitors. The TDM Plan also reflects and upholds the institution's core values:

Excellence, in everything we do

Respect, for all

Honesty, in all our relationships

Service, to the community and each other

Teamwork, always.

The TDM Plan sets ambitious, yet realistic targets that will require all Asante affiliates to work together. Leveraging the Asante culture—the power of **Teamwork**—will allow the institution to have a long-standing positive impact on local and regional mobility.

d. Specific Mitigation Plan for Barnett Corridor

In a 2019 Case Study – Exit 27: Reboot Your Commute - The Oregon Department of Transportation (ODOT) and Rogue Valley Transportation District (RVTD) partnered to provide outreach, education, and encouragement about the suite of transportation options already available in the area.

The project team partnered with three major employers and one school in the rapidly growing East Barnett Road area: Asante Rogue Regional Medical Center, the Medical Eye Center, Rogue Valley Manor, and St. Mary's School. Analysis showed that the peak of the Exit 27 backup was largely due to employees commuting to work between 7:45 am and 8 am. Initial interviews with employers identified administrative staff as the primary target for outreach, as their work schedules generally correlated with the peak commute hour. Interviews also indicated that there was a large supply of free parking in the area, little knowledge of carpooling or vanpooling among employees, and a lack of awareness of RVTD service levels, which combined to reinforce a workplace culture where driving alone to work in a single-occupancy vehicle (SOV) is an accepted norm. For the project team, this was an opportunity to promote transportation options, including RVTD's recent service enhancements and the City of Medford's recent bicycle path investments.

From September 2018 to January 2019, the team worked with designated program liaisons at each partner employer to reach administrative staff. Key program strategies included:

- Providing ready-to-use resources to employer program liaisons to help them reach their colleagues (e.g. newsletter content, posters, and event flyers)
- Hosting outreach events (e.g. benefit fairs, lunch-time outreach, and food truck events)
- Launching an encouragement program website at RebootYourCommute.org, which included transportation options information, personalized trip-planning, and opt-in resources for anyone who lived or worked in the area (i.e. free transit passes, a bi-weekly e-newsletter, monthly prizes, and prizes for sharing a personal transportation options story).
- Integrating the Reboot Your Commute campaign into regional outreach for ODOT's annual Get-There Challenge and RVTD's social media posts.

Communications from the campaign included two core message types:

- Education-focused messages which emphasized “avoiding the morning back-up” (e.g. “Did you know traffic on I-5 southbound at Exit 27 backs up onto the freeway from 7:45 am – 8:00 am nearly every morning? Arrive to work early or try an alternate route to lower your stress and avoid the hassle.”)
- Encouragement-focused messages that emphasized “starting your day in a better way” (e.g. “Save time and money while adding some fun and activity to your commute by biking, carpooling, or taking transit.”)

The program reached an estimated 19,000 people via digital communications (including monthly employer emails to over 8,000 people, and bi-weekly program emails to 163 participants), 36,000 people via print communications (including 300 print materials in the project area and 35,800 via the statewide ODOT Moving Ahead publication), and 700 people at program events.

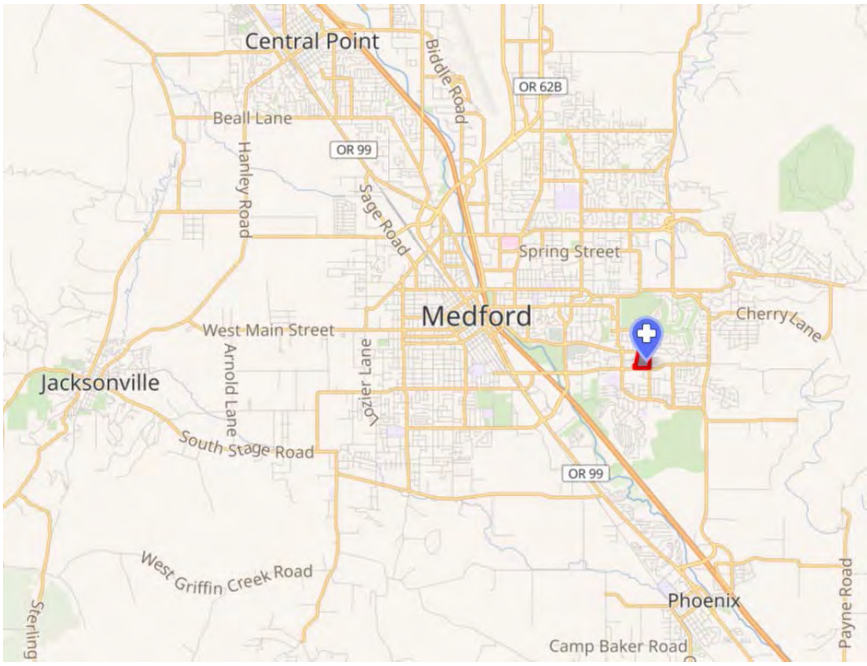
The program helped build positive and ongoing relationships between the major employers in the project area and RVTD, paving the way for a longer-term collaboration to reduce SOV travel. Since the end of the program Asante Rogue Regional Medical Center, the target area’s largest employer, assigned an employee with employee transportation coordinator duties to help increase awareness of transportation options among employees.

2. Transportation Demand Management Planning

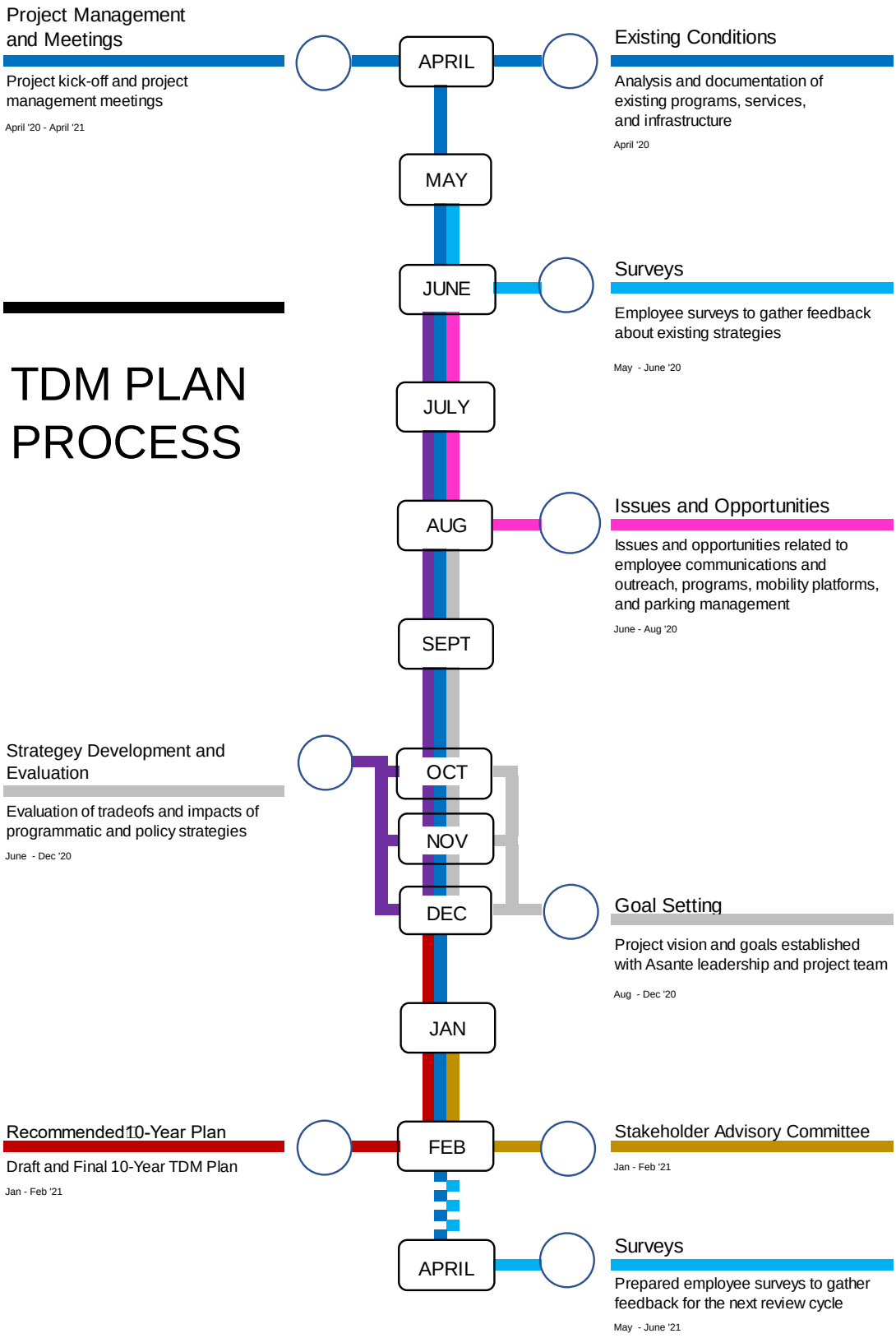
The TDM Plan is Asante's mobility roadmap for the next decade. It comes at a pivotal moment for Asante. Asante's comprehensive study will address its current and future transportation and parking challenges head-on, knowing that it must innovate if it wants to continue to grow, provide high-quality medical care, attract and retain the best talent, and ensure a positive and rewarding work environment for its valued employees.

Using a data-driven approach, informed by input from a diverse group of Asante leaders, employees, and stakeholders, this Plan provides a strategic, flexible, and actionable framework that will help Asante:

- support campus development and allow Asante to meet growing demands;
- manage a complex transportation system with tools that are dynamic, user-friendly, and cost-effective;
- satisfy the unique needs of employees, students, contracted healthcare professionals, patients, visitors, and nearby neighborhoods;
- exceed mobility expectations of employees, students, contracted healthcare professionals, patients, and visitors;
- offer convenient travel options for employees throughout the region;
- support Asante's values - **Excellence, Respect, Honesty, Service, Teamwork**; and
- recognizes that the time for action is now. The Plan provides recommended strategies and includes actionable next steps that sets Asante up for immediate progress and long-term success.



Following is a timeline for implementation.



3. TDM Strategy for Area

The Process

As outlined above the process will culminate with a final plan, to be agreed to between Asante and the City of Medford, and will consider each of the following demand management tools

Transit Service Improvements

Work with RVTD to provide more express and frequent bus service to the Asante Rogue Regional Medical Center campus.

More direct and frequent service could capture some of the existing Asante employees who still find driving to be the most convenient commute mode. A new Express RVTD service and operating plan will be essential during construction, yet should include a long-term vision to respond to Asante growth. Ways to encourage use of RVTD:

- make bus route information more available; and
- offer free or discount bus passes.

Pedestrian Access Improvements

Work with local and regional agencies and partners to complete pedestrian network gaps to, from, and within campus. Continue to invest in a connected street network and roadway improvements that prioritize safety, comfort, and access for all pedestrians.

Priorities should include high-collision corridors and existing walking paths on and off campus, such as the Bear Creek Corridor and pedestrian bridge over Barnett Road. Such improvements will greatly improve pedestrian flow and safety on campus, as well as set the stage for increased walking activity. Ways to encourage employees to walk to work:

- include walking to/from work as an employee health promotion.

Bike Access Improvements

Work with local and regional agencies and partners to complete gaps in the bicycle network to, from, and within campus where feasible. Continue to invest in a connected network of bike facilities that is comfortable and accessible for a range of bike riders.

Emphasize to staff the designated secure bike parking in the employee garage off Siskiyou Blvd. as a way to encourage use of Siskiyou Blvd., which provides continuous bike lanes to campus. Other ways to encourage employee to bike to work:

- participate in nationwide bike commute challenges;
- provide an on-campus bicycle tune-up program and/or self-service bike repair area.

Bike Parking Improvements

Continue to invest in a diverse and high-quality bike parking program at Asante. Prioritize expansion of bike parking to meet increasing demand. Consider investment in new facilities,

such as expanded bike valet and a bike station. New facilities should provide a safe, secure space for parking, and provide access to showers and locker rooms. Specifically:

- initially, Asante will provide 144 bike spaces on campus, including 57 secured spaces, 41 covered spaces and 46 open spaces;
- Asante will monitor demand for bike parking. Whenever demand consistently reaches 85 percent, add additional bike parking spaces; and
- consider providing access to showers for all employees that wish to bike to work.

Employee and Patient Uber/Lyft Program

Explore a partnership with Uber and Lyft to implement an employee rideshare solution that partially subsidizes certain trip types. Enhance the patient experience by partnering with Uber and Lyft to subsidize a portion of non-emergency medical trips. Streamline rideshare loading on campus by designating and developing pick-up, drop-off, and vehicle staging policies and locations throughout the campus.

Internal and Dynamic Carpooling Program

In September 2019, RVTD initiated programs specific to Asante on the website "GetThereOregon.org". Employees who sign-up using their @asante.org email will automatically be registered to the Asante employee network. There is also a link that can automatically register them as well: https://getthere.rideamigos.com/s/asante.

4. Survey & Assessment

Asante is committed to process to include periodic feedback and assessment thru surveys. Surveys will focus the potential for employee use alternate travel programs including:

- bike to work;
- subsidized bus passes or van pools;
- cash or other rewards programs;
- education programs used to promote and inform staff and visitors of alternate travel options;
- the possible implementation of staggered Shifts; and
- the possible implementation of telecommuting for limited staff.

A draft annual survey form is attached as Appendix A.

This process will start with an initial

MODE	2020 SURVEY		2030 - TARGET
Drive Alone	%	#	%
Carpool	%	#	%
Bike	%	#	%
Walk	%	#	%
Transit	%	#	%
Dropped off	%	#	%
Rideshare	%	#	%
Telecommute	%	#	%

survey to determine the current state, which will be documented in this table. From which Asante will establish the 2030 target.

5. Management & Reporting

The Asante TDM Plan proposes a comprehensive package of strategies to reduce SOV rates and parking demand and improve the overall travel experience to, from, and within Asante. Ultimately, the TDM should be viewed as a useful and ongoing tool, building on the “Exit 27: Reboot Your Commute” case study to evaluate the “goal posts” and tradeoffs to arrive at the preferred path forward. The TDM Plan is a “living” document, geared for ongoing revision and recalibration.

Asante is committed to maintaining and growing our partnerships with RVTD and the City of Medford to enhance service to this community, including travel. Annual surveys will be employed to consistently monitor the TDM impact on the campus and the surrounding infrastructure. Asante will continue to innovate to meet the challenges during construction and throughout the next decade.

KITTELSON & ASSOCIATES
851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: May 4, 2020 Project #: 25031.0

To: Peter Mackprang & Karl McNair, City of Medford
Keith Russell, Asante

From: Matt Bell & Julia Kuhn, PE

Project: Asante Forward Pavilion and Renovations Conditional Use Permit

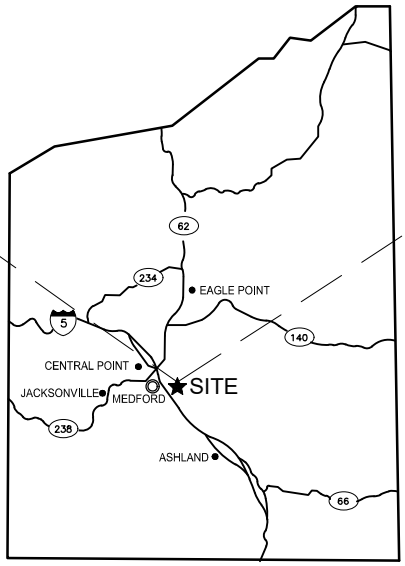
Subject: Transportation Impact Analysis

Asante Rogue Regional Medical Center (ARRMC) is pursuing revision to or replacement of their existing Conditional Use Permit to enable changes to their campus. The AARMC campus is located at 2825 E Barnett Road and is generally bounded by Siskiyou Boulevard, E Barnett Road, Murphy Road and Black Oak Drive in Medford. Figure 1 provides the project vicinity map. As proposed, the campus modifications would include construction of the Pavilion on the northside of the hospital and demolition of the existing Imaging building. Figure 2 provides the campus plan.

The proposed expansion of the Conditional Use Permit and the campus changes trigger the preparation of a Transportation Impact Analysis (TIA) per Sections 10.184 and 10.461 of the Medford Land Development Code (MLDC). Per scoping direction provided by agency staff, this memorandum presents the findings of a TIA that addresses MLDC policy guidance. As will be discussed herein, no capacity-based needs were identified at the study intersections. Per the enclosed findings:

- The proposed conditional use would generate fewer trips than a permitted use. Therefore, the proposed expansion of the Conditional Use Permit is not anticipated to create transportation-related impacts on the surrounding area when compared to the impacts of permitted uses.
- ARRMC should consider implementation of a variety of TDM strategies to reduce single-occupancy vehicle trips to the campus.
- Site landscaping, above-ground utilities, and site signage should be maintained at the existing vehicular access points as well as all internal intersections within the campus such that they provide minimum required sight lines per MLDC requirements.

EXHIBIT G



★ - SITE LOCATION

- STUDY INTERSECTION

Site Vicinity Map
Medford, Oregon

Figure
1

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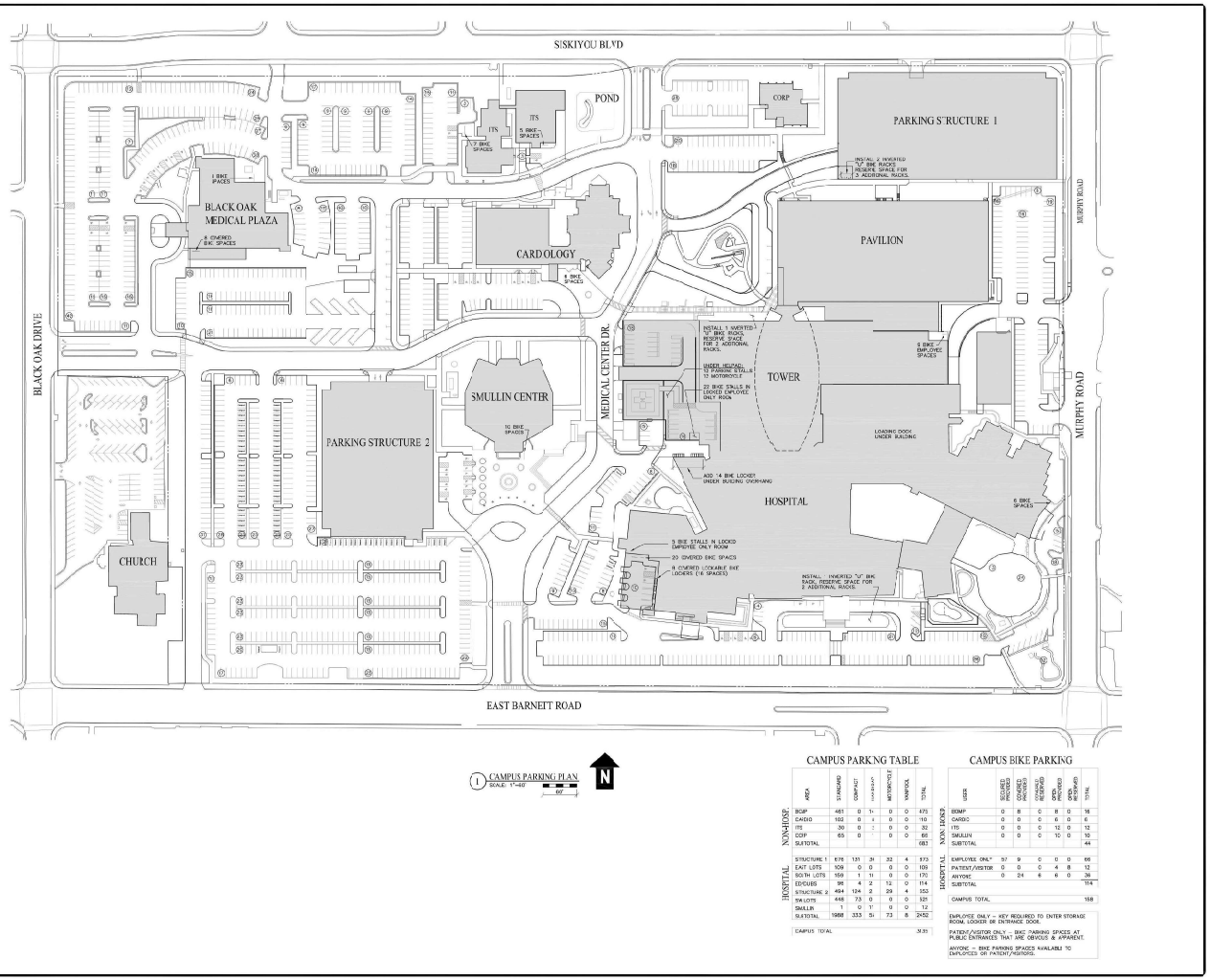

CAMPUS PARKING TABLE

	AREA	STANDARD	COMPACT	HANDICAP	MOTORCYCLE	MAPPICAL	TOTAL
NON-HOSP.	BCIP	461	0	14	0	0	475
	CARDIO	102	0	8	0	0	110
	ITS	30	0	2	0	0	32
	CCIP	65	0	1	0	0	66
	SUBTOTAL						683
HOSPITAL	STRUCTURE 1	676	131	31	32	4	873
	EAST LOTS	109	0	0	0	0	109
	SOUTH LOTS	159	1	11	0	0	170
	EDCUBES	98	4	2	10	0	114
	STRUCTURE 2	494	124	2	29	4	653
	TPA LOTS	446	73	0	0	0	525
	SMULLIN	1	0	11	0	0	12
	SUBTOTAL	1988	333	51	73	8	2452
	CAMPUS TOTAL						3135

CAMPUS BIKE PARKING

	USER	REQUIRED SPACES	COVERED PAYSTATION	COVERED RESERVED	OPEN PAYSTATION	OPEN RESERVED	TOTAL
NON-HOSP.	BCIMP	0	8	0	8	0	16
	CARDIO	0	0	0	6	0	6
	ITS	0	0	0	12	0	12
	SMULLIN	0	0	0	10	0	10
	SUBTOTAL						44
HOSPITAL	EMPLOYEE ONLY*	57	9	0	0	0	66
	PATIENT/VISITOR	0	0	0	4	8	12
	ANYONE	0	24	6	6	0	36
	SUBTOTAL						114
	CAMPUS TOTAL						158

EMPLOYEE ONLY – KEY REQUIRED TO ENTER STORAGE ROOM, LOCKER OR ENTRANCE DOOR.

PATIENT/VISITOR ONLY – BIKE PARKING SPACES AT PUBLIC ENTRANCES THAT ARE OBVIOUS & APPARENT.

ANYONE – BIKE PARKING SPACES AVAILABLE TO EMPLOYEES OR PATIENT/VISITORS.

REVISIONS

DEW engineering

CAMPUS PARKING PLAN

ASANTE ROGUE REGIONAL MEDICAL CENTER

DRAWN MRD CHECKED MRD

DATE 4.20.20

JOB NO. 19-009

SHEET

PKG-1

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Received 05/01/2020

Conceptual Site Plan
Medford, Oregon

Figure
2

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CONDITIONAL USE PERMIT

The ARRMC campus is currently comprised of approximately 999,418 gross square feet of building space, which includes the main hospital located in the southeast corner of the campus, the Smullin Health Education Center, the Black Oak Medical Plaza (BOMP), the Cardiovascular Institute (CVI), Asante Imaging and Pediatrics, the Asante corporate office (Corporate), and the Information Technology Service (ITS) building. The campus area proposed for modifications is 41.60 acres in size and is zoned Service Commercial Professional Offices (C-S/P). Per Section 10.337 of the MLDC, hospitals are considered a conditional use under this zoning. The ARRMC currently operates under a conditional use permit that has been re-approved by the City over the years to accommodate various campus modifications. Section 10.184.C of the MLDC identifies the following approval criteria for conditional use applications:

(C) Conditional Use Permit Approval Criteria.

> *(1) The Planning Commission must determine that the development proposal complies with either of the following criteria before approval can be granted.*
>
> > *(a) The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.*
> >
> > *(b) The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the Planning Commission to produce a balance between the conflicting interests.*

Further, the City's September 2019 Development Policy Statement provides a trip rate of 500 daily vehicular trips per acre for C-S/P zoning to assess the impacts of conditional uses.

Per the Conditional Use Permit (CUP) criteria and City Policy statements, Table 1 provides a trip generation comparison of the permitted uses within the C-S/P zoning (using a rate of 500 trips per day with peak hour rates assumed to be 10 percent of the average daily trips) and the proposed conditional use. The trip generation estimate for the proposed conditional use is based on information provided in the standard reference, *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers (ITE, Reference 1).

Table 1. Trip Generation Comparison

Zoning/Land Use	ITE Code	Size	Daily Trips	AM			PM		
				Total	In	Out	Total	In	Out
Permitted Use									
C-S/P	N/A	41.60 Acres	20,800	2,080	1,414	666	2,080	666	1,414
Proposed Conditional Use									
Hospital	610	1,339,669 Square-feet	14,362	1,192	811	381	1,299	416	883
Net Difference (Proposed Conditional Use – Permitted Use)			***-6,438***	***-888***	***-603***	***-285***	***-781***	***-250***	***-531***

As shown in Table 1, the proposed conditional use would generate fewer trips than a permitted use per the City's policy direction. Therefore, the proposed expansion of the CUP is not anticipated to create transportation-related impacts on the surrounding area when compared to the impacts of permitted uses. As such, the remainder of the TIA address the transportation-related impacts associated with the proposed campus modifications at the intersections located adjacent to the campus and the campus driveways.

DESCRIPTION OF THE PROPOSED CAMPUS MODIFICATIONS

As proposed, a 351,852 square-foot Pavilion will be constructed on the north side of the existing hospital within the ARRMC campus boundary. The Pavilion will include a Women and Children Center, an Intensive Care Unit, operating rooms, and support services. Of the 351,852 square-feet, 52,059 square-feet will be shelled space, including 14,439 square-feet on the third floor of the Pavilion and 37,566 square-feet in the basement. At the same time, the 11,601 square-foot Asante Imaging building will be demolished. In addition, the northernmost campus driveway on Murphy Road will be relocated to the south and the easternmost campus driveway on E Barnett Road will be closed. Upon completion of the campus modifications, there will be a net increase of 340,251 square-feet and the total campus will include 1,339,669 square feet, including 52,059 square feet of shelled space in the Pavilion. Construction of the Pavilion is expected to occur by 2023; ARRMC does not have foreseeable plans to occupy the shelled space in the basement of the Pavilion.

SCOPE OF THE REPORT

This report identifies the transportation-related impacts associated with the proposed campus modifications. The study intersections and scope were selected per the requirements outlined in Section 10.461 of the MLDC as well as guidance provided by City and Oregon Department of Transportation (ODOT) staff. A copy of the scoping letter and City response are included in *Appendix A.* Per the policy and staff direction, weekday PM peak hour operations were evaluated at the following off-campus intersections (numerical identification refers to figures in this report):

1. Black Oak Drive/Siskiyou Boulevard;
2. Murphy Road/Siskiyou Boulevard;
3. Black Oak Drive/Barnett Road;
4. Barnett Road/Medical Center Drive; and,
5. Barnett Road/Murphy Road.

This report evaluates the following transportation issues:

- Existing land use and transportation system conditions within the site vicinity during the weekday PM peak period;
- Crash data analysis for a recent five-year period;
- Forecast year 2023 background traffic conditions during the weekday PM peak period, considering developments and transportation improvements planned in the study area;

- Trip generation and distribution estimates for the proposed campus modifications;
- Forecast year 2023 total traffic conditions during the weekday PM peak period, assuming the proposed campus modifications are complete;
- On-site access and circulation;
- Transportation Demand Management strategies; and
- Conclusions and recommendations.

ANALYSIS METHODOLOGY

Per MLDC, all intersection operational analyses were conducted using the procedures outlined in the *Highway Capacity Manual, 6th Edition* (Reference 2).

City Intersection Operational Standards

Per MLDC 10.462.A, the applicable intersection peak hour mobility targets are level-of-service "D" for all study intersections. MLDC 10.462.B provides guidance if transportation facilities do not comply with the mobility targets under existing or background conditions.

EXISTING CONDITIONS

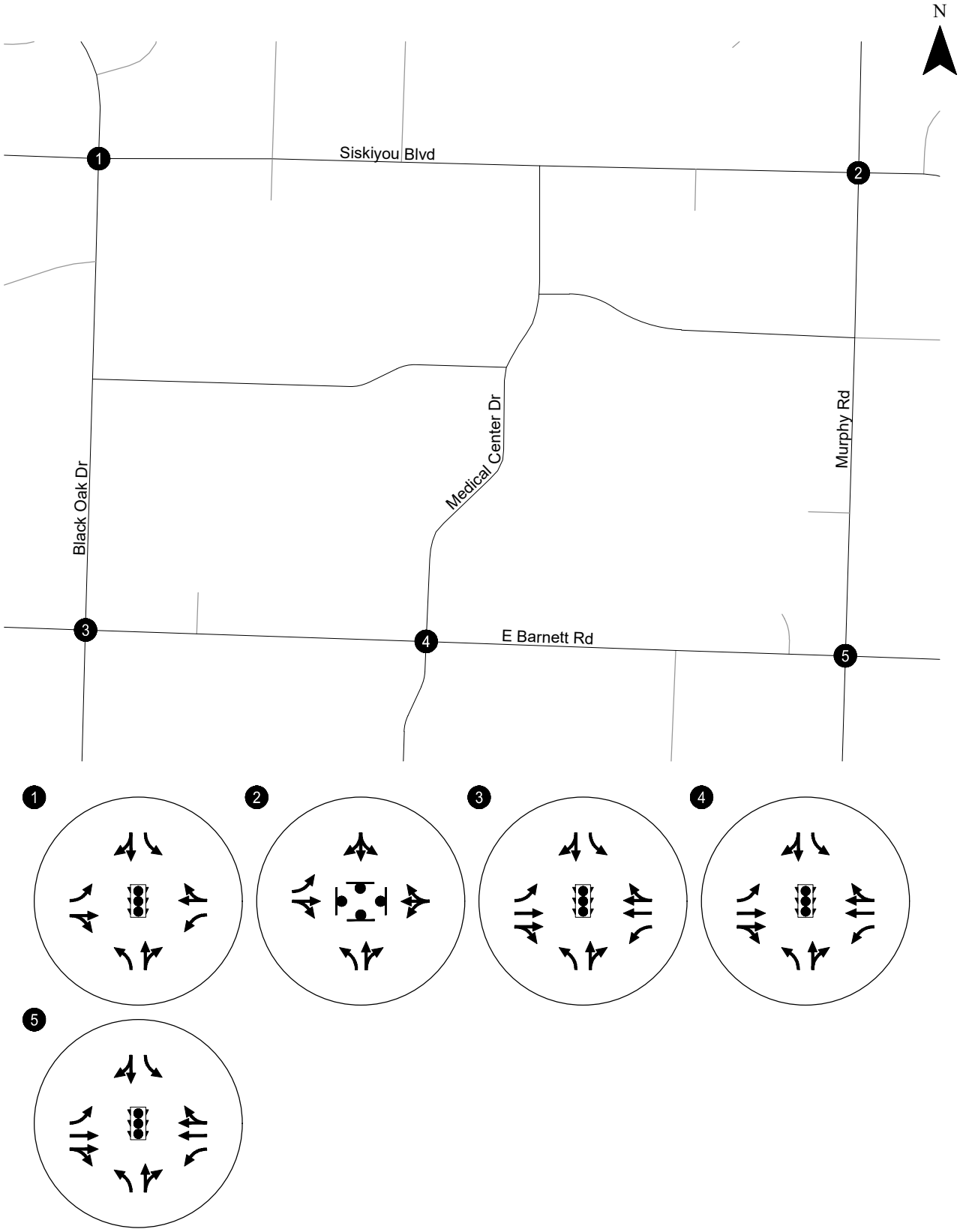
This section summarizes the existing characteristics of the transportation system and adjacent land uses near the existing building as well as an evaluation of existing intersection operations for motor vehicles at the study intersections.

Site Conditions and Adjacent Land Uses

The existing campus is bordered by residential uses to the north and west and commercial uses to the south and east. As noted previously, the campus operates under a Conditional Use Permit within the Service Commercial Professional Offices (C-S/P) zoning.

Transportation Facilities

Table 2 identifies the characteristics of key roadways located within the vicinity of the campus. Figure 3 identifies the existing lane configurations and traffic control devices at the study intersections.



- STOP SIGN
- TRAFFIC SIGNAL

Existing Lane Configurations and Traffic Control Devices
Medford, Oregon

Figure 3

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Table 2. Existing Transportation Facilities

Roadway	Functional Classification[1]	Motor Vehicle Travel Lanes	Posted Speed (mph)	Sidewalks	Striped Bicycle Lanes	On-Street Parking
Siskiyou Boulevard	Major Collector	3	25	Yes	Yes	No
Black Oak Drive	Major Collector	3	25	Yes	Yes	No
Murphy Road	Major Collector	3	25	Yes	Yes	No
Barnett Road	Major Arterial	5	35	Yes	No	No

[1] Source: Medford Transportation System Plan (TSP)

Pedestrian and Bicycle Facilities

Pedestrian access near and to/from the campus is provided by a sidewalk system that connects patients, visitors, caregivers and employees to the nearby commercial and residential areas as well as to transit stops on all four roads surrounding the campus.

Local cycling access to/from the campus is facilitated by bike lanes along three of the four perimeter streets whereas cyclists share the road with motorists along E Barnett Road.

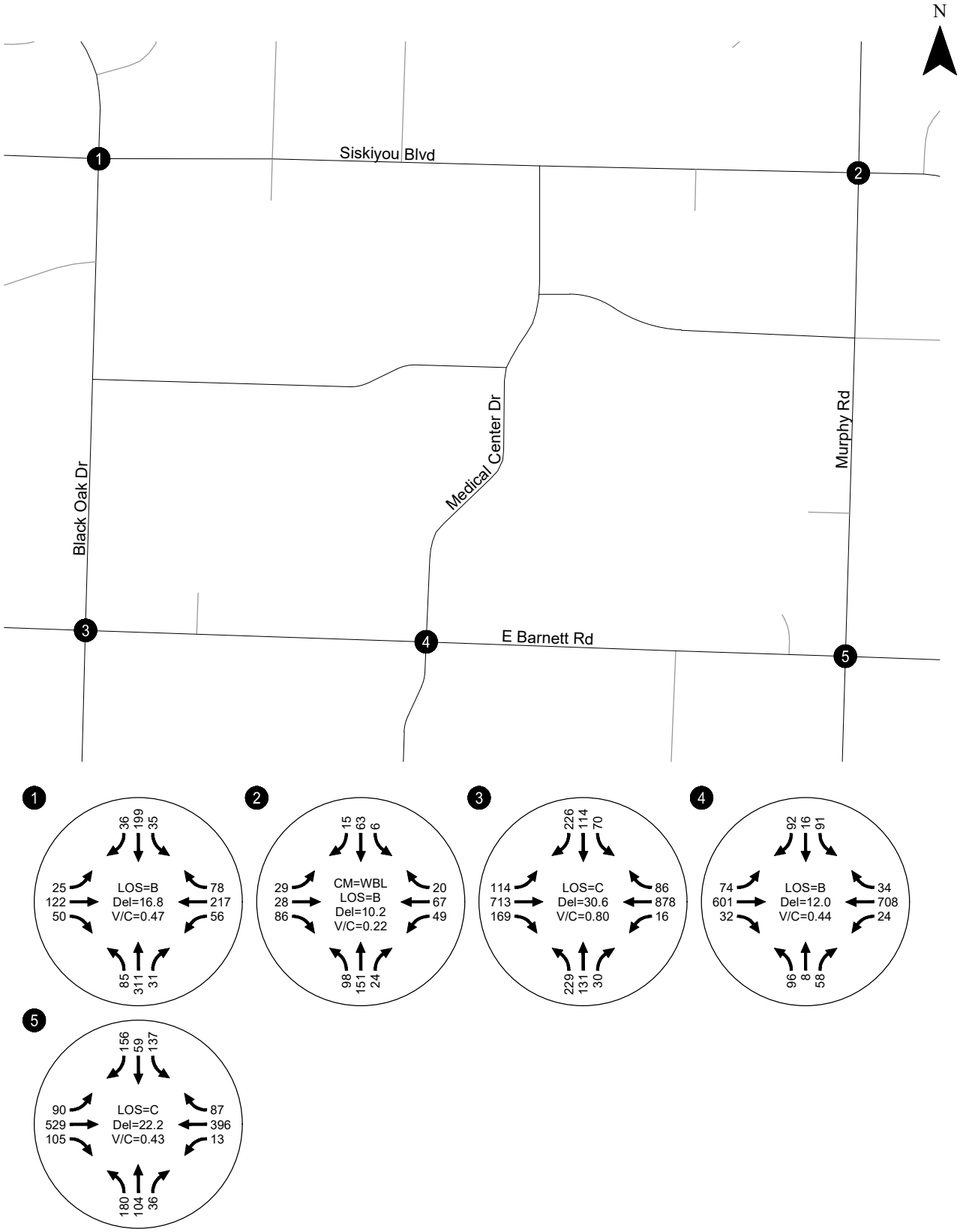
Transit Facilities

Rogue Valley Transportation District provides transit service to the campus and the surrounding neighborhoods. Prior to COVID-19 changes, the campus was served by Route 24 and Route 26. Route 24 provided service every 20 minutes from 6:15 AM to 8:35 PM during the weekdays and every 35 minutes on Saturdays from 7:15 AM to 6:25 PM. Route 26 provided service every 30 minutes from 6:05 AM to 8:05 PM during the weekdays and every hour on Saturdays from 7:05 AM to 6:50 PM. There are bus stops adjacent to the campus on each of the four perimeter roadways.

Existing Traffic Volumes and Peak Hour Operations

At the time the study was prepared, traffic conditions were atypical due to the COVID-19 pandemic. To reflect conditions that occur when schools are in-session, businesses are open, and people are not working from home, historic traffic counts were used as the basis for estimating traffic volumes that could reflect typical conditions in 2020. The historic traffic counts, which were provided by the City of Medford, were conducted at the study intersections in October 2015 and July 2019. The counts show an average annual growth rate of approximately three percent per year, or 12 percent over the four-year period. The growth grate was applied to the study intersections to reflect year 2020 traffic conditions. *Appendix "B" contains the traffic count worksheets.*

Figure 4 provides a summary of existing volumes during the weekday PM peak hour as well as the intersection operations. As shown, all of the study intersections meet the applicable operating standards under PM peak hour conditions. *Appendix "C" contains the existing conditions intersection analysis worksheets.*



CM = Critical Movement
TWSC = Two-way-stop-control
AWSC = All-way-stop-control
LOS = Level of Service (Intersection LOS, Signalized/AWSC / CM LOS, TWSC)
Del = Delay (Intersection Del, Signalized/AWSC / CM Del, TWSC)
V/C = Volume-to-Capacity (Intersection V/C, Signalized/AWSC / CM V/C, TWSC)

Existing Traffic Conditions
Weekday PM Peak Hour
Medford, Oregon

Figure
4

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Crash Data

The Oregon Department of Transportation (ODOT) provided crash records at the study intersections for the period from January 1, 2013 through December 31, 2017. The crash type classifications at each intersection were reviewed to assess whether crash patterns might be identifiable. Table 3 shows the reported crashes by type and severity.

Table 3. Intersection Crash History (January 1, 2013 through December 31, 2017)

Location		Collision Type					Severity			
ID	Name	Rear-End	Turn	Angle	Fixed Obj	Other	PDO[1]	Injury	Fatality	Total Crashes
1	Black Oak Dr/Siskiyou Blvd	4	0	4	0	0	3	5	0	8
3	Murphy Rd/Siskiyou Blvd	0	1	0	1	0	2	0	0	2
5	Black Oak Dr/E Barnett Rd	10	4	3	0	0	10	7	0	17
7	Medical Center Dr/E Barnett Rd	5	12	0	0	1	5	13	0	18
9	Murphy Rd/E Barnett Rd	2	13	4	1	1	9	12	0	21

[1] PDO – Property damage only

Appendix "D" contains the detailed crash summary worksheets.

Critical Crash Rate

Critical crash rates were calculated for the study intersections following the analysis methodology presented in ODOT's *SPR 667 Assessment of Statewide Intersection Safety Performance* (Reference 3). SPR 667 provided average crash rates at a variety of intersection configurations in Oregon based on the number of approaches and traffic control types. The average crash rate represents the approximate number of crashes that are "expected" at a study intersection. This average crash rate is used to calculate the critical crash rate for each study intersection, based on the *Highway Safety Manual* methodology (Reference 4) and is shown in Table 4.

Table 4. Intersection Crash Rate Assessment

ID	Study Intersection	Total Crashes	Critical Crash Rate by Intersection Type	Critical Crash Rate by Volume	Observed Crash Rate at Intersection	Observed Crash Rate>Critical Crash Rate?
1	Black Oak Dr/Siskiyou Blvd	8	0.76	0.40	0.41	No
3	Murphy Rd/Siskiyou Blvd	2	0.46	0.37	0.17	No
5	Black Oak Dr/E Barnett Rd	17	0.65	0.56	0.35	No
7	Medical Center Dr/E Barnett Rd	18	0.70	0.45	0.58	Yes by Volume
9	Murphy Rd/E Barnett Rd	21	0.69	0.45	0.64	Yes by Volume

Table 4 shows that none of the study intersections exceed the critical crash rate by intersection type. Two of the intersections exceeded the crash rate by volume: Medical Center/E Barnett Road and Murphy Road/E Barnett Road. At the Medical Center Drive/E Barnett Road intersection, seven of the twelve turning movement collisions recorded over the five years involved eastbound left turning vehicle and a westbound through vehicle. All left-turn signal heads at this intersection allow for protected-permitted signal phasing. No other patterns were observed at this intersection. The majority

of the recorded crashes at the Murphy Road/Barnett Road intersection were also turning-related; however, these occurred across each of the approaches and movements. No discernable trends were identified through the data.

Based on the available ODOT crash data, no safety-based mitigations are recommended at the study intersections in conjunction with the campus changes.

TRANSPORTATION IMPACT ANALYSIS

This transportation impact analysis identifies how the study intersections will operate in the buildout year 2023 when the campus modifications are completed. The impact of traffic generated by the changes in the campus during the weekday PM peak hour was examined as follows:

- In-process developments and funded transportation improvements in the site vicinity were identified.
- Year 2023 background traffic volumes (prior to campus modifications) were developed assuming continued growth.
- Year 2023 background traffic conditions were assessed at each of the study intersections.
- Site-generated trips associated with the proposed campus modifications were added to the 2023 background traffic conditions to establish the total traffic volumes.
- Intersection improvement needs were identified to mitigate impacts where appropriate.

Year 2023 Background Traffic Conditions

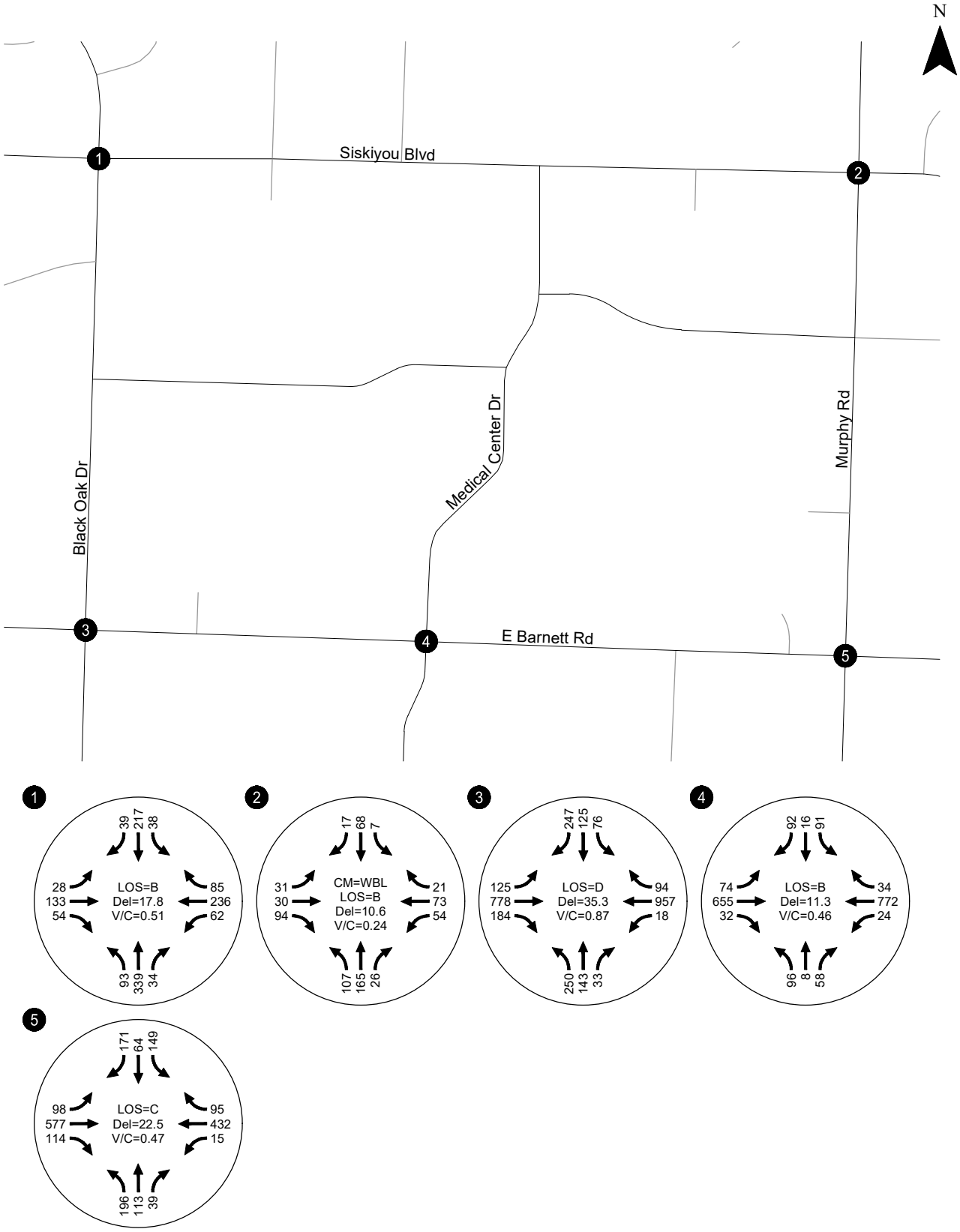
The year 2023 background traffic conditions analysis identifies how the study intersections will operate prior to the proposed campus modifications. This analysis includes traffic attributed to planned developments within the study area and to general growth in the region but does not include traffic from the proposed campus changes.

Planned Developments & Transportation Improvements

No in-process developments were identified by City staff for use in the study. As indicated previously a three percent annual growth rate was developed for the study area based on historical traffic counts conducted at the study intersections. The growth rate was applied to the existing traffic volumes to account for continued growth in regional traffic.

No planned improvements were identified at the study intersections that are currently considered funded.

Figures 5 shows the projected 2023 turning movements for the weekday PM peak hour and the resultant intersection operations. As shown, all the study intersections continue to meet the applicable operating standards under weekday PM peak hour conditions. *Appendix "E" contains the year 2023 background traffic analysis worksheets.*



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Del = Delay (Intersection Del, Signalized/AWSC / CM Del, TWSC)
V/C = Volume-to-Capacity (Intersection V/C, Signalized/AWSC / CM V/C, TWSC)

Year 2023 Background Traffic Conditions
Weekday PM Peak Hour
Medford, Oregon

Figure
5

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Proposed Campus Modifications and Trip Generation

As described previously, the proposed Asante Forward Pavilion & Renovations development plan includes construction of a 351,852 square-foot Pavilion on the north side of the existing hospital. Of the 351,852 square-feet, 52,059 square-feet will be shelled space, including 14,493 square-feet on the third floor of the Pavilion and 37,566 square-feet in the basement. At the same time, the 11,601 square-foot Asante Imaging building will be demolished. Upon completion of the campus modifications, there will be a net increase of 340,251 square-feet and the total campus will include 1,339,669 square feet, including 52,069 square feet of shelled space in the Pavilion.

The anticipated change in trip generation associated with the campus modifications is shown in Table 6. The trip generation estimates were prepared based on rates included in the standard reference, *Trip Generation Manual, 10th Edition*, published by ITE.

Table 6. Anticipated Change in Campus Trip Generation

Land Use	ITE Code	Size (sq ft)	Daily Trips	PM		
				Total	In	Out
Hospital	610	340,251*	3,648	330	106	224

*Reflects construction of the Pavilion (including 52,059 square feet of shelled space) and demolition of the existing Asante Imaging building.

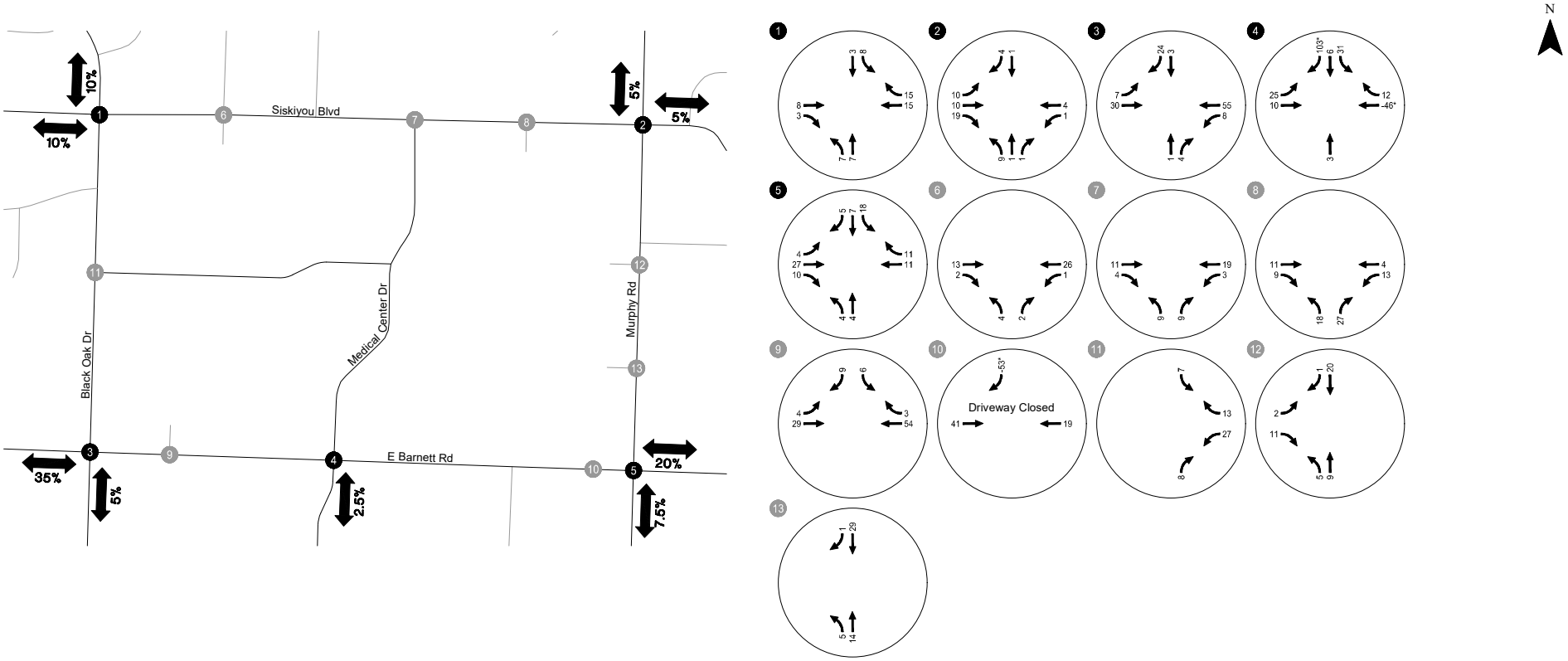
Trip Distribution and Assignment

The distribution of site-generated trips was estimated based on a review of existing traffic patterns as well as the location of regional residential areas. Figure 6 illustrates the estimated trip distribution pattern and assignment of the new trips associated with the campus modifications, as reflected in Table 6.

YEAR 2023 TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis forecasts how the study intersections will operate with the traffic associated with the proposed campus modifications. The increase in site-generated trips shown in Figure 6 were added to the 2023 background traffic volumes reflected in Figure 5 to arrive at the 2023 total traffic volumes and resultant intersection operations shown in Figure 7.

As shown, all of the study intersections continue to meet the applicable operating standards under weekday PM peak hour conditions upon completion of the campus changes. All campus driveways are also expected to meet applicable operating standards. Additional information on the campus driveways is provided below. *Appendix "F" contains the year 2023 total traffic analysis worksheets.*



* Includes re-routed trips

Estimated Trip Distribution Pattern & Site-Generated Trips
Weekday PM Peak Hour
Medford, Oregon

Figure
6

KITTELSON & ASSOCIATES

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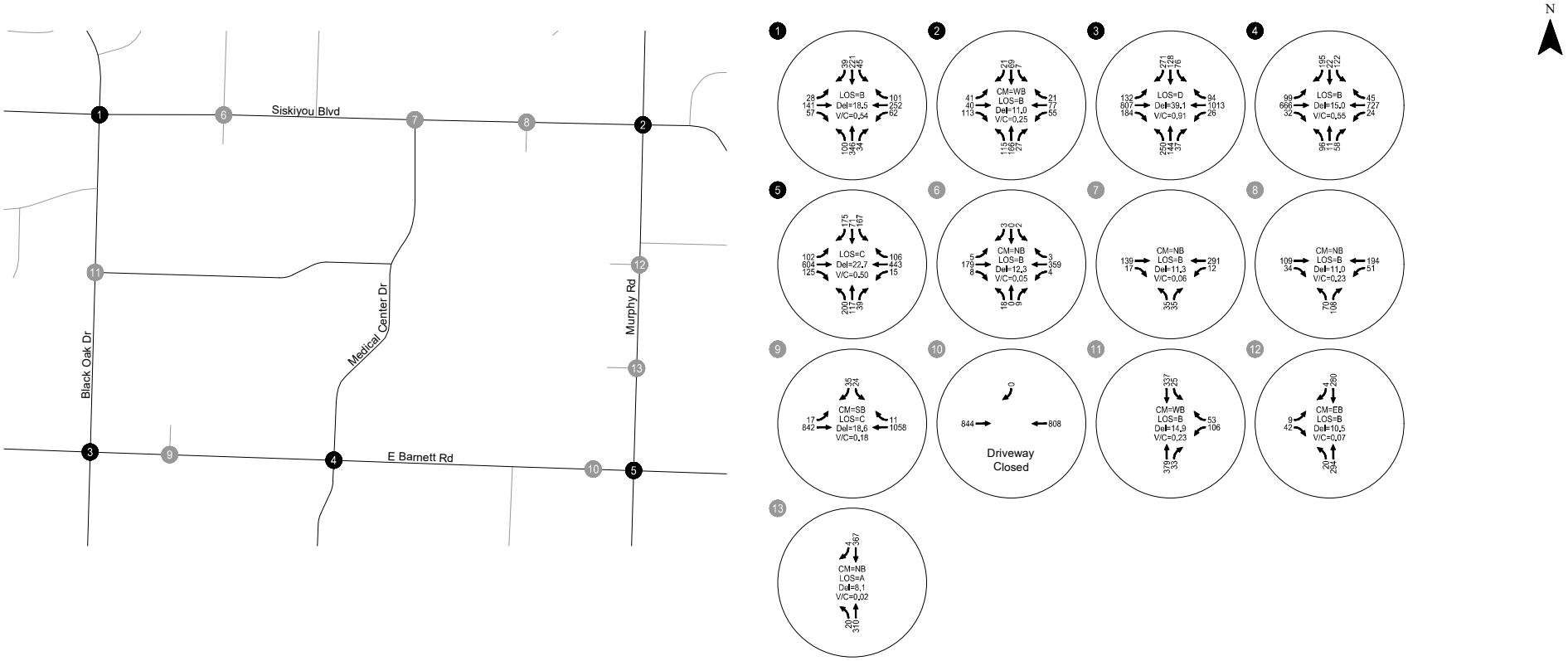

CM = Critical Movement
TWSC = Two-way-stop-control
AWSC = All-way-stop-control
LOS = Level of Service (Intersection LOS, Signalized/AWSC / CM LOS, TWSC)
Del = Delay (Intersection Del, Signalized/AWSC / CM Del, TWSC)
V/C = Volume-to-Capacity (Intersection V/C, Signalized/AWSC / CM V/C, TWSC)

Year 2023 Total Traffic Conditions
Weekday PM Peak Hour
Medford, Oregon

Figure
7

KITTELSON & ASSOCIATES

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Queuing Analysis

A queuing analysis was conducted at the signalized study intersections under background and total traffic conditions using Synchro 10. Table 7 summarizes the storage lengths (measured in Google Earth as the striped storage of the turn lanes or the distance between intersections) and the 95th percentile queues associated with each movement rounded to the nearest 25 feet. Table 7 also indicates if the storage lengths are adequate to accommodate the queues.

Table 7. Queuing Analysis

ID	Intersection	Movement	Storage Length (Feet)	95th Percentile Queue (Feet)		Adequate?
				Background Traffic Conditions	Total Traffic Conditions	
1	Black Oak Drive/Siskiyou Boulevard	EBL	75	50	50	Yes
		EBTR	845	150	175	Yes
		WBL	80	100	100	Yes[1]
		WBTR	365	250	300	Yes
		NBL	100	125	125	Yes[1]
		NBTR	200	300	325	Yes[2]
		SBL	100	75	75	Yes
		SBTR	175	225	225	Yes[2]
3	Black Oak Drive/E Barnett Road	EBL	70	200	225	Yes[1]
		EBTR	170	525	600	Yes[2]
		WBL	85	50	50	Yes
		WBTR	225	725	800	**No**
		NBL	100	325	325	**No**
		NBTR	90	175	175	Yes[2]
		SBL	105	75	75	Yes
		SBTR	80	375	400	Yes[2]
4	Medical Center Drive/E Barnett Road	EBL	100	50	125	Yes[1]
		EBTR	365	175	350	Yes
		WBL	105	25	25	Yes
		WBTR	815	225	300	Yes
		NBL	40	150	125	No[3]
		NBTR	150	75	75	Yes
		SBL	135	125	175	Yes[1]
		SBTR	135	75	125	Yes
5	Murphy Road/E Barnett Road	EBL	120	75	75	Yes
		EBTR	355	275	450	Yes[2]
		WBL	75	25	25	Yes
		WBTR	300	225	225	Yes
		NBL	75	300	300	**No**
		NBTR	85	150	150	Yes[2]
		SBL	100	175	200	Yes[1]
		SBTR	300	175	175	Yes

[1]Additional storage is available in the tapered section of the turn lane or in the center two-way left-turn lane.
[2]Sufficient storage is available, but queue blocks upstream driveway or minor street intersection.
[3]Queue is expected to extend onto private property.

As shown, the 95th percentile queues for the northbound left turns at the Black Oak Drive/E Barnett Road and Murphy Road/E Barnett Road intersections are expected to exceed their available storage under background and total traffic conditions; however, the queues are not expected to increase with the proposed modifications. Also, the westbound through queues at the Black Oak Drive/E Barnett Road intersection are expected to extend to the Medical Center Drive/E Barnett Road intersection. However, as a coordinated signal system, the queues are not expected to disrupt traffic flow along the corridor.

CAMPUS PLANNING CONSIDERATIONS

Internal circulation was evaluated to ensure that the site provides sufficient on-site circulation for pedestrian movements and campus vehicular traffic. Figure 2 illustrates the campus site plan with the proposed modifications. As shown sidewalks are provided along both sides of all streets that surround the campus and along both sides of all internal streets. There are several additional sidewalks and pedestrian pathways throughout the campus that connect the internal and external streets to campus facilities. The proposed modifications appear to maintain the same level of connectivity for pedestrians.

As mentioned earlier, access to the campus is currently provided by the main signalized driveway along E Barnett Road as well as nine additional unsignalized driveways, including three on Siskiyou Boulevard, two on E Barnett Road, one on Black Oak Drive, and three on Murphy Road; given the limited capacity of the central driveway along Murphy Road, the driveway was not included in this analysis. The proposed modifications will include relocation of the northernmost driveway on Murphy Road to the south and closure of the easternmost driveway along E Barnett Road. All other driveways will remain the same.

As indicated by the year 2023 total traffic conditions analysis, all the driveways are expected to operate acceptably with the proposed modifications during the weekday PM peak hour. Further review of the unsignalized driveways indicates that vehicle queues are not expected to exceed one vehicle entering the site. Sight distance is also currently adequate at all the driveways and is expected to be adequate at the northernmost driveway along Murphy Road when it is relocated further to the south. The following activities are recommended to ensure sight distance will continue to be adequate in the future:

- Site landscaping, above-ground utilities, and site signage should be maintained such that they provide minimum required sight lines within the site as well as at the vehicular access locations on the adjacent streets per City of Medford Land Development Code.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

ARRMC should consider implementation of a TDM program with a set of tools and resources to promote the use and effectiveness of the program to maximize the number of trips made to the campus by active transportation modes. To that end, there are several measures that may help reduce the auto trip rate in the future. A comprehensive review of the measures described below as well as additional measures is provided under separate cover.

- Provision of an on-campus Transportation Coordinator that oversees and monitors the implementation and effectiveness of TDM strategies.
- Provision of information about RTD transit service at the main entrance, the Emergency entrance and in the Human Resources office.
- Provision of a subsidized transit pass for employees and caregivers.

- Promotion of walking to/from work to improve employee health.
- Participation in local and Nationwide Bike Commute Challenges.
- Provision of an on-campus bicycle tune-up program and/or self-service bike repair areas.
- Provision of bicycle racks at all main entrances to the campus and provision of secured and covered bicycle parking.
- Provision of bike lockers and shower locations on-campus.
- Provision of carpool matching for all through the Human Resources department.
- Dissemination of education and availability of auto reduction efforts through an employee newsletter and email.
- Providing teleworking opportunities to employees whose jobs can be completed from home as well as compressed work weeks for employees whose shifts can be scheduled on a 10 – 12 hour per day basis rather than 8 hours per day.

Each of these has an associated cost and/or policy implication for the ARRMC administration and need to be considered thoughtfully prior to implementation. The trade-offs need to be balanced against the various "costs" and benefits provided.

RECOMMENDATIONS

Subject to approval by the City of Medford, the study recommendations are summarized below.

- Consider implementation of TDM strategies to reduce auto-trip making to campus.
- Site landscaping, above-ground utilities, and site signage should be maintained such that they provide minimum required sight lines within the site as well as at the vehicular access locations on the adjacent streets per City of Medford Land Development Code.

Please let us know if you have any questions regarding our analyses or findings.

REFERENCES

1. Institute of Transportation Engineers. *Trip Generation, 10th Edition*. 2017.
2. Transportation Research Board. *Highway Capacity Manual, 6th Edition.*
3. Oregon Department of Transportation. *SPR 667 Assessment of Statewide Intersection Safety Performance.* June 2011.
4. American Association of State Highway and Transportation Officials. *Highway Safety Manual.* 2010.

LIST OF APPENDICES

A. Scoping Memorandum
B. Traffic Counts Worksheets
C. Existing Conditions Analysis Worksheets
D. ODOT Crash Data
E. Year 2023 Background Traffic Conditions Analysis Worksheets
F. Year 2023 Total Traffic Conditions Analysis Worksheets

MEDFORD
PUBLIC WORKS

LD DATE: 8/26/2020
File Number: CUP-20-232

PUBLIC WORKS DEPARTMENT STAFF REPORT

Asante Rogue Regional Medical Center Modifications & Campus Expansion
2825 East Barnett Road (TL 401)

Project: Request for a Conditional Use Permit (CUP) in order to implement several minor modifications as well as a 345,000 square foot hospital tower addition to the Rogue Valley Medical Center Campus.

Location: Located on the south side of Siskiyou Boulevard, west of Murphy Road and north of East Barnett Road, within the C-S/P (Service Commercial and Professional Offices) zoning district (371W28CC109, 110, 111, 112, 113, 114, 116, 200, 302, 309 & 401).

Applicant: Applicant: PKA Architects; Agent: Jacobs; Planner: Steffen Roennfeldt.

NOTE: The items listed here shall be completed and accepted prior to the respective issuances of permits and certificates:

Prior to issue of the first building permit, the following items shall be completed and accepted:

- Submittal and approval of plans for site grading and drainage, and detention, if applicable.
- Completion of all public improvements, if required. The Applicant may provide security for 120% of the improvements prior to issuance of building permits. Construction plans for the improvements shall be approved by the Public Works Engineering Division prior to acceptance of security.
- Items A – D, unless noted otherwise.

Prior to issue of Certificate-of-Occupancy for completed structures, the following items shall be completed and accepted:

- Paving of all on-site parking and vehicle maneuvering areas
- Verification by the design Engineer that the stormwater quality and detention system was constructed per the approved plan, if applicable.
- Completion of all public improvements, if applicable.

EXHIBIT H

A. STREETS

1. Dedications

On April 8, 2020 the City of Medford and Keith Russell (representative for Asante RRMC) had a Legacy Street conference with Alex Georgevitch (City Engineer) to discuss the future tower expansion application and what dedications will be required along East Barnett Road and Murphy Road.

East Barnett Road is classified as a Major Arterial street within the Medford Land Development Code (MLDC), Section 10.428. A legacy street definition is supported for this section of roadway per MLDC 10.427(D). **East Barnett Road shall have a dedication to support a 10-foot sidewalk, approximately 3-feet in width, to be verified by the Developer's surveyor prior to dedication.**

Murphy Road is classified as a Major Collectors street within the MLDC, Section 10.428. A legacy street definition is supported for this section of roadway per MLDC 10.427(D). **In order to meet the context sensitive design for this neighborhood no additional right-of-way is required along Murphy Road.**

The Developer will receive SSDC (Street System Development Charge) credits for the public right-of-way dedication on higher order streets, per the methodology established by the MLDC 3.815. **Should the Developer elect to have the value of the land be determined by an appraisal, a letter to that effect must be submitted to the City Engineer within sixty (60) calendar days of the date of the Final Order of the Planning Commission. The City will then select an appraiser, and a cash deposit will be required as stated in Section 3.815.**

In accordance with MLDC 10.471, **the property owner shall dedicate a 10-foot wide public utility easement** (PUE) adjacent to the right-of-way line along this Developments frontage.

The right-of-way and easement dedications shall be submitted directly to the Engineering Division of the Public Works Department. The submittal shall include: the right-of-way and easement dedication, including an exhibit map; a copy of a current Lot Book Report, Preliminary Title Report, or Title Policy; a mathematical closure report (if applicable), and the Planning Department File Number; for review and City Engineer acceptance signature prior to recordation by the applicant. Releases of interest shall be obtained by holders of trust deeds or mortgages on the right-of-way and PUE area.

2. Public Improvements

a. Public Streets

East Barnett Road and Murphy Road – All street section improvements have been completed including pavement, curb and gutter, sidewalks and street lights. **However,**

additional public improvements are required as outlined in the Transportation System requirements.

NOTE: Asante Rogue Regional Medical Center has elected to voluntarily widen Murphy Road (west side, south of an existing entrance opposite of Doctor's Park Drive) with Public Improvement Plans P20-00081. Plans have not yet been approved, and are currently in review with City of Medford.

NOTE: All projects subject to Site Plan and Architectural Review shall be required per MLDC 10.501 (6), as a condition of approval, to repair all frontage sidewalks as determined by the Engineering Division. When attached as a condition of approval of a Site Plan and Architectural. Review application the sidewalk maintenance procedures set forth in Chapter 3, Section 3.025, Notice on Hearing of City Repair of Sidewalks, through 3.035, Notice of Sidewalk Repair, are hereby superseded.

b. Street Lights and Signing

No additional street lights or signs are required.

The Developer shall be responsible for the preservation and re-installation of all signs removed during demolition and site preparation work. The Developer's contractor shall coordinate with the City of Medford Public Works, Maintenance and Operations Division to remove any existing signs and place new signs provided by Medford Public Works Department and paid for by the Developer.

c. Pavement Moratoriums

There is a street cutting moratorium currently in effect along this frontage to Murphy Road, which is set to expire July 16th, 2024. There is no pavement cutting moratorium currently in effect along this developments frontage to East Barnett Road.

d. Transportation System

Public Works received a Transportation Impact Analysis (TIA) from Kittelson and Associates dated May 4, 2020 for a Conditional Use Permit (CUP) modification for changes to the Asante Rogue Regional Medical Center (ARRMC) located at 2825 E Barnett Rd including a new Pavilion Tower.

The project will add a 351,852 square foot pavilion to the site, which is an existing hospital campus. The report shows that the trip generation of the 41.60 acre campus including the pavilion and all existing facilities is 14,362 Average Daily Trips (ADT) based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual 10th Edition*. The City's policy on trip generation rates for various zones provides a trip generation of 20,800 ADT based on the underlying C-S/P zoning. Therefore the development meets the CUP approval criteria of causing no significant adverse impact when compared to the impacts of permitted

development that is not classified as conditional.

Transportation Demand Management (TDM) is by nature part of the operation of a medical facility because of shift work inherent in the operation of a large medical facility. The TIA proposes a variety of TDM strategies to reduce single-occupancy vehicle (SOV) trips to the campus and includes a TDM Plan as an appendix. Public Works supports these efforts by Asante and recommends the following conditions from the TIA and TDM Plan be placed on the CUP approval:

1. The eastern most driveway on Barnett Rd shall be closed;
2. Sight lines at all driveways shall be maintained in accordance with Medford Land Development Code section 10.735;
3. The City's Transportation Manager would like to see the western most driveway on Barnett Rd close due to its proximity to Black Oak Drive but this is not a code requirement. The TIA shows that cars queued from Black Oak Drive block this driveway in the PM peak but does not show any crash history associated with the driveway. As such, Public Works is not recommending closure at this time, but Asante should plan for the western most driveway on Barnett Rd to be closed as the ARRMC campus continues to expand in the future due to the proximity to Black Oak Drive;
4. Asante shall continue to provide an on-campus Employee Transportation Coordinator (ETC) that oversees and monitors the implementation and effectiveness of TDM strategies;
5. Asante shall implement the TDM Plan as outlined on page 9 of the submitted TDM Plan including establishing targets for future mode splits. The City supports Asante's TDM efforts and will participate in the implementation. The TDM shall consider the following measures at a minimum:
    a. Providing information about RVTD transit service at the main entrance, the Emergency entrance, and in the Human Resources office;
    b. Providing subsidized transit passes for employees and volunteers;
    c. Promoting biking and walking to/from work to improve employee health;
    d. Participating in local and nationwide bike commute challenges;
    e. Providing an on-campus bicycle tune-up program and/or self-service bike repair areas
    f. Providing bicycle racks at all main entrances to the campus and provision of secured and covered bicycle parking;
    g. Providing bike lockers and shower locations on-campus;
    h. Providing carpool matching for all employees and volunteers through the Human Resources department;
    i. Disseminating education and availability of SOV reduction efforts through an employee newsletter and email;
    j. Providing teleworking opportunities to employees whose jobs can be completed from home as well as compressed work weeks for employees

whose shifts can be scheduled on a 10-12 hour per day basis rather than 8 hours per day;

6. As part of the ongoing management and reporting outlined in the TDM Plan, Asante shall give an annual report to the Medford Planning Commission.

3. Section 10.668 Analysis

To support a condition of development that an Applicant dedicate land for public use or provide a public improvement, the Medford Code requires a nexus and rough proportionality analysis which is essentially a codification of the constitutional provisions in Nollan and Dolan cases.

10.668 Limitation of Exactions

Notwithstanding any other provisions of this Chapter 10, an Applicant for a development permit shall not be required, as a condition of granting the application, to dedicate land for public use or provide public improvements unless:

(1) the record shows that there is an essential nexus between the exaction and a legitimate government purpose and that there is a rough proportionality between the burden of the exaction on the Developer and the burden of the development on public facilities and services so that the exaction will not result in a taking of private property for public use, or

(2) a mechanism exists and funds are available to fairly compensate the Applicant for the excess burden of the exaction to the extent that it would be a taking.

1. **Nexus to a legitimate government purpose**
   The purposes for these dedications and improvements are found throughout the Medford Code, the Medford Transportation System Plan, and the Statewide Planning Rule, and supported by sound public policy. Those purposes and policies include, but are not limited to: development of a balanced transportation system addressing all modes of travel, including motor vehicles, transit, bicycles, emergency services and pedestrians. Further, these rights-of-way are used to provide essential services such as sanitary sewer, domestic water and storm drains to serve the developed parcels. It can be found that the listed right-of-way dedications and improvements have a nexus to these purposes and policies.

2. **Rough proportionality between the dedications and improvements, and the impacts of development.**
   No mathematical formula is required to support the rough proportionality analysis. Furthermore, benefits to the development resulting from the dedication and improvements when determining "rough proportionality" have been considered, including but not limited to: increased property values, intensification of use, as well as connections to municipal services and the transportation network.

As set forth below, the dedications and improvements recommended herein can be found to be roughly proportional to the impacts reasonably anticipated to be imposed by this development.

East Barnett Road:

The additional right-of-way on East Barnett Road will provide the needed width for a future planter strip and sidewalk. East Barnett Road is currently a 35 mile per hour facility, which currently carries approximately 25,700 vehicles per day. The planter strip moves pedestrians a safe distance from the edge of the roadway. East Barnett Road will be the primary route for pedestrians traveling to and from this development.

The City assesses System Development Charges (SDCs) to help pay for acquisition of right-of-way and construction of additional Arterial & Collector Street capacity (including street lights) required as a result of new development. Because a mechanism exists in the form of SDC credit for right-of-way dedication and street improvements in accordance with Medford Municipal Code (MMC) 3.815 and other applicable parts of the Code, to fairly compensate the applicant, the conditions of MLDC, Section 10.668 are satisfied.

Dedication of the Public Utility Easement (PUE) will benefit development by providing public utility services, which are out of the roadway and more readily available to each lot or building being served. The additional traffic of all modes of travel generated by this proposed development supports the dedication and improvements for all modes of travel and utilities. As indicated above, the area required to be dedicated for this development is necessary and roughly proportional to that required in similar developments to provide a transportation system that meets the needs for urban level services.

B. SANITARY SEWERS

The proposed development is situated within the Medford sewer service area. The Developer shall provide one separate individual service lateral to the site or ensure that the site is served by an individual service lateral**.** All unused laterals adjacent and stubbed to the development shall be capped at the main.

C. STORM DRAINAGE

1. Drainage Plan

A comprehensive drainage plan showing the entire project site with sufficient spot elevations to determine direction of runoff to the proposed drainage system, and also showing elevations on the proposed drainage system, shall be submitted with the first building permit application for approval.

The Developer shall provide copies of either a Joint Use Maintenance Agreement or a

private stormdrain easement for any stormwater draining onto or from adjacent private property.

A Site/Utility Plan shall be submitted with the building permit application to show the location of existing or proposed stormdrain lateral/s for the site.

All private storm drain lines shall be located outside of the public right-of-way and/or any public utility easements (PUE).

2. Grading

A comprehensive grading plan showing the relationship between adjacent property and the proposed development will be submitted with the improvement plans for approval. Grading on this development shall not block drainage from an adjacent property or concentrate drainage onto an adjacent property without an easement. The Developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

3. Detention and Water Quality

Stormwater quality and detention facilities shall be required in accordance with MLDC Section 10.481 and 10.729.

4. Verification

Upon completion of the project, and prior to certificate of occupancy of the building, the Developer's design Engineer shall verify that the construction of the stormwater quality and detention system was constructed per plan. Verification shall be in writing and submitted to the Engineering Division of Public Works. Reference Rogue Valley Stormwater Quality Design Manual, Appendix I, Technical Requirements.

5. Erosion Prevention and Sediment Control

All development that disturbs 5,000 square feet or greater shall require an Erosion Prevention and Sediment Control Plan. Developments that disturb one acre and greater shall require a 1200C permit from the Department of Environmental Quality (DEQ). Erosion Prevention and Sediment Control Plans shall be submitted to the Building Department with the project plans for development. All disturbed areas shall be covered with vegetation or properly stabilized prior to certificate of occupancy.

D. <u>GENERAL CONDITIONS</u>

1. Construction and Inspection

The Developer or Developer's contractor shall obtain appropriate right-of-way permits

from the Department of Public Works prior to commencing any work within the public right-of-way.

Contractors proposing to do work on public streets (including street lights), sewers, or storm drains shall 'prequalify' with the Engineering Division prior to starting work.

For City of Medford facilities, the Public Works Maintenance Division requires that public sanitary sewer and storm drain mains be inspected by video camera prior to acceptance of these systems by the City.

Where applicable, the Developer shall bear all expenses resulting from the adjustment of manholes to finish grades as a result of changes in the finish street grade.

2. Site Improvements

All on-site parking and vehicle maneuvering areas related to this development shall be paved in accordance with MLDC, Section 10.746, prior to issuance of certificate of occupancy for any structures on the site. Curbs shall be constructed around the perimeter of all parking and maneuvering areas that are adjacent to landscaping or unpaved areas related to this site. Curbs may be deleted or curb cuts provided wherever pavement drains to a water quality facility.

3. System Development Charges (SDC)

Buildings in this development are subject to system development charges (SDCs). All SDC fees shall be paid at the time individual building permits are issued

Prepared by: Jodi K Cope
Reviewed by: Doug Burroughs

SUMMARY CONDITIONS OF APPROVAL
Asante Rogue Regional Medical Center Modifications & Campus Expansion
2825 East Barnett Road (TL 401) CUP-20-232

A. Streets

1. Street Dedications to the Public:

- **East Barnett Road** – Dedicate additional right-of-way.
- **Murphy Road** – No additional right-of-way required.
- Dedicate 10-foot Public Utility Easement (PUE) along the respective frontages.

2. Improvements:

Public Streets

- **East Barnett Road and Murphy Road** – No additional improvements are required at this time.

Lighting and Signing

- No additional street lights are required.

Transportation System

- See Transportation System comments outlined above.

Other

- **There is a street cutting moratorium currently in effect along this frontage to Murphy Road, which is set to expire July 16th, 2024.** There is no pavement cutting moratorium currently in effect along this developments frontage to East Barnett Road.

B. Sanitary Sewer:

- Ensure or construct separate individual sanitary sewer connection.
- o Cap remaining unused laterals at the main.

C. Storm Drainage:

- Provide a comprehensive grading and drainage plan.
- Provide water quality and detention facilities, calculations and O&M Manual.
- Provide engineers verification of stormwater facility construction.
- Provide copy of an approved Erosion Control Permit (1200C) from DEQ for this project.

▪ = City Code Requirement
o = Discretionary recommendations/comments

The above summary is for convenience only and does not supersede or negate the full report in any way. If there is any discrepancy between the above list and the full report, the full report shall govern. Refer to the full report for details on each item as well as miscellaneous requirements for the project, including requirements for public improvement plans (Construction Plans), design requirements, phasing, draft and final plat processes, permits, system development charges, pavement moratoriums and construction inspection.

MEDFORD WATER COMMISSION

Staff Memo

TO: Planning Department, City of Medford

FROM: Brian Runyen, P.E.(TX), Water Commission Staff Engineer

SUBJECT: CUP-20-232

PARCEL ID: 371W28CC109, 110, 111, 112, 113, 114, 116, 200, 302, 309 & 401

PROJECT: Project Name: Asante Rogue Regional Medical Center
Request for a Conditional Use Permit (CUP) in order to implement several minor modifications as well as a 345,000 square foot hospital tower addition to the Rogue Valley Medical Center Campus within the C-S/P (Service Commercial and Professional Offices) zoning district (371W28CC109, 110, 111, 112, 113, 114, 116, 200, 302, 309 & 401). Applicant: PKA Architects; Agent: Jacobs; Planner: Steffen Roennfeldt.

RELATED CASE: PA-20-020

MEMO DATE: August 20, 2020 **LAND DEVELOPMENT COMMITTEE DATE:** August 26, 2020

I have reviewed the above project application as requested. Comments and Conditions for approval are as follows:

COMMENTS

1. Previously provided Comments and Conditions from File No PA-20-020 shall apply.
2. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
3. The applicant's Civil Engineer shall coordinate with MWC engineering Staff for approval of water facility plans. Expect additional comments once water construction plans are submitted.

-END COMMENTS-

EXHIBIT I

www.medfordwater.org
water@medfordwater.org
Fax (541) 774-2555

Medford Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Browning, Chase

Review Date: 8/17/2020
Meeting Date: 8/26/2020

LD File #: CUP20232

Planner: Steffen Roennfeldt

Applicant: PKA Architects

Site Name: Asante RRMC Forward Pavilion Addition

Project Location: Rogue Valley Medical Center Campus

ProjectDescription: Request for a Conditional Use Permit (CUP) in order to implement several minor modifications as well as a 345,000 square foot hospital tower addition to the Rogue Valley Medical Center Campus within the C-S/P (Service Commercial and Professional Offices) zoning district (371W28CC109, 110, 111, 112, 113, 114, 116, 200, 302, 309 & 401).

Additional Project Consideration

Notes: See comments made in AC-20-00123 by G. Kleinberg

Construction General Information/Requirements

Development shall comply with access and water supply requirements in accordance with the Oregon Fire Code in affect at the time of development submittal. Fire apparatus access roads are required to be installed prior to the time of construction. The approved water supply for fire protection (fire hydrants) is required to be installed prior to construction when combustible material arrives at the site.

Specific fire protection systems may be required in accordance with the Oregon Fire Code.
This plan review shall not prevent the correction of errors or violations that are found to exist during construction. This plan review is based on information provided only.

Design and installation shall meet the Oregon requirements of the International Fire, Building, Mechanicial Codes and applicable NFPA Standards.

Medford Fire-Rescue, 200 S Ivy St. Rm 180, Medford OR 97501 541-774-2300

www.medfordfirerescue.org

EXHIBIT J

MEDFORD
BUILDING SAFETY

MEMORANDUM

To: Stephen Roennfeldt, Planning Department

From: Chad Wiltrout, Building Department (541) 774-2363

CC: PKA Architects, Applicant; Jacobs, Agent

Date: August 26, 2020

Subject: CUP-20-232_Asante RRMC Forward Pavilion Addition

Please Note:

This is not a plan review. Unless noted specifically as Conditions of Approval, general comments are provided below based on the general information provided; these comments are based on the 2019 Oregon Structural Specialty Code (OSSC) unless noted otherwise. Plans need to be submitted and will be reviewed by a commercial plans examiner, and there may be additional comments.

Fees are based on valuation. Please contact Building Department front counter for estimated fees at (541) 774-2350 or building@cityofmedford.org.

For questions related to the Conditions or Comments, please contact me, Chad Wiltrout, directly at (541) 774-2363 or chad.wiltrout@cityofmedford.org.

General Comments:

1. For list of applicable Building Codes, please visit the City of Medford website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.

2. All plans are to be submitted electronically. Information on the website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "ProjectDox" for information.

3. A site excavation and grading permit will be required [illegible] 50 cubic yards is disturbed.

EXHIBIT K

4. A separate demolition permit will be required for demolition of any structures not shown on the plot plan.

Comments:

5. The design team has been in ongoing consultation with the building department concerning this project. There are no additional building department comments at this time.

Rogue Valley Transportation District

From the Desk of Sean Eisma, Planning Technician
3200 Crater Lake Avenue • Medford, Oregon 97504-9075
Phone (541) 608-2421 • *Fax* (541) 773-2877
Visit our website at: www.rvtd.org

TO: Steffen Roenfeldt
FROM: Sean Eisma
DATE: February 10, 2020
RE: PA-20-020 (2825 E. Barnett Road – Asante Hospital Campus Expansion)

Rogue Valley Transportation submits the following comments:

Referencing the civil drawings for the proposed development of 371W28CC401,302,109 located at 2825 East Barnett Road, the southeast portion of the property along the frontage of Murphy Road includes plans to move the intersection, located across from Doctors Park Drive, south to accommodate the development of the new facility. We request the opportunity to work with the developer to include an expansion northward of the bus pullout area, located to the south of the proposed intersection. The expanded bus pullout area will make a safer transfer point for the Routes 24 and 26 by allowing enough frontage for bus driver to get tight to the curb, minimizing passenger fall hazards and allow the buses to be fully out of the travel lane.

RVTD would like to work with the property owner to get an easement for the private property needed to accommodate the bus pullout and request the developer to design and construct the bus pullout expansion.

Thank you for this opportunity to comment. Please do not hesitate to contact me with questions.

Sincerely,

Sean Eisma

EXHIBIT L

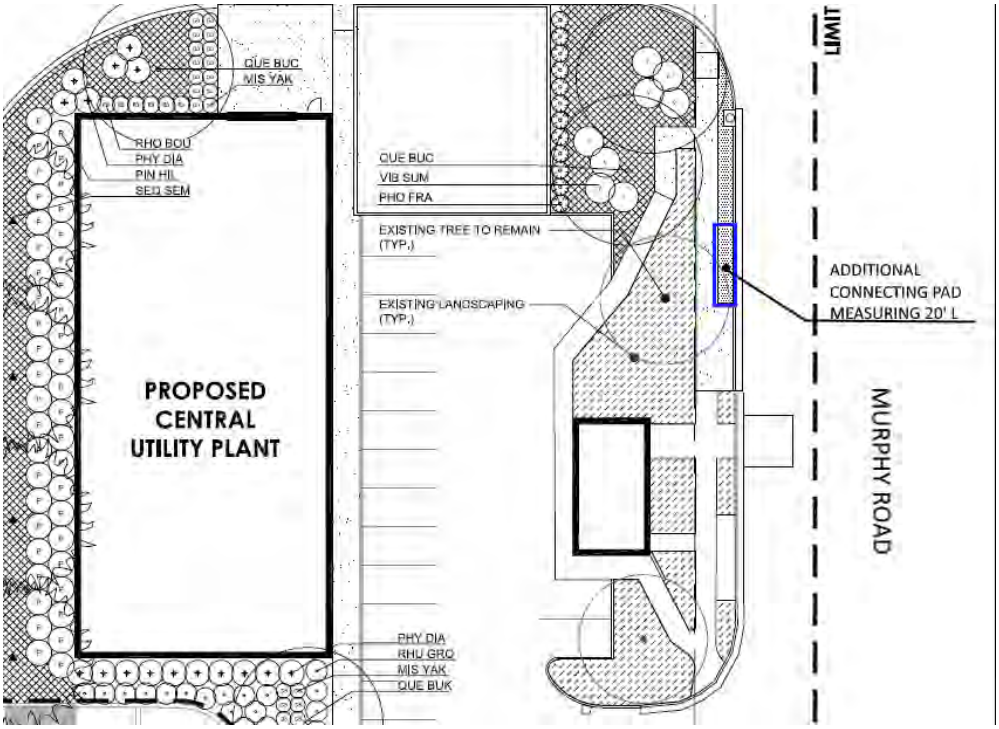
Rogue Valley Transportation District

From the Desk of Sean Eisma, Planning Technician
3200 Crater Lake Avenue • Medford, Oregon 97504-9075
Phone (541) 608-2421 • *Fax* (541) 773-2877
Visit our website at: www.rvtd.org

TO: Steffen Roenfeldt
FROM: Sean Eisma
DATE: August 20, 2020
RE: CUP-20-232 (2825 E. Barnett Road – Asante Hospital Campus Expansion)

Rogue Valley Transportation submits the following comments:

Referencing CUP-20-232 civil drawings for the proposed development of 371W28CC371W28CC109, 110, 111, 112, 113, 114, 116, 200, 302, 309 & 401 located at 2825 East Barnett Road, RVTD requests the opportunity to work with the developer to include in the civil drawings an additional 20 feet long concrete pad connecting curb to sidewalk within the new bus pullout area (Reference Image Below). The expanded concrete pad will accommodate safe back door alighting for two transit vehicles.



Thank you for this opportunity to comment. Please do not hesitate to contact me with questions.

Sincerely,

Sean Eisma

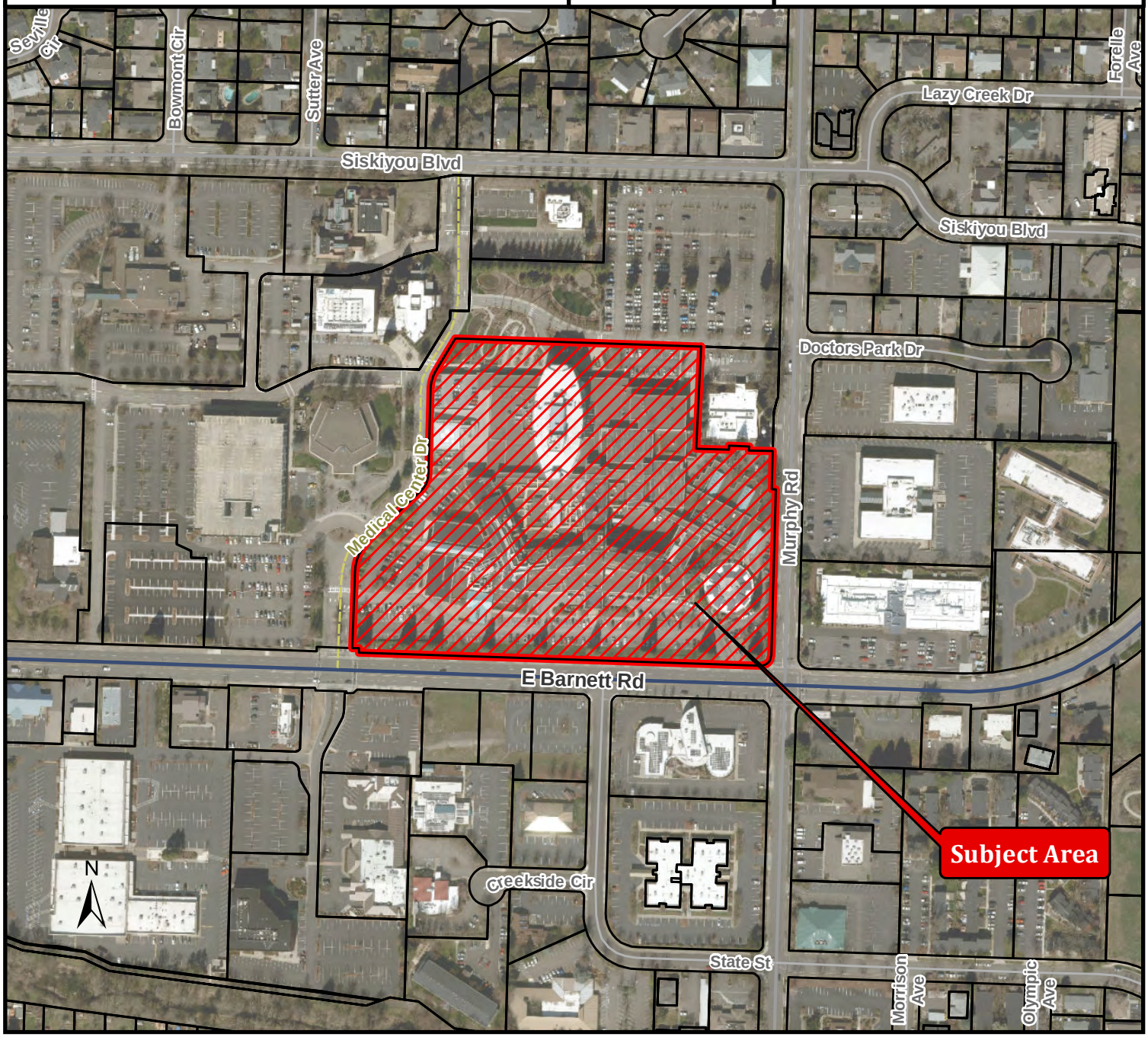
EXHIBIT M

MEDFORD PLANNING

Vicinity Map

File Number:

CUP-20-232



Project Name:

Asante Rogue Regional Medical Center - Forward Pavilion Addition

Map/Taxlot:

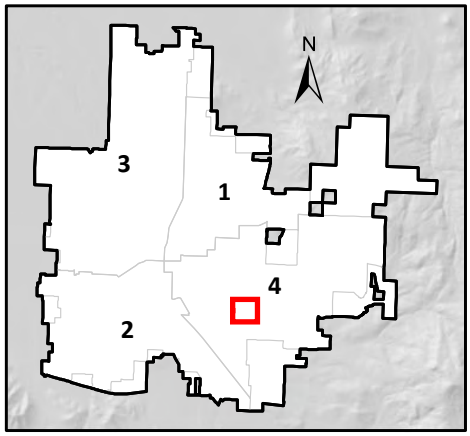
371W28CC TL 401

0 250 500 Feet

Legend

Subject Area

Tax Lots



Date: 8/4/2020

STAFF REPORT

for a Type-III quasi-judicial decision: **Land Division**

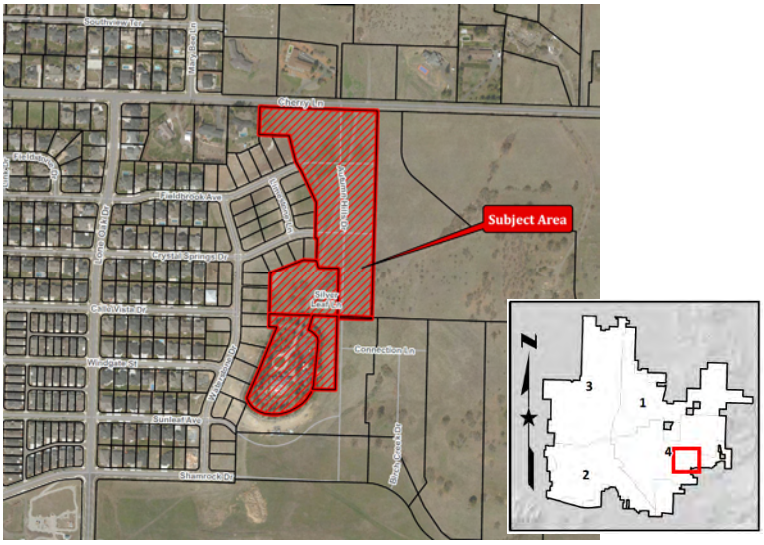
Project	Summerfield at Southeast Park, Phases 22C & 22D Applicant: Mahar Homes Inc. Agent: Neathamer Surveying
File no.	LDS-20-201
To	Planning Commission *for 09/10/2020 hearing*
From	Steffen Roennfeldt, Planner III
Reviewer	Kelly Evans, Assistant Planning Director
Date	September 3, 2020

BACKGROUND

Proposal

Consideration of tentative plat approval for Phases 22C and 22D for Summerfield at South East Park Subdivision, a proposed 14-lot residential subdivision and one reserve acreage tract on five parcels totaling 16.16 acres located south of Cherry Lane and east of Calle Vista Drive in the SFR-4 (Single Family Residential – 2.5 to 4 dwelling units per gross acre) zoning district and the Southeast Plan Overlay.

Vicinity Map



Subject Site Characteristics

GLUP	UR	Urban Residential
Zoning	SFR-4	Single-family Residential, 2.5 – 4 dwelling units per gross acre
Overlay	SE	Southeast Area Plan
	RZ	Restricted Zoning
SE Plan	2	Standard Lot
Use	Vacant	

Surrounding Site Characteristics

North	Zone:	SFR-00 (SE/RZ)
	Use:	Single family dwellings
South	Zone:	SFR-4 (SE/RZ)
	Use:	Vacant
East	Zone:	SFR-00 & SFR-4 (SE/RZ)
	Use:	Vacant
West	Zone:	SFR-4 (SE/RZ)
	Use:	Single family dwellings

Related Projects

LDS-15-055	Summerfield Phase 22
LDS-17-051	Summerfield Phase 16-21

Applicable Criteria

Medford Municipal Code §10.202(E) Land Division Approval Criteria.

The Planning Commission shall not approve any tentative plat unless it first finds that the proposed land division, together with the provisions for its design and improvement:

(1) Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Articles IV and V;

(2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;

(3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the

words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;

(4) If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property, unless the Planning Commission determines it is in the public interest to modify the street pattern;

(5) If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;

(6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.

Corporate Names

The Oregon Secretary of State site lists Michael T. Mahar as President and Registered Agent for Mahar Homes Inc. Randall D. Jones is listed as the Secretary for Mahar Homes Inc.

Authority

The Planning Commission is designated as the approving authority for Type III land use actions. The proposed land division is classified as a Type III action in MLDC 10.108.

ISSUES AND ANALYSIS

Background

A number of land use applications have been approved within the Summerfield Subdivision. Most recently, the Planning Commission approved a 183 residential lot subdivision for Phases 23 through 29 on 65 acres.

The Planning Commission adopted the Final Order for approval of Phases 14 to 21 of Summerfield at South East Park Subdivision on April 26, 2012 (File No. LDS-12-004). The approval included a reserve acreage tract, which is the subject of this review (Phase 22).

The subject site received subdivision approval in August 13, 2015 (File No. LDS-15-055) containing 27 single-family residential lots across four sub-phases (22A through 22D). Phases 22A and 22B have since been platted and developed.

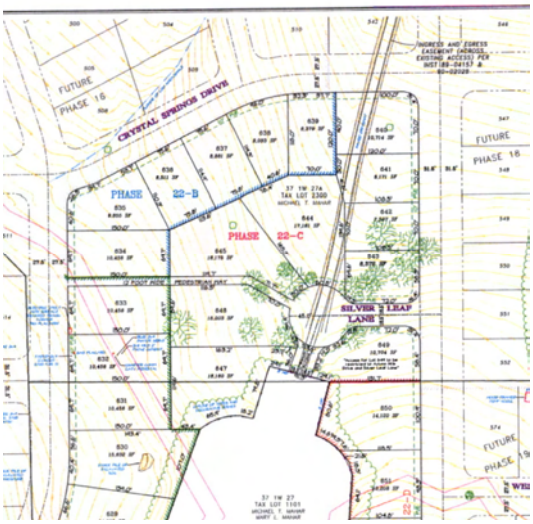
The five year approval for LDS-15-055 expired on August 13, 2020, which is why approval for Phases 22C & 22D is now required again.

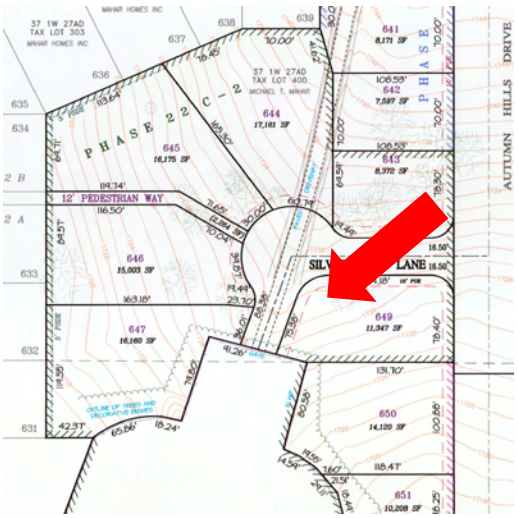
Project Summary

Phases 22C and 22D consist of 14 single-family detached residential lots and one reserve acreage parcel. Five year approval for the above mentioned phases is now requested.

Proposed Revisions

The applicant proposes a minor revision to Silver Leaf Lane and Parcel 649. Originally, Silver Leaf Lane was to terminate in a cul-de-sac (as can be seen on the image to the left below) and access to Lots 647 and 648 was provided via a minimum access easement. Silver Leaf Lane is now proposed to continue all the way south to Tax Lot 1101 and by reducing the right-of-way by eliminating the cul-de-sac, Lot 649 increased in size by 643 square feet.





By providing a public street connection to Lot 648 (Tax Lot 1101), this lot can potentially be subdivided in the future and would be served by an extension of Silver Leaf Lane.

Southeast Plan

The subject site is located within the Southeast (SE) Overlay and is subject to the Overlay and the adopted Southeast Plan in addition to all other applicable City regulations. The site is designated as Sub-Area 2 within the Southeast Plan and as such, is selected for Standard Lot sizes.

The subject proposal is evaluated using the underlying zoning which is SFR-4.

Development Standards

Site Development Table

SFR-4	Lot Area (square feet)	Minimum Lot Width (Interior)	Minimum Lot Width (Corner)	Minimum Lot Depth	Minimum Lot Frontage
Standards	6,500 to 18,750	60 feet	70 feet	90 feet	30 feet
Shown	7,597 to 17,161	Approx. 65 feet *(lowest)*	78.30 feet *(lowest)*	104 feet *(lowest)*	30 feet *(lowest)*

As shown in the Site Development Table above, it can be found that the lots shown on the tentative plat meet all the dimensional standards for the underlying zoning districts as found in Article V of the Medford Land Development Code.

Access

The street circulation proposed is consistent with the Southeast Plan Circulation Map, and conforms to the plats of land divisions already approved for adjoining properties. The report from the Public Works Department describes the required dedications and improvements for the proposal (Exhibit D).

Street Trees and Planter Strip

As the proposed tentative plat is within the Southeast Plan Overlay, the applicant is required by MLDC 10.379 to submit a Streetscape and Planter Strip Plan. The applicant has not submitted a Street Tree Master Plan with this application; however, a street tree plan that indicates a variety of tree species proposed for the planter strips throughout the subdivision was submitted as part of LDS-15-055 (Exhibit I). A condition is included that requires the CC&R's for each phase to contain provisions for the installation and maintenance of the planter strip vegetation, in compliance with MLDC 10.379(1)(b).

The Code requires the applicant to enter into an agreement that will guarantee the installation of street trees prior to issuance of the Certificate of Occupancy. A condition is included requiring the applicant to comply with MLDC 10.379(6) prior to approval of the final plat for each phase.

Lighting Plan

The Southeast Plan requires the applicant to install pedestrian-scale street lights. A condition is included requiring the applicant to install pedestrian-scale street lighting within the subdivision in accordance with MLDC 10.380.

Phasing

MLDC Section 10.269 allows for the Commission to grant additional time for tentative plat approvals for phased projects. Staff is recommending, as requested by the applicant, the Commission allow the maximum time allowable for phased projects of five years.

Agency Comments

Per the agency comments submitted to staff (Exhibits D through H), it can be found that there are adequate facilities to serve the proposed development. Conditions of approval are included.

No other issues were identified by staff.

FINDINGS AND CONCLUSIONS

Staff has reviewed the applicant's findings and conclusions (Exhibit C) and recommends the Commission adopt the findings as presented.

RECOMMENDED ACTION

Adopt the findings as recommended by staff and direct staff to prepare the final order for approval of LDS-20-201 per the staff report dated September 3, 2020, including Exhibits A through I.

EXHIBITS

A Conditions of Approval, dated September 3, 2020
B Proposed Tentative Plat received July 29, 2020
C Applicant's Findings of Fact and Conclusions of Law, received July 29, 2020
D Public Works Department Staff Report received August 19, 2020

E Medford Fire-Rescue Land Development Report received August 19, 2020
F Medford Water Commission Memo, dated August 6, 2020
G Building Safety Department comments received August 19, 2020
H Jackson County Roads comments received August 13, 2020
I Southeast Street Tree Plan for LDS-15-055
Vicinity map

PLANNING COMMISSION AGENDA: SEPTEMBER 10, 2020

EXHIBIT A

Summerfield at South East Park Phases 22C & 22D
Conditions of Approval
September 3, 2020

DISCRETIONARY CONDITIONS

1. The Planning Commission authorizes the maximum five-year approval period allowed under MLDC 10.202(D)(2).

CODE REQUIRED CONDITIONS

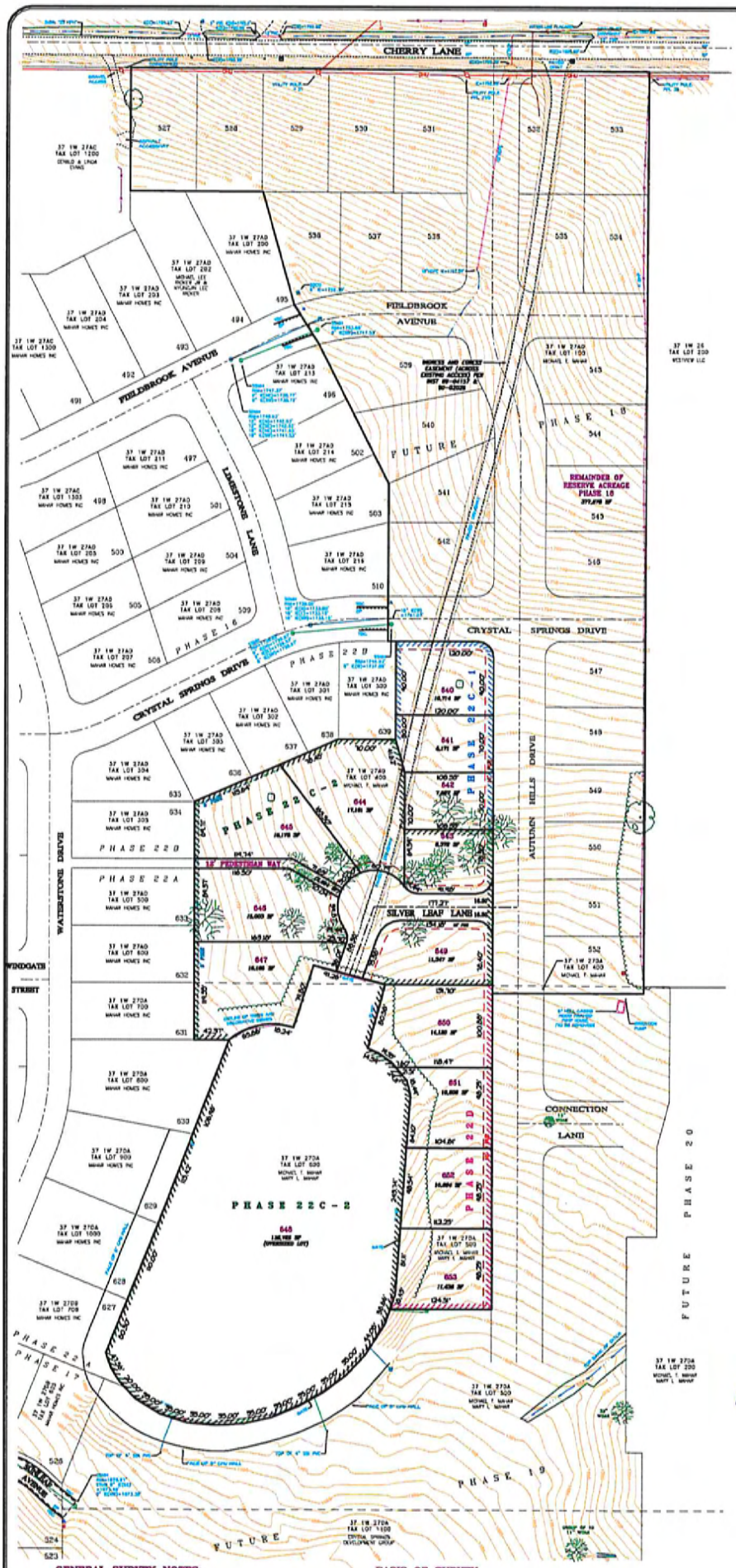
2. Prior to approval of the final plat for each phase, the applicant shall provide evidence of compliance with MLDC 10.379(1)(b), regarding the installation and maintenance of the planter strip vegetation.
3. Prior to approval of the final plat for each phase, the applicant is required to comply with MLDC 10.379(6) regarding the provisions that guarantee the installation of street trees prior to the issuance of the Certificate of Occupancy.
4. Prior to approval of the final plat for each phase, the applicant shall comply with MLDC 10.380 regarding street lighting standards.
5. Prior to approval of the final plat for each phase, the applicant shall:
    a. Comply with the report from the Public Works Department (Exhibit D);
    b. Comply with the memorandum from the Medford Water Commission (Exhibit F);
    c. Comply with the report from the Medford Fire Department (Exhibit E);

TENTATIVE PLAT
SUMMERFIELD AT SOUTH EAST PARK, PHASES 22C & 22D

A replat of Reserve Acreage Phases 18, 22C & 22D per Summerfield At South East Park, Phase 17 and Phase 22A, being located in the Southeast One-quarter of the Northeast One-quarter and the Northeast One-quarter of the Southeast One-quarter of Section 27, Township 37 South, Range 1 West of the Willamette Meridian, in the City of Medford, Jackson County, Oregon.

PREPARED FOR:

MAHAR HOMES, INC
818 Alder Creek Drive
Medford, Oregon 97504



PROJECT INFORMATION

ZONING DISTRICT:	SFR-4/SE/RZ
GLUP DESIGNATION:	LR
SCHOOL DISTRICT:	MEDFORD 549G
IRRIGATION DISTRICT:	MEDFORD/TALENT
GROSS AREA:	16.16 ACRES
NON-DEVELOPMENT AREA:	2.11 ACRES
PROPOSED DWELLING UNITS:	14 UNITS
FEMA FLOOD ZONE:	N/A

REDUCED SCALE

REGISTERED PROFESSIONAL LAND SURVEYOR

Robert V. Neathamer

OREGON
JULY 19, 1994
ROBERT V. NEATHAMER
2675

Renewal Date 12/31/20

GENERAL SURVEY NOTES:

Contours: 1-foot contour interval 2-foot index contour interval.

All existing underground utilities, as depicted hereon, were located with reasonable accuracy, as marked on the ground by affected agencies and utility companies. Oregon Administrative Rules Chapter 952, Division 1, Definitions, 952-001-0010 (21), states: "reasonable accuracy" means location, within 24 inches, of the outside lateral dimensions of both sides of an underground facility.

BASIS OF SURVEY

Basis of Bearings is the centerline of Shamrock Drive, per Summerfield At South East Park, Phase 13, filed as Survey Number 2764 in the office of the Jackson County Surveyor.

Elevations were established via digital level loops based on City of Medford Bench Mark No. B-[illegible] the national elevation datum of 1929 being a found brass cap in [illegible] Corbin Viola Drive at the southwest corner of the [illegible] Phase [illegible]

Jackson County Assessor's Map No. 37 1W 27AD, Tax Lots 100 & 400, 37 1W 27DA, Tax Lots 400, 500 & 600

Drawing N:\Mf Projects\Crystal Springs Development Group\2004 Summerfield\2004_PT-v4.dwg

PREP[illegible] mer Surveying, Inc. [illegible]tate St, Suite [illegible] x 1584 [illegible]d, Oregon 97[illegible] (541) 732-26[illegible] (541) 732-138[illegible]

PLOT DATE: [illegible]

Sheet 1 of 1 © MK

EXHIBIT B

FINDINGS OF FACT AND CONCLUSION OF LAW

BEFORE THE CITY OF MEDFORD
PLANNING COMMISSION

IN THE MATTER OF AN APPLICATION FOR THE TENTATIVE PLAT APPROVAL OF SUMMERFIELD AT SOUTH EAST PARK, PHASES 22C AND 22D.

APPLICANT: Mahar Homes, Inc.
815 Alder Creek Drive
Medford, OR 97504

AGENT: Neathamer Surveying, Inc.
P.O. Box 1584
Medford, OR 97501

A. BACKGROUND INFORMATION

The subject properties are located at Jackson County Assessor's Map Number 37 1W 27AD, Tax Lots 100 and 400; and 37 1W 27DA, Tax Lots 400, 500 and 600. Pursuant to the City of Medford Zoning Map, the properties have a zoning designation of Single Family Residential – 4 units/acre (SFR-4). Additionally, the properties are located in the Southeast overlay with Restricted Zoning.

A land division application for the development known as Summerfield at South East Park, Phase 22 was submitted and approved with conditions on August 13, 2015 (File No. LDS-15-055). The approved tentative plat contained 27 single-family residential lots that were distributed among four subphases identified as Phases 22A through 22D. Since then, Phase 22A and Phase 22B have been developed and platted.

The project has a five-year approval which will expire on August 13, 2020. The proposal contained herein is to obtain approval for the remaining Phases 22C and 22D which have not yet been constructed and will not likely be completed prior to the expiration date. Said proposal is substantially consistent with the approved layout per LDS-15-055.

B. SCOPE, PURPOSE, AND OVERVIEW OF THE APPLICATION

The purpose of this application is for the approval of a Tentative Plat for Summerfield at South East Park, Phases 22C and 22D, consisting of 14 residential lots with detached, single-family dwelling units and one reserve acreage tract.

EXHIBIT C

Pursuant to the Medford Land Development Code (MLDC), Section 10.202(D)(2), the applicant respectfully requests the Planning Commission to authorize a five-year approval for the platting of Phases 22C and 22D of Summerfield at South East Park.

C. APPROVAL CRITERIA

CITY OF MEDFORD LAND DEVELOPMENT CODE

SECTION 10.202 (E) – LAND DIVISION APPROVAL CRITERIA

The Planning Commission shall not approve any tentative plat unless it first finds that the proposed land division, together with the provisions for its design and improvement:

1. *Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Article IV and V;*

2. *Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;*

3. *Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;*

4. *If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;*

5. *If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;*

6. *Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.*

D. FINDINGS OF FACT AND CONCLUSIONS OF LAW

CRITERION NO. 1

1. *Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Article IV and V;*

FINDINGS OF FACT

The only change that has been included in this application is a minor modification to Silver Leaf Lane and Lot 649. In the original application, Silver Leaf Lane was to terminate in a cul-de-sac and a minimum access easement was to extend southerly from said cul-de-sac to provide access to Lots 647 and 648. This area was re-designed to replace the cul-de-sac with an elbow and extend the lane to the northerly boundary of Lot 648. The northwesterly boundary of Lot 649 was then updated to accommodate the modified street, increasing the lot size by 643 square feet.

The proposed configuration simplifies the design, reduces impervious surfaces and provides a public street connection to Lot 648 that could be extended if the lot was to be subdivided in the future.

No other changes are being proposed. As a result, the development contained herein is substantially consistent with the already approved Phases 22C and 22D, per LDS-15-055 and is consistent with the relevant design criteria specified in Article IV and V of the MLDC.

CRITERION NO. 2

2. *Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;*

FINDINGS OF FACT

The property is proposed to be developed in its entirety. While not a part of this application, the reserve acreage tract is designated as Phase 18 of Summerfield at South East Park, under File No. LDS-17-051 with an expiration date of July 13, 2022. It is the intent of the applicant to develop Phases 18 prior to, or concurrently with, Phase 22C as the access to Lots 640 through 648 is dependent on the construction of Crystal Springs Drive and that portion of Autumn Hills Drive located within Phase 18. Similarly, Phases 19 and 22D are to be developed concurrently as the access to Lots 650 through 653 are also dependent on the construction of that portion of Autumn Hills Drive located within Phase 19. As a result, approval of the land division contained herein will not prevent the development of the remainder of the property under the same owner, or the adjoining lands.

CRITERION NO. 3

3. *Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;*

FINDINGS OF FACT

The name of the subdivision, Summerfield at South East Park, Phases 22C and 22D, is a name that has already been approved by the Planning Commission per the previous submittal. No new subdivision name is being proposed.

CRITERION NO. 4

4. *If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;*

FINDINGS OF FACT

There is only one street included in the proposed development, being Silver Leaf Lane. Said street is to extend westerly from the approved Autumn Hills Drive, a public street within said Phase 18. It should also be noted that a 12-foot pedestrian access is proposed to extend from Silver Leaf Lane and connect to the now existing pedestrian access per Phase 22A (thus providing access to Waterstone Drive).

CRITERION NO. 5

5. *If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;*

FINDINGS OF FACT

There are no private streets or alleys that are proposed to be held for private use.

CRITERION NO. 6

6. *Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.*

FINDINGS OF FACT

There are no lands which adjoin the subject project that are zoned Exclusive Farm Use.

CONCLUSION OF LAW

Based upon the submitted application materials and the above Findings of Facts, the Planning Commission concludes that the application complies with the applicable provisions of the city ordinances.

E. ULTIMATE CONCLUSION

The Planning Commission concludes that the application for Summerfield at South East Park, Phases 22C and 22D is consistent with the relevant criteria for a land division found in Section 10.202(E) of Medford's Land Development Code and can therefore be approved.

Respectfully Submitted,

Neathamer Surveying, Inc.

Robert V. Neathamer PLS

Robert V. Neathamer, President

Agent for Applicant:
Mahar Homes, Inc.

Date: June 26, 2020

LD DATE: 8/19/2020
File Number: LDS-20-201

PUBLIC WORKS DEPARTMENT STAFF REPORT

Summerfield at Southeast Park Phases 22C & 22D
14 – Lot Subdivision

Project: Consideration of tentative plat approval for Phases 22C and 22D for Summerfield at South East Park Subdivision, a proposed 14-lot residential subdivision and one reserve acreage tract on five parcels totaling 16.16 acres.

Location: Located south of Cherry Lane and east of Calle Vista Drive in the SFR-4 (Single Family Residential – 2.5 to 4 dwelling units per gross acre) zoning district and the Southeast Plan Overlay (371W27AD100 & 200, and 371W27DA400, 500 & 600).

Applicant: Applicant: Mahar Homes; Agent: Neathamer Surveying; Planner: Steffen Roennfeldt.

Applicability: The Medford Public Works Department's conditions of Approval for Summerfield PUD were adopted by Order of the Medford Planning Commission (PUD-05-247 and also LDS-05-246) on January 26th, 2006. In addition, Summerfield at Southeast Park, Phase 14 through 21 was adopted by Order of the Medford Planning Commission (LDS-06-278) and has since expired on December 14th, 2011. Furthermore, the Planning Commission approved Phases 14 through 21 again on April 26th, 2012 with LDS-12-004/E-12-005 and has also since expired on April 26th, 2017. The Planning Commission approved another revision on July 13th, 2017 with LDS-17-051/E-17-052 (exception to length of Residential Lane). The adopted conditions of these actions which have not expired shall remain in full force as originally adopted except as amended or added to below.

NOTE: Construction plans for Phases 19 & 22D have been approved and public improvements have commenced with Summerfield Subdivision Phase 19 & 22D Public Improvement Plans (P1895D). At this time the improvements have yet to be completed for P1895D.

The following items shall be completed and accepted prior to the respective events under which they are listed:

- Approval of Final Plat:

EXHIBIT D

Right-of-way, construction and/or assurance of the public improvements in accordance with Medford Land Development Code (MLDC), Section 10.666 & 10.667 (Items A, B & C)

- Issuance of first building permit for residential construction:
  Construction of public improvements (Items A through E)
- Issuance of Certificates of Occupancy for individual units:
  Sidewalks (Items A2)

A. STREETS

1. Dedications

All the streets surrounding the exterior boundary of this development will be dedicated, in full, as part of the surrounding Development, Summerfield at Southeast Park, Phases 16 through 21 (LDS-17-051).

Silver Leaf Lane is proposed as Residential Lane with a right-of-way width of 33-feet, consistent with the standard prescribed by MLDC 10.430. The Developer shall also dedicate adequate right-of-way for the knuckle with a minimum right-of-way radius of 45-feet.

Corner radii shall be provided at the right-of-way lines of all intersecting streets per MLDC 10.445.

Streets, as shown on the Tentative Plat, in which any portion terminates to a boundary line of the Development shall be dedicated to within one foot of the boundary line, and the remaining one foot shall be granted in fee simple, as a non-access reserve strip to the City of Medford. Upon approved dedication of the extension of said streets, the one-foot reserve strip shall automatically be dedicated to the public use as part of said street without any further action by the City of Medford (MLDC 10.439).

Public Utility Easements (PUE), 10-feet in width, shall be dedicated along the street frontage of all the Lots within this development (MLDC 10.471).

The right-of-way and easement dedications shall be submitted directly to the Engineering Division of the Public Works Department. The submittal shall include: the right-of-way and easement dedication, including an exhibit map; a copy of a current Lot Book Report, Preliminary Title Report, or Title Policy; a mathematical closure report (if applicable), and the Planning Department File Number; for review and City Engineer acceptance signature prior to recordation by the applicant. Releases of interest shall be obtained by holders of trust deeds or mortgages on the right-of-way and PUE area.

2. Public Improvements

a. Public Streets

Silver Leaf Lane shall be constructed to Residential Lane standards, in accordance with MLDC 10.430. The Developer shall construct the knuckle to City of Medford standards with a minimum paved section radius of 37-feet.

b. Street Lights and Signing

The Developer shall provide and install in compliance with Section 10.495 of the Medford Municipal Code (MMC). Based on the preliminary plan submitted, the following number of street lights and signage will be required:

<u>Street Lighting – Developer Provided & Installed:</u>

A. 1 - Type R-100 LED

<u>Traffic Signs and Devices – City Installed, paid by the Developer:</u>

A. 1 – Street Name Sign

NOTE: Design lighting per Municipal Code 10.380 showing conduit/wire/load calculations/and submit for approval.

Numbers are subject to change if changes are made to the plans. All street lights shall be installed per City standards and be shown on the public improvement plans. Public Works will provide preliminary street light locations upon request. All street lights shall be operating and turned on at the time of the final "walk through" inspection by the Public Works Department.

The Developer shall pay for City installed signage required by the development. City installed signs include, but are not limited to, street name signs, stop signs, speed signs, school signs, dead end signs, and dead end barricades. Sign design and placement shall be per the Manual on Uniform Traffic Control Devices (MUTCD). All signs shall be shown on the public improvement plans and labeled as City installed.

The Developer shall be responsible for the preservation and re-installation of all signs removed during demolition and site preparation work. The Developer's contractor shall coordinate with the City of Medford Public Works, Maintenance and Operations Division to remove any existing signs and place new signs provided the Developer.

c. Pavement Moratoriums

There is a no pavement cutting moratorium currently in effect along the respective frontages.

The Developer shall be responsible for notifying by certified letter all utility companies, as well as all current property owners of parcels which are adjacent to any Public Street being constructed or paved as part of this project. The letter shall inform the utility companies and property owners of the City's street moratorium policy with respect to pavement cutting for future utility services. The utility companies and property owners shall be given the opportunity to install utility services within the right-of-way prior to paving and the subsequent moratorium. Notifications shall be mailed by the Developer at least 6 months before a street is resurfaced or rebuilt per Medford Municipal Code (MMC), Section 3.070. Copies of the certifications shall be submitted to the City Engineer with the submittal of the preliminary construction drawings.

d. Soils Report

The Developer's Engineer shall obtain a soils report to determine if there is shrink-swell potential in the underlying soils in this development. If they are present, they shall be accounted for in the roadway and sidewalk design within this Development. The soils report shall be completed by a licensed Geotechnical Engineer in the state of Oregon.

e. Access to Public Street System

Driveway access shall be per MLDC 10.550.

f. Easements

All public sanitary sewer or storm drain mains shall be located in paved public streets or within easements. A 12-foot wide paved access shall be provided to any public manholes or other structures which are not constructed within the street section, in these locations the paved access shall be located within a 15-foot easement.

Easements shall be shown on the final plat and the public improvement plans for all sanitary sewer and storm drain mains or laterals which cross lots, including any common area, other than those being served by said lateral. The City requires that easement(s) do not run down the middle of two tax lot lines, but rather are fully contained within one tax lot.

3. Section 10.668 Analysis

To support a condition of development that an applicant dedicate land for public use or provide a public improvement, the Medford Code requires a nexus and rough

proportionality analysis which is essentially a codification of the constitutional provisions in Nollan and Dolan cases.

10.668 Limitation of Exactions

Notwithstanding any other provisions of this Chapter 10, an applicant for a development permit shall not be required, as a condition of granting the application, to dedicate land for public use or provide public improvements unless:

(1) the record shows that there is an essential nexus between the exaction and a legitimate government purpose and that there is a rough proportionality between the burden of the exaction on the developer and the burden of the development on public facilities and services so that the exaction will not result in a taking of private property for public use, or

(2) a mechanism exists and funds are available to fairly compensate the applicant for the excess burden of the exaction to the extent that it would be a taking.

1. Nexus to a legitimate government purpose

The purposes for these dedications and improvements are found throughout the Medford Code, the Medford Transportation System Plan, and the Statewide Planning Rule, and supported by sound public policy. Those purposes and policies include, but are not limited to: development of a balanced transportation system addressing all modes of travel, including motor vehicles, transit, bicycles, and pedestrians. It can be found that the listed right-of-way dedications and improvements have a nexus to these purposes and policies.

2. Rough proportionality between the dedications and improvements, and the impacts of development.

No mathematical formula is required to support the rough proportionality analysis. It has been described as comparing apples to oranges. Further, we are allowed to consider the benefits to the development from the dedication and improvements when determining "rough proportionality."

As set forth below, the dedications and improvements recommended herein can be found to be roughly proportional to the impacts reasonably anticipated to be imposed by this development.

Silver Leaf Lane

In determining rough proportionality, the City averaged the lineal footage of roadway per dwelling unit for road improvements and averaged square foot of right-of-way per dwelling unit for dedications. The proposed development has 14 proposed dwelling units and will improve approximately 215 lineal feet of roadway which equates to 15.36 lineal feet per

dwelling unit. Also the development will dedicate approximately 7,095 square feet of right-of-way which equates to approximately 507 square feet per dwelling unit.

To determine proportionality, a neighborhood with similar characteristics was used. Previously developed phases of Summerfield Subdivision located between Stanford Avenue and Lone Oak Drive and Cherry Lane and Shamrock Drive consisted of a sum of 152 dwelling units. This previous development improved approximately 7,530 lineal feet of roadway and dedicated approximately 425,230 square feet of right-of-way (GIS data used to calculate, approximations only). This equates to approximately 50 lineal feet of road per dwelling unit and approximately 2,800 square feet of right-of-way per dwelling unit.

a. Dedication will ensure that new development and density intensification provides the current level of urban services. This development will create an additional 14 new Lots within the City of Medford and increase vehicular traffic by approximately 132 average daily trips. The proposed street improvements will provide a safe environment of all modes of travel (vehicular, bicycles, & pedestrians) to and from this development.

b. Dedication will ensure adequate street circulation is maintained. The street layout and connectivity proposed in this development will provide alternate route choices for the residents that will live in this neighborhood. This will decrease emergency vehicle response times and will decrease overall vehicle miles traveled.

c. Dedication will provide access and transportation connections at urban level of service standards for this development. The connections proposed in this development will enhance the connectivity for all modes of transportation and reduce trip lengths. As trip lengths are reduced, it increases the potential for other modes of travel including walking and cycling.

d. Dedication of PUE will benefit development by providing public utility services, which are out of the roadway and more readily available to each Lot being served.

The additional traffic of all modes of travel generated by this proposed development supports the dedication and improvements for all modes of travel and utilities. As indicated above, the area required to be dedicated and improved for this development is necessary and roughly proportional to that required in previous developments in the vicinity to provide a transportation system that meets the needs for urban level services.

B. SANITARY SEWERS

The proposed development is situated within the Medford sewer service area. The Developer shall provide one service lateral to each buildable lot prior to approval of the Final Plat.

Public sanitary sewer mains shall be extended on their courses to the exterior boundaries of this subdivision, such that future development can extend service without having to excavate back into the improvements provided by this subdivision.

C. STORM DRAINAGE

1. Hydrology

The Design Engineer shall provide an investigative report of the off-site drainage on the subdivision perimeter, a distance not less than 100 feet in all directions. All off-site drainage affecting the subdivision shall be addressed on the subdivision drainage plan. A hydrology map depicting the amount of area the subdivision will be draining shall be submitted with hydrology and hydraulic calculations. The opening of each curb inlet shall be sized in accordance with ODOT design standards. These calculations and maps shall be submitted with the public improvement plans for approval by the Engineering Division.

2. Stormwater Detention and Water Quality Treatment

This development shall provide stormwater detention in accordance with MLDC, Section 10.486, and water quality treatment in accordance with the Rogue Valley Stormwater Quality Manual per MLDC, Section 10.481. For developments over five acres, Section 10.486 requires that the development set a minimum of 2% of the gross area as open space to be developed as open ponds for stormwater detention and treatment.

Each phase will be required to have its own stormwater detention and water quality treatment. If the Developer desires to do so, a Stormdrain Masterplan may be submitted in lieu of requiring each phase to have separate stormwater detention and water quality treatment. The Stormdrain Masterplan shall be submitted and reviewed with each phase's construction plans and shall be constructed with any phase to be served by the facility.

Upon completion of the project, the developer's design engineer shall provide written verification to the Engineering Division that construction of the water quality and detention facilities were constructed per plan. This letter shall be received by the City of Medford Public Works Engineering Department prior to acceptance of the subdivision.

The City is responsible for operational maintenance of the public detention facility. Irrigation and maintenance of landscape components shall be the responsibility of the developer or a Home Owners Association (HOA). The developers engineer shall provide an operations and maintenance manual for the facility that addresses responsibility for landscape maintenance prior to subdivision acceptance. Regarding water quality maintenance, the Rogue Valley Stormwater Quality Design Manual states: "Vegetation shall be irrigated and mulched as needed to maintain healthy

plants with a density that prevents soil erosion."

3. Grading

A comprehensive grading plan showing the relationship between adjacent property and the proposed subdivision will be submitted with the public improvement plans for approval. Grading on this development shall not block drainage from an adjacent property or concentrate drainage onto an adjacent property without an easement. The Developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

4. Mains and Laterals

The Developer shall show all existing and proposed Storm Drain mains, channels, culverts, outfalls and easements on the Conceptual Grading and Drainage Plan and the final Construction Plans.

In the event the lot drainage should drain to the back of the lot, the developer shall be responsible for constructing a private drain line, including a tee at the low point of each lot to provide a storm drain connection. All roof drains and foundation drains shall be connected directly to a storm drain system.

A storm drain lateral shall be constructed to each tax lot prior to approval of the Final Plat. Easements shall be shown on the Final Plat for storm drain laterals crossing lots other than the one being served by the lateral.

5. Erosion Control

Subdivisions of one acre and greater require a run-off and erosion control permit from DEQ. The approved permit must be submitted to the Engineering Division prior to public improvement plan approval. The erosion prevention and sediment control plan shall be included as part of the plan set. All disturbed areas shall have vegetation cover prior to final inspection/"walk-through" for this subdivision.

D. SURVEY MONUMENTATION

All survey monumentation shall be in place, field-checked, and approved by the City Surveyor prior to approval of the final plat.

If roads are to be dedicated and platted on the proposed subdivision then they should be shown as part of the subdivision and not within reserve acreage on the tentative plan.

E. GENERAL CONDITIONS

1. Design Requirements and Construction Drawings

All public improvements shall be constructed in accordance with the "Engineering Design Standards for Public Improvements", adopted by the Medford City Council. Copies of this document are available in the Public Works Engineering office.

2. Construction Plans

Construction drawings for any public improvements for this project shall be prepared by a professional engineer currently licensed in the State of Oregon, and submitted to the Engineering Division of Medford Public Works Department for approval. Construction drawings for public improvements shall be submitted only for the improvements to be constructed with each phase. Approval shall be obtained prior to beginning construction. Only a complete set of construction drawings (3 copies) shall be accepted for review, including plans and profiles for all streets, minimum access drives, sanitary sewers, storm drains, and street lights as required by the governing commission's Final Order, together with all pertinent details and calculations. A checklist for public improvement plan submittal can be found on the City of Medford, Public Works web site (http://www.ci.medford.or.us/Page.asp?NavID=3103). The Developer shall pay a deposit for plan review and construction inspection prior to final plan approval. Public Works will keep track of all costs associated with the project and, upon our acceptance of the completed project, will reconcile the accounting and either reimburse the Developer any excess deposit or bill the Developer for any additional amount not covered by the deposit. The Developer shall pay Public Works within 60 days of the billing date or will be automatically turned over for collections.

Please Note: If Project includes one or more Minor Residential streets, an additional Site Plan shall be submitted, noting and illustrating, one of the following design options to ensure fire apparatus access per MLDC 10.430(2):

- Clustered driveways,
- Building to have sprinklers, or
- 33-foot paved width.

In order to properly maintain an updated infrastructure data base, the Surveyor of Record shall submit an as-built survey prior to the Final Inspection and, the Engineer of Record shall submit mylar "as-constructed" drawings to the Engineering Division within sixty (60) calendar days of the Final Inspection (walk through). Also, the engineer shall coordinate with the utility companies, and show all final utility locations on the "as built" drawings.

3. Phasing

The Tentative Plat shows that this subdivision will be developed in phases. Any public improvements needed to serve a particular phase shall be improved at the time each corresponding phase is being developed. Public improvements not necessarily included within the geometric boundaries of any given phase, but are needed to serve that phase shall be constructed at the same time. Construction drawings for public improvements shall be submitted only for the improvements to be constructed with each phase.

4. Draft of Final Plat

The Developer shall submit 2 copies of the preliminary draft of the final plat at the same time the public improvement plans (3 copies) are submitted. Neither lot number nor lot line changes shall be allowed on the plat after that time, unless approved by the City and all utility companies.

5. Permits

Building Permit applications for vertical construction shall not be accepted by the Building Department until the Final Plat has been recorded, and a "walk through" inspection has been conducted and approval of all public improvements as required by the Planning Commission has been obtained for this development.

Concrete or block walls built within a PUE, or within sanitary sewer or storm drain easements require review and approval from the Engineering Division of Public Works. Walls shall require a separate permit from the Building Department and may also require certification by a professional engineer.

6. System Development Charges (SDCs)

Buildings in this development are subject to SDC fees. These SDC fees shall be paid at the time individual building permits are taken out.

This development is also subject to storm drain system development charges, the Developer is eligible for storm drain system development charge credits for the installation of storm drain pipe which is 24-inches in diameter or larger and is not used for storm drain detention in accordance with Medford Municipal Code (MMC), Section 3.891. The storm drain system development charge shall be collected at the time of the approval of the final plat.

7. Construction and Inspection

Contractors proposing to do work on public streets (including street lights), sewers, or storm drains shall 'prequalify' with the Engineering Division prior to starting work. Contractors shall work off a set of public improvement drawings that have been approved by the City of Medford Engineering Division. Any work within the County right-of-way shall require a separately issued permit from the County.

For City of Medford facilities, the Public Works Maintenance Division requires that public sanitary sewer and storm drain mains be inspected by video camera prior to acceptance of these systems by the City.

Where applicable, the Developer shall bear all expenses resulting from the adjustment of manholes to finish grades as a result of changes in the finish street grade.

Prepared by: Jodi K Cope
Reviewed by: Doug Burroughs

SUMMARY CONDITIONS OF APPROVAL
Summerfield at Southeast Park Phases 22C & 22D
14 – Lot Subdivision

LDS-20-201

A. Streets

1. Street Dedications to the Public:

- Dedicate full width right-of-way (33') on **Silver Leaf Lane**, including the knuckle.
- Dedicate 10-foot public utility easements (PUE).

2. Improvements:

Public Streets

- Construct **Silver Leaf Lane** full width, to Residential Lane standards including the Knuckle.

Lighting and Signing

- Developer supplies and installs all street lights at own expense.
- City installs traffic signs and devices at Developer's expense.

Access to Public Street System

- Driveway access shall be per MLDC 10.550.

Other

- No pavement moratorium currently in effect along this developments respective frontages.
- Provide pavement moratorium letters.
- o Provide soils report.

B. Sanitary Sewer:

- Provide a private lateral to each lot.
- Provide easements as necessary.

C. Storm Drainage:

- Provide an investigative drainage report.
- Provide water quality and detention facilities.
- Provide Engineers verification of stormwater facility construction.
- Provide a comprehensive grading plan.
- Provide storm drain laterals to each tax lot.
- Provide Erosion Control Permit from DEQ.

D. Survey Monumentation

- Provide all survey monumentation.

E. General Conditions

- Provide public improvement plans and drafts of the final plat.
- Additional Site Plan to ensure fire apparatus access per MLDC 10.430(2) if project includes Minor Residential streets.

- = City Code Requirement
- o = Discretionary recommendations/comments

The above summary is for convenience only and does not supersede or negate the full report in any way. If there is any discrepancy between the above list and the full report, the full report shall govern. Refer to the full report for details on each item as well as miscellaneous requirements for the project, including requirements for public improvement plans (Construction Plans), design requirements, phasing, draft and final plat processes, permits, system development charges, pavement moratoriums and construction inspection.

Medford Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Shay, Mark; Parks, Steve

Review Date: 8/10/2020
Meeting Date: 8/19/2020

LD File #: LDS20201 Phases 22C & 22D

Associated File #1: LDS-15-055

Associated File #2: LDS-12-004

Planner: Steffen Roennfeldt

Applicant: Mahar Homes

Site Name: Summerfield Phase 22C and 22D

Project Location: South of Cherry Lane and east of Calle Vista Drive

ProjectDescription: Consideration of tentative plat approval for Phases 22C and 22D for Summerfield at South East Park Subdivision, a proposed 14-lot residential subdivision and one reserve acreage tract on five parcels totaling 16.16 acres located south of Cherry Lane and east of Calle Vista Drive in the SFR-4 (Single Family Residential – 2.5 to 4 dwelling units per gross acre) zoning district and the Southeast Plan Overlay (371W27AD100 & 200, and 371W27DA400, 500 & 600);

Specific Development Requirements for Access & Water Supply

Reference	Comments	Conditions Description
OFC 507.5	Hydrant to be provided on Silver Leaf Lane. Developer may select between: corner of lot 643 as previously specified in LD17-051 OR on NW corner of lot 649 as previously specified in LD-15-055.	When fire hydrants are required, the approved water supply for fire protection (hydrants) is required to be installed prior to construction when combustible material arrives at the site. In addition, blue reflective fire hydrant markers are required to be installed on the road surface to identify fire hydrant locations at night. Plans and specifications for fire hydrant system shall be submitted to Medford Fire-Rescue for review and approval prior to construction. Submittal shall include a copy of this review (OFC 501.3).
OFC 503.2.5	Proposed Silver Leaf Lane exceeds 150' and dead ends at gate to tax lot 600.	Dead-end Fire Apparatus access roads in excess of 150 feet in length shall be provided with approved provisions for the turning around of fire apparatus.
	Refer to 2019 OFC Appendix D Table D103.4 & Figure D103.1. As submitted Silver Leaf Lane does not appear to meet turn around requirements (<96' diameter).	The Fire department turn-around area must be posted with "NO PARKING-FIRE LANE" signs. These signs shall be spaced at 50' intervals along the fire lane and at fire department designated turn-around's.

EXHIBIT E

OFC 503.4; D103.6; D103.6.1; D103.6.2	Fire apparatus access roads 20-26' wide shall be posted on both sides as a fire lane. Fire apparatus access roads more than 26' to 32' wide shall be posted on one side as a fire lane (OFC D103.6.1). Where parking is prohibited for fire department vehicle access purposes, NO PARKING-FIRE LANE signs shall be spaced at minimum 50' intervals along the fire lane (minimum 75' intervals in 1 & 2 family residential areas) and at fire department designated turn-around's. The signs shall have red letters on a white background stating "NO PARKING-FIRE LANE" (See handout). For privately owned properties, posting/marking of fire lanes may be accomplished by any of the following alternatives to the above requirement (consult with the Fire Department for the best option): Alternative #1: Curbs shall be painted red along the entire distance of the fire department access. Minimum 4" white letters stating "NO PARKING-FIRE LANE" shall be stenciled on the curb at 25-foot intervals. Alternative #2: Asphalt shall be striped yellow or red along the entire distance of the fire department access. The stripes shall be at least 6" wide, be a minimum 24" apart, be placed at a minimum 30-60 degree angle to the perimeter stripes, and run parallel to each other. Letters stating "NO PARKING-FIRE LANE" shall be stenciled on the asphalt at 25-foot intervals. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths (20' wide) and clearances (13' 6" vertical) shall be maintained at all times (OFC 503.4; ORS 98.810-12). This restriction shall be recorded on the property deed as a requirement for future construction. A brochure is available on our website at: http://www.ci.medford.or.us/Files/Fire%20Lane%20Brochure.pdf

Additional Project Consideration

Notes: See comments from:
LDS-12-004 / LDS-15-055 specific to these phases.

See comments from:
LDS-17-051 / E-017-052 regarding hydrant placement already specified.

Construction General Information/Requirements

Development shall comply with access and water supply requirements in accordance with the Oregon Fire Code in affect at the time of development submittal. Fire apparatus access roads are required to be installed prior to the time of construction. The approved water supply for fire protection (fire hydrants) is required to be installed prior to construction when combustible material arrives at the site.

Specific fire protection systems may be required in accordance with the Oregon Fire Code.
This plan review shall not prevent the correction of errors or violations that are found to exist during construction. This plan review is based on information provided only.

Design and installation shall meet the Oregon requirements of the International Fire, Building, Mechanicial Codes and applicable NFPA Standards.

MEDFORD WATER COMMISSION

Staff Memo

TO: Planning Department, City of Medford

FROM: Brian Runyen, P.E.(TX), Water Commission Staff Engineer

SUBJECT: LDS-20-201

PARCEL ID: 371W27AD100 & 200, and 371W27DA400, 500 & 600

PROJECT: Consideration of tentative plat approval for Phases 22C and 22D for Summerfield at South East Park Subdivision, a proposed 14-lot residential subdivision and one reserve acreage tract on five parcels totaling 16.16 acres located south of Cherry Lane and east of Calle Vista Drive in the SFR-4 (Single Family Residential – 2.5 to 4 dwelling units per gross acre) zoning district and the Southeast Plan Overlay

MEMO DATE: August 6, 2020 **LAND DEVELOPMENT COMMITTEE DATE:** August 19, 2020

I have reviewed the above project application as requested. Comments and Conditions for approval are as follows:

COMMENTS

1. Off-site (Phases 18 & 19) water line installation is required. (See Conditions 5 & 6 below)
2. On-site water line installation is required. (See Condition 7 below.)
3. Access to MWC water lines is available. There are water lines stubbed for future extension into these proposed phases. 8-inch water lines are stubbed out at the existing ends of Fieldbrook Ave and Crystal Springs Dr.
4. This proposed subdivision falls within MWC's Zone 2 Pressure Zone (Elevation: 1650' to 1800').

CONDITIONS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
2. Water facility project plans have been submitted to MWC. Applicants' civil engineer shall continue to coordinate with MWC engineering staff for water facility layout, approval of plans, and payment of fees.
3. All parcels/lots of proposed property divisions will be required to have mete service

EXHIBIT F

200 S. Ivy Street, Room 177
Medford, Oregon 97501
Phone (541) 774-2430
www.medfordwater.org
water@medfordwater.org
Fax (541) 774-2555

prior to recordation of final map, unless otherwise arranged with MWC.

4. The existing home at 4366 Cherry Lane (proposed Lot # 648) currently has metered water service from a 1" meter at the end of Calle Vista Drive (between lot #s 630 and 631, Phase 22A). This meter is required to be abandoned once new water mains and a new metered water service is installed to Lot 648 off proposed Silver Leaf Lane.

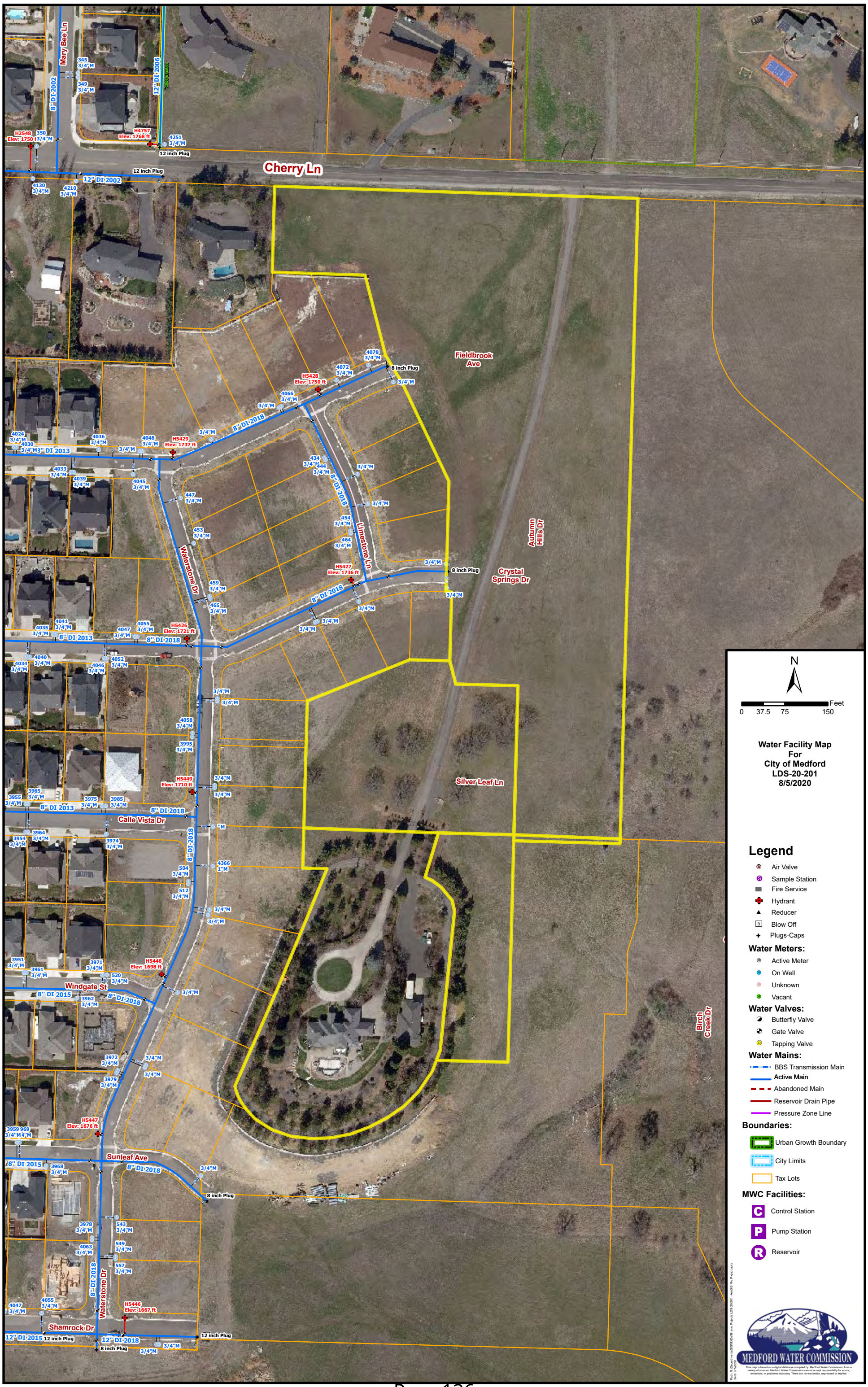
5. Water facilities required with Phase 18 shall be constructed prior to (or concurrently with) construction of Phase 22C of this proposed development.

6. Water facilities required with Phases 18 and 19 shall be constructed prior to (or concurrently with) construction of Phase 22D of this proposed development.

7. Installation of a new 8-inch water line is required in Silver Leaf Lane.

8. Fire hydrants are required to be installed at all proposed dead-ends streets and proposed dead end lines for flushing and water quality purposes. Coordinate with Medford Fire Department for additional fire hydrant locations.

-END CONDITIONS-


Cherry Ln
Mary Bee Ln
8" DI 2002
12" DI 2006
12" DI 2002
12 inch Plug
H2548
Elev: 1750
H4757
Elev: 1768 ft
Fieldbrook Ave
Autumn Hills Dr
Crystal Springs Dr
Limestone Ln
Waterstone Dr
8" DI 2018
8" DI 2013
8" DI 2015
12" DI 2013
12" DI 2015
12" DI 2018
8 inch Plug
H5428
Elev: 1750 ft
H5429
Elev: 1737 ft
H5427
Elev: 1736 ft
H5426
Elev: 1721 ft
H5449
Elev: 1710 ft
H5448
Elev: 1698 ft
H5447
Elev: 1676 ft
H5446
Elev: 1667 ft
Silver Leaf Ln
Calle Vista Dr
Windgate St
Sunleaf Ave
Shamrock Dr
Birch Creek Dr
N
0 37.5 75 150 Feet
Water Facility Map
For
City of Medford
LDS-20-201
8/5/2020
Legend
Air Valve
Sample Station
Fire Service
Hydrant
Reducer
Blow Off
Plugs-Caps
Water Meters:
Active Meter
On Well
Unknown
Vacant
Water Valves:
Butterfly Valve
Gate Valve
Tapping Valve
Water Mains:
BBS Transmission Main
Active Main
Abandoned Main
Reservoir Drain Pipe
Pressure Zone Line
Boundaries:
Urban Growth Boundary
City Limits
Tax Lots
MWC Facilities:
Control Station
Pump Station
Reservoir
MEDFORD WATER COMMISSION
This map is based on a digital database compiled by Medford Water Commission from a variety of sources. Medford Water Commission cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.

MEDFORD
BUILDING SAFETY

MEMORANDUM

To: Steffen Roennfeldt, Planning Department

From: Mary Montague, Building Department

CC: Mahar Homes, Applicant; Neathamer Surveying, Agent

Date: August 19, 2020

Subject: LDS-20-201_Mahar-Summerfield Phase 22C and 22D

BUILDING DEPARTMENT:

Please Note: This is not a plan review. These are general notes based on general information provided. Plans need to be submitted and will be reviewed by a residential plans examiner to determine if there are any other requirements for this occupancy type. Please contact the front counter for fees.

General Comments:

1. For list of applicable Building Codes, please visit the City of Medford website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.

2. All plans are to be submitted electronically. Information on the website: www.ci.medford.or.us Go to "City Departments" at top of screen; click on "Building"; click on "ELECTRONIC PLAN REVIEW (ePlans)" for information.

3. Site Excavation permit from the building department required to develop, install utilities prior to final plat.

4. Demo Permit is required for any buildings being demolished.

Comments:

5. A site specific soils geotech report is required by a Geotech Engineer prior to foundation inspections. The report must contain information per Section R403.1.9 and R403.1.10 and on how you will prepare the lot for building and a report confirming th[illegible]epared per their recommendations.

EXHIBIT G

6. Engineered retaining wall details may be required as necessary for lots with a cut slope greater than 3 feet difference; prior to making any vertical cuts at property lines that could affect lots above, per civil engineer.

7. A portion of this area is in the Wildfire High Risk area and should reference Section R327.

8. This area is in the Hillside Ordinance area. Must follow guidelines as set forth in the Municipal code Section 10.929 – 10.933.

JACKSON COUNTY
Roads

Roads
Engineering

Chuck DeJanvier
Construction Engineer

200 Antelope Road
White City, OR 97503
Phone: (541) 774-6255
Fax: (541) 774-6295
dejanvca@jacksoncounty.org

www.jacksoncounty.org

August 13, 2020

Attention: Steffen Roennfeldt
Planning Department
City of Medford
200 South Ivy Street, Lausmann Annex, Room 240
Medford, OR 97501

RE: Consideration of tentative plat approval on
Cherry Lane - a County maintained road at this location
Planning File: LDS-20-201

Dear Steffen:

Thank you for the opportunity to comment on this consideration of a tentative plat approval for Phases 22C and 22D for Summerfield at South East Park Subdivision, a proposed 14-lot residential subdivision and one reserve acreage tract on five parcels totaling 16.16 acres located south side of Cherry Lane and east Calle Vista Drive in the Single Family Residential, 2.5 to 4 dwelling units per gross acre (SFR-4) zoning district and the Southeast Plan Overlay (East and south of the intersection of Mary Bee Lane and Cherry Lane). (37-1W-27AD tax lots 100 & 200 and 37-1W-27DA tax lots 400, 500, & 600). Jackson County Roads has the following comments:

1. Jackson County's General Administration Policy #1-45 sets forth the County's position as it relates to the management of County roads located within existing or proposed city limits or Urban Growth Boundaries (UGB). The County has no current plans for improvements to Cherry Lane. Jackson County Roads recommends that the city request jurisdiction of this road.

2. Jackson County Roads would like to review and comment on the hydraulic report including the calculations and drainage plan. Capacity improvements or on-site detention, if necessary, shall be installed at the expense of the applicant. Upon completion of the project, the developer's engineer shall certify that construction of the drainage system was constructed per plan and a copy of the certification shall be sent to Jackson County Roads.

3. Storm water should meet City of Medford requirements that also include water quality.

EXHIBIT
H

4. Any new or improved road approaches off Cherry Lane shall be permitted and inspected by the City of Medford.

5. Roads recommend the removal of any existing driveways not being used on Cherry Lane.

6. The applicant shall submit construction plans to Jackson County Roads, so we may determine if county permits will be required.

7. We would like to be notified of future development proposals, as county permits may be required.

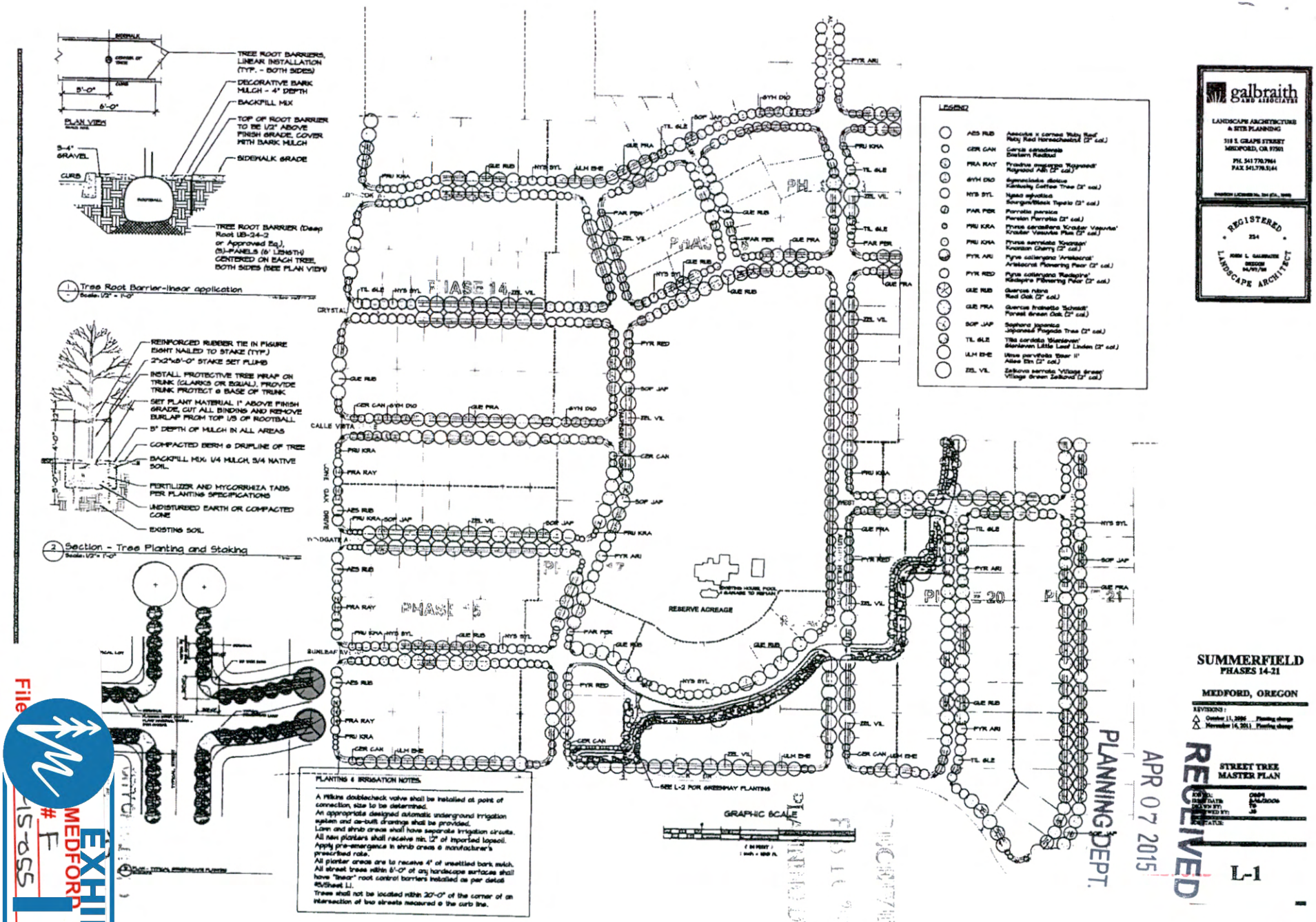
8. Cherry Lane is a County Local Road and is county-maintained. The Average Daily Traffic Count on the City of Medford 2016 Traffic Volume Map is 1,200.

9. Roads and Parks concur with any right-of-way dedication required by the City of Medford.

If you have any questions or need further information feel free to call me at 774-6255.

Sincerely,

Chuck DeJanvier, PE
Construction Engineer


TREE ROOT BARRIERS, LINEAR INSTALLATION (TYP. - BOTH SIDES)
DECORATIVE BARK MULCH - 4" DEPTH
BACKFILL MIX
TOP OF ROOT BARRIER TO BE 1/2" ABOVE FINISH GRADE, COVER WITH BARK MULCH
SIDEWALK GRADE
TREE ROOT BARRIER (Deep Root UB-24-2 or Approved Eq.), (3)-PANELS (6' LENGTH) CENTERED ON EACH TREE, BOTH SIDES (SEE PLAN VIEW)
Tree Root Barrier-linear application
REINFORCED RUBBER TIE IN FIGURE EIGHT NAILED TO STAKE (TYP.)
2"x2"x8'-0" STAKE SET PLUMB
INSTALL PROTECTIVE TREE WRAP ON TRUNK (CLARKS OR EQUAL). PROVIDE TRUNK PROTECT @ BASE OF TRUNK
SET PLANT MATERIAL 1" ABOVE FINISH GRADE, CUT ALL BINDING AND REMOVE BURLAP FROM TOP 1/3 OF ROOTBALL
3" DEPTH OF MULCH IN ALL AREAS
COMPACTED BERM @ DRIPLINE OF TREE
BACKFILL MIX: 1/4 MULCH, 3/4 NATIVE SOIL
FERTILIZER AND MYCORRHIZA TABS PER PLANTING SPECIFICATIONS
UNDISTURBED EARTH OR COMPACTED CONE
EXISTING SOIL
Section - Tree Planting and Staking
PHASE 14
PHASE 15
PHASE 16
PHASE 17
PHASE 20
PHASE 21
RESERVE ACREAGE
SEE L-2 FOR GREENWAY PLANTING
GRAPHIC SCALE
LEGEND
PLANTING & IRRIGATION NOTES
A Wilkins doublecheck valve shall be installed at point of connection, size to be determined.
An appropriate designed automatic underground irrigation system and as-built drawings shall be provided.
Lawn and shrub areas shall have separate irrigation circuits.
All new planters shall receive min. 12" of imported topsoil.
Apply pre-emergence in shrub areas @ manufacturer's prescribed rate.
All planter areas are to receive 4" of unsettled bark mulch.
All street trees within 6'-0" of any hardscape surfaces shall have "linear" root control barriers installed as per detail #5/Sheet L1.
Trees shall not be located within 20'-0" of the corner of an intersection of two streets measured @ the curb line.
galbraith and associates
LANDSCAPE ARCHITECTURE & SITE PLANNING
REGISTERED LANDSCAPE ARCHITECT
SUMMERFIELD
PHASES 14-21
MEDFORD, OREGON
STREET TREE MASTER PLAN
L-1
RECEIVED
APR 07 2015
PLANNING DEPT.
EXHIBIT 4 (1 OF 2)
EXHIBIT
MEDFORD
File # F 15-055

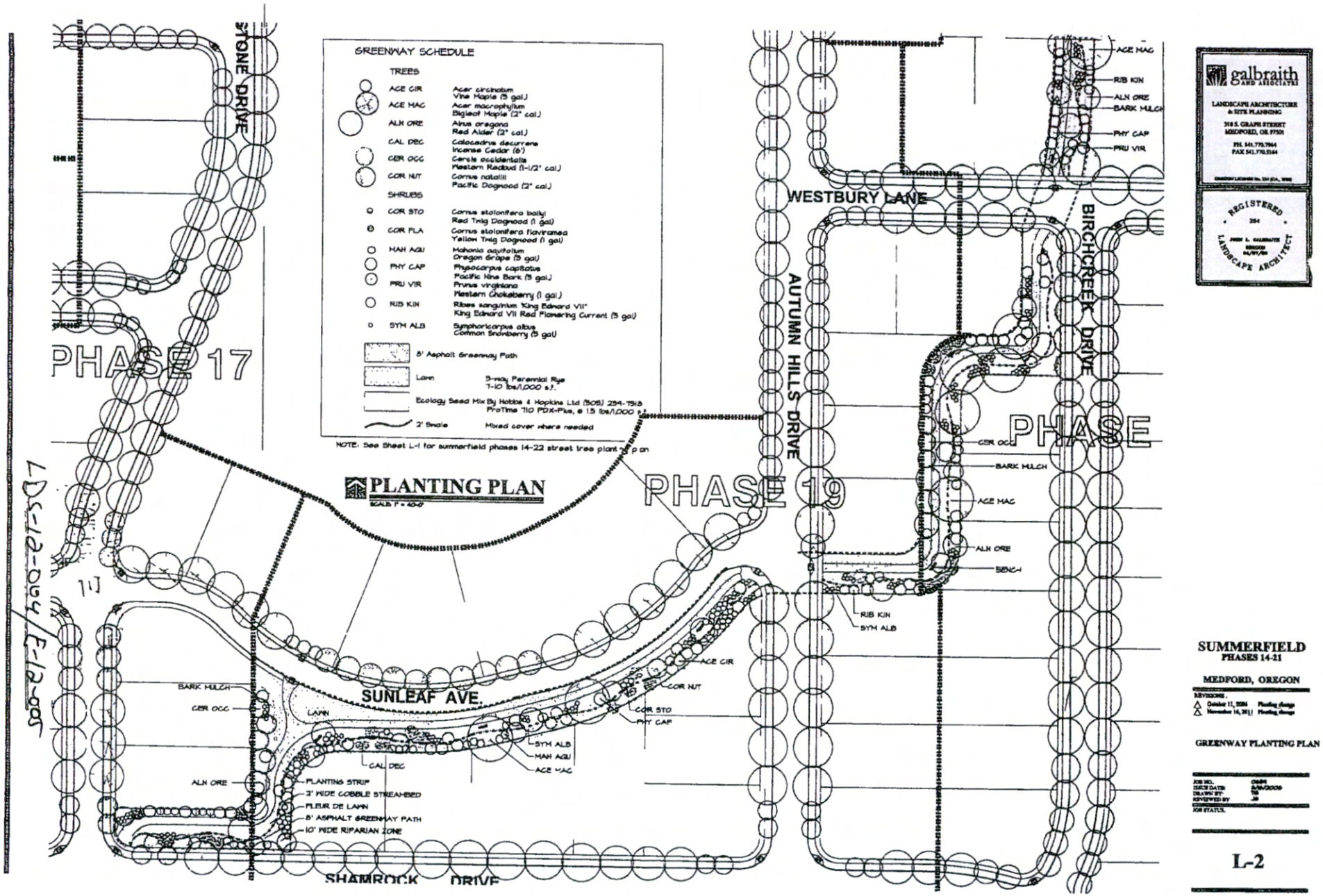


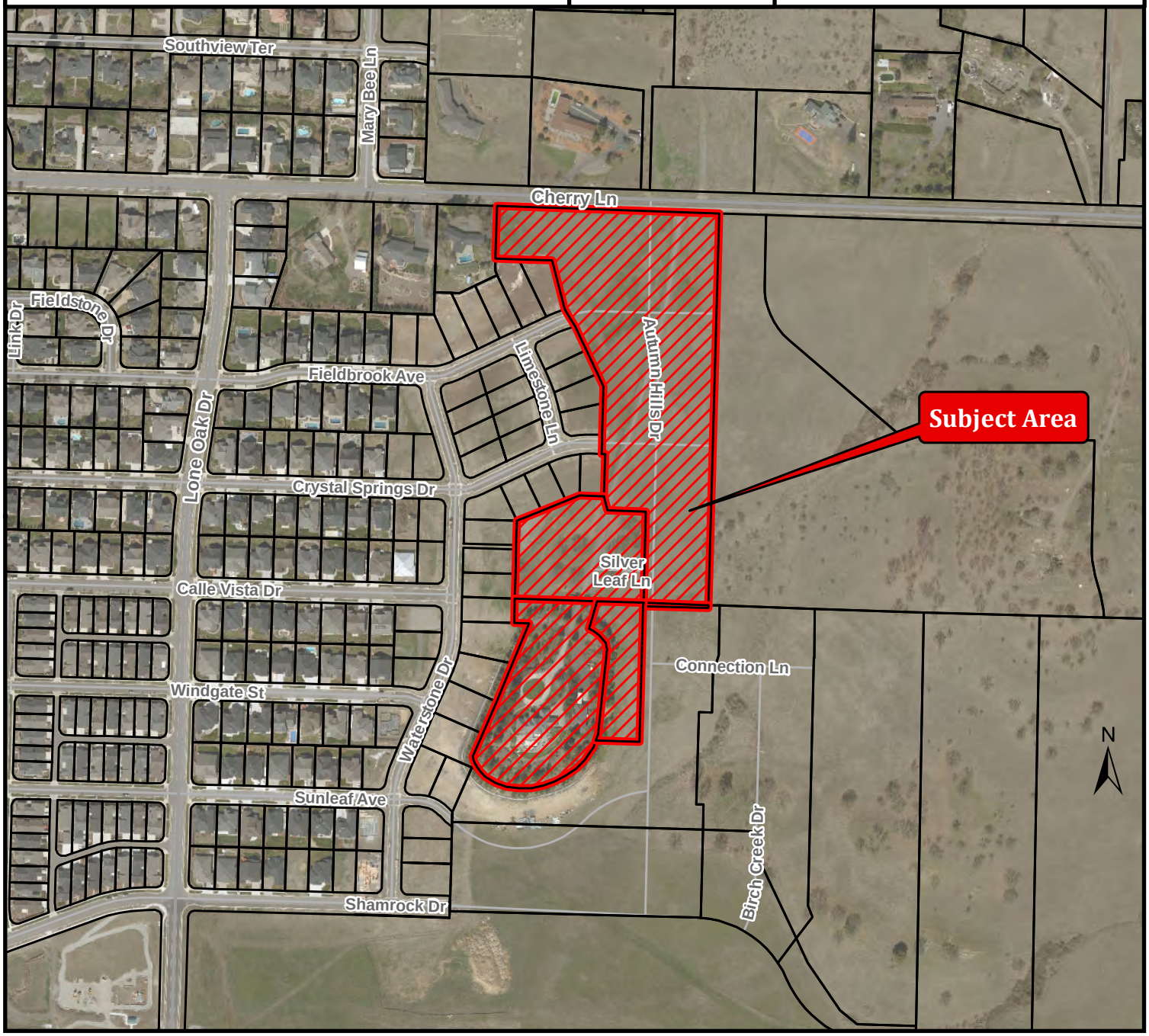
EXHIBIT 4 (2 OF 2)

MEDFORD PLANNING

Vicinity Map

File Number:

LDS-20-201



Project Name:

Summerfield at South East Park Phs 22C & 22D

Map/Taxlot:

371W27AD TL 100, 400

371W27DA TL 400, 500, 600

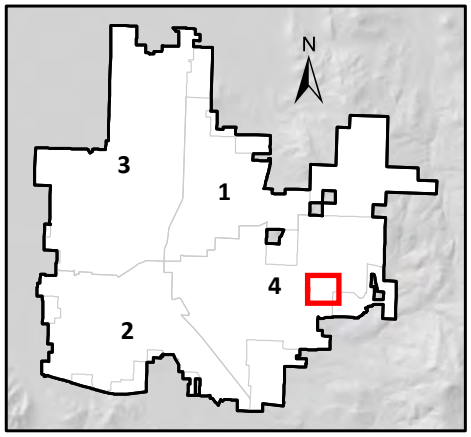
0 250 500 Feet

Legend

Subject Area

Tax Lots

Date: 8/3/2020



MEDFORD
PLANNING

STAFF REPORT

for a type-III quasi-judicial decisions: **Land Division & Conditional Use Permit**

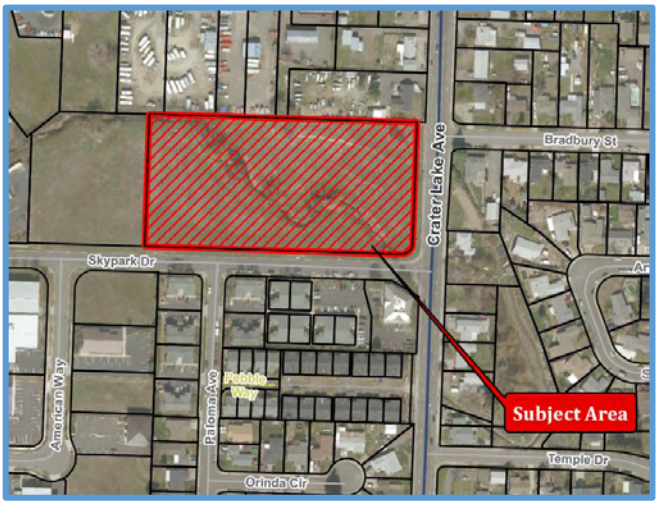
Project	Creekside Village Applicant: Windy Creek, LLC; Agent: Joe Slaughter Consulting	
File no.	LDS-20-207/CUP-20-208	
To	Planning Commission	*for September 10, 2020 hearing*
From	Dustin Severs, Planner III	
Reviewer	Kelly Evans, Assistant Planning Director	
Date	September 3, 2020	

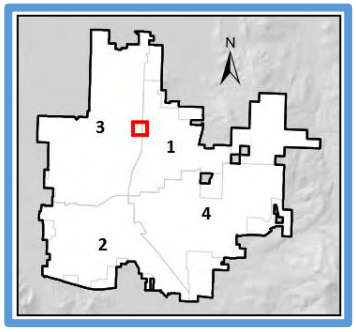
BACKGROUND

Proposal

Consideration of tentative plat approval for a six-lot subdivision, along with a request for Conditional Use Permit in order to construct a driveway crossing, as well as locate a multi-use path and drainage facilities within the riparian corridor of Lone Pine Creek. (The proposed requests are running concurrent with AC-20-205, a proposed 84-unit multi-family development.) The property consists of a single parcel totaling 4.76 acres, and is located at the corner of Skypark Drive and Crater Lake Avenue (1971 Skypark Drive). The property is zoned MFR-15 (Multiple Family Residential, 10 – 15 dwelling units per gross acre) (371W18AA TL 2300).

Vicinity Map





Subject Site Characteristics

Zoning: MFR-15

GLUP: UM (Urban Medium Density Residential)

Overlay(s): None

Use(s): vacant

Surrounding Site Characteristics

North Zone: SFR-6 & I-L
Use(s): Residential

South Zone: MFR-20
Use(s): Residential

East Zone: SFR-4
Use(s): Residential

West Zone: I-L
Use(s): Vacant

Related Projects

CP-99-120	GLUP amendment from UH to UM
AC-00-173	Multi-family project (expired)
PUD-07-078	Multi-use PUD (terminated in 2008)
AC-07-285	Creekside Village (expired)
AC-09-008	Creekside Village Apartments (expired)
AC-20-205	SPAC application running concurrent with subject request

Applicable Criteria

MLDC 10.202(E): Land Division Criteria

The Planning Commission shall not approve any tentative plat unless it first finds that, the proposed land division together with the provisions for its design and improvement:

(1) Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Article IV and V;

(2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;

(3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a

word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;

(4) If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property unless the approving authority determines it is in the public interest to modify the street pattern;

(5) If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;

(6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.

Medford Municipal Code §10.184(C) Conditional Use Permit Approval Criteria.

(1) The Planning Commission must determine that the development proposal complies with either of the following criteria before approval can be granted.

(a) The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

(b) The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the approving authority (Planning Commission) to produce a balance between the conflicting interests.

(2) In authorizing a conditional use permit the approving authority (Planning Commission) may impose any of the following conditions:

(a) Limit the manner in which the use is conducted, including restricting the time an activity may take place, and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor.

(b) Establish a special yard or other open space or lot area or dimension requirement.

(c) Limit the height, size, or location of a building or other structure.

(d) Designate the size, number, location, or nature of vehicle access points.

(e) Increase the amount of street dedication, roadway width, or improvements within the street right-of-way.

(f) Designate the size, location, screening, drainage, surfacing, or other improvement of parking or truck loading area.

(g) Limit or otherwise designate the number, size, location, height, or lighting of signs.

(h) Limit the location and intensity of outdoor lighting, or require its shielding.

(i) Require screening, landscaping, or other facilities to protect adjacent or nearby property, and designate standards for installation or maintenance thereof.

(j) Designate the size, height, location, or materials for a fence.

(k) Protect existing trees, vegetation, water resources, wildlife habitat, or other significant natural resources.

Medford Municipal Code §10.184(D) Conditional Use Permits, Mitigation of Impacts.

A conditional use requiring the mitigation of impacts under Subsection (C)(1)(b) above must do one of the following:

(1) Preserve unique assets of interest to the community.

(2) Provide a public facility or public nonprofit service to the immediate area or community.

(3) Otherwise provide a use or improvement that is consistent with the overall needs of the community in a location that is reasonably suitable for its purpose.

Approval Authority

This is a Type III land use decision. The Planning Commission is the approving authority under MLDC 10.110(D).

Corporate Names

According to the Oregon Secretary of State Business Name Registry, the principal place of business of Windy Creek LLC. is located in Ashland, Oregon, and its registered agent is Laura Knapp.

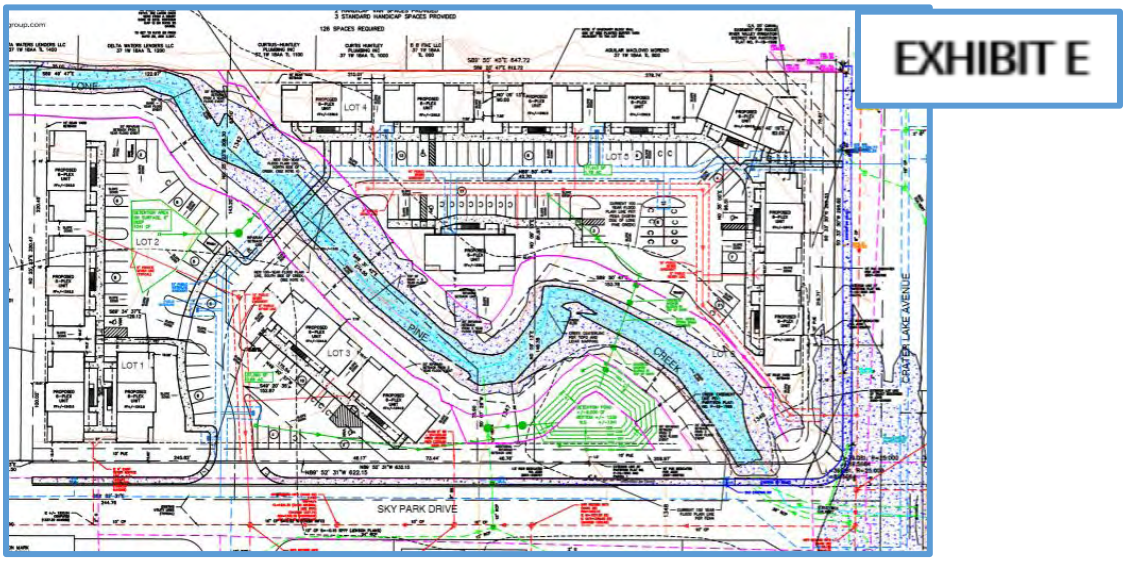
ISSUES AND ANALYSIS

Project Summary

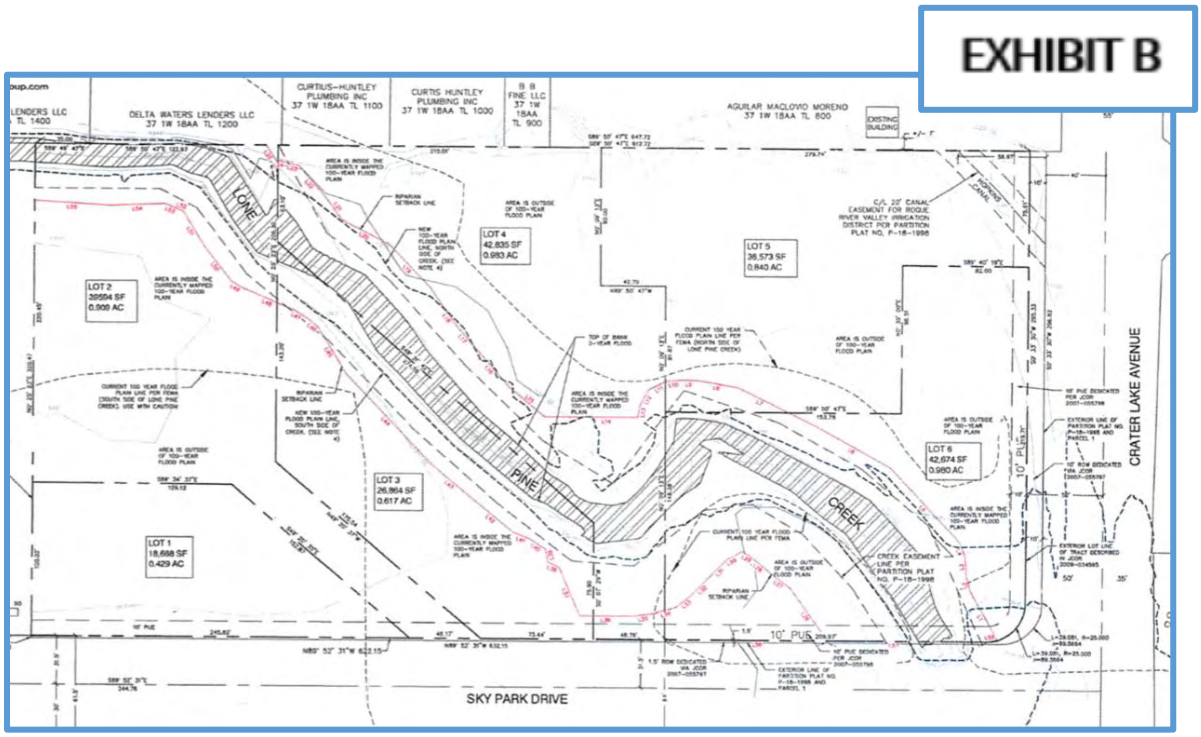
The subject site consists of a single, vacant parcel totaling 4.76 acres. The parcel has two street frontages: Skypark Drive, a Standard Residential street, along its southerly

boundary; and Crater Lake Avenue, a Major Arterial street, along its easterly boundary. The parcel includes significant environmental constraints: Lone Pine Creek, a protected waterway classified as a Riparian Corridor, traverses the parcel east to west; and a substantial portion of the parcel is located within a 1% floodplain.

Despite these challenges, it is the applicant's intent to develop the property with a multi-family development, consisting of 14 six-plex buildings. The applicant has submitted an application for Site Plan & Architectural Commission (SPAC) review for the proposed development. The SPAC application is running concurrent with the subject requests, and is scheduled to be heard before SPAC on September 18, 2020. The approval of the SPAC application will be contingent on approval of the subject requests.



With the subject requests, the applicant is proposing to divide the property, creating a six-lot subdivision, Creekside Village; as well as a requesting a Conditional Use Permit (CUP), in order to construct a driveway crossing, storm drain utilities, and a multi-use path within the Riparian Corridor of Lone Pine Creek.



Development Standards

Site Development Table

MFR-15	Lot Area	Lot Width (Interior)	Lot Width (Corner)	Lot Depth	Lot Frontage
Required (minimum)	9,000 S.F.	80 ft.	90 ft.	100 ft.	30 ft.
Lot 1	18,668 S.F.	187 ft.	NA	100 ft.	245 ft.
Lot 2	39,594 S.F	80 ft.	NA	390 ft.	46 ft.
Lot 3	26,864 S.F.	107 ft.	NA	274 ft.	73 ft.
Lot 4	42,835 S.F.	131 ft.	NA	300 ft.	46 ft.
Lot 5	36,573 S.F.	172 ft.	NA	279 ft.	75 ft.
Lot 6	42,674 S.F.	NA	235 ft.	148 ft.	235 ft.

As shown in the Site Development Table above, it can be found that the six lots shown on the tentative plat meet all the dimensional standards for the MFR-15 zoning district as found in Article V of the Medford Land Development Code.

Block Length

The block surrounding the subject parcel exceeds both the maximum block perimeter length and maximum block perimeter as outlined in MLDC 10.426(1). The Planning Commission may approve block length and/or perimeter lengths that exceed the maximum required—as outlined in MLDC 10.426(C)(2), shown below—contingent on the applicant's findings effectively demonstrating that certain constraints exist, making a street connection impractical or inappropriate.

The applicant is requesting relief to exceed both the maximum block and perimeter standards of the Code.

MLDC 10.426(C)(2)

2. The approving authority may find that proposed blocks that exceed the maximum block and/or perimeter standards are acceptable when it is demonstrated by the findings that one or more of the constraints, conditions or uses listed below exists on, or adjacent to the site:

a. Topographic constraints, including presence of slopes of 10% or more located within the boundary of a block area that would be required by subsection 10,426 C.1.,

b. Environmental constraints including the presence of a wetland or other body of water,

c. The area needed for a proposed Large Industrial Site, as identified and defined in the Medford Comprehensive Plan Economic Element, requires a block larger than provided by section 10.426 C.1.e. above. In such circumstances, the maximum block length for such a Large Industrial Site shall not exceed 1,150 feet, or a maximum perimeter block length of 4,600 feet,

d. Proximity to state highways, interstate freeways, railroads, airports, significant unbuildable areas or similar barriers that make street extensions in one or more directions impractical,

e. The subject site is in SFR-2 zoning district,

f. Future development on adjoining property or reserve acreage can feasibly satisfy the block or perimeter standards,

g. The proposed use is a public or private school, college or other large institution,

h. The proposed use is a public or private convention center, community center or arena,

i. The proposed use is a public community service facility, essential public utility, a public or private park, or other outdoor recreational facility.

j. When strict compliance with other provisions of the Medford Land Development Code produce conflict with provisions in this section.

It is staff's view that the construction of a public street is impractical, and the request for relief complies with MLDC 10.426(C)(2)(d) above. The parcels adjoining the subject property are built-out and are largely fragmented, factors which serve as barriers and make street extensions in one or more directions impractical.

The applicant is also requesting relief from constructing an accessway in lieu of a roadway, as required per MLDC 10.464. The submitted findings state that the applicant plans to reserve space for a multi-use path—as required per the City's adopted Leisure Services Plan—along the Lone Pine Creek corridor. The multi-use path will provide both pedestrian and bicycle access through the property, providing similar connectivity as required with an accessway.

Staff concurs with the applicant's findings, as the construction of a public street and/or a public accessway—pursuant to MLDC 10.426(1) and 10.464, respectively—are impractical and/or unnecessary, as the existing development and layout of the surrounding area act as barriers making street extensions in one or more directions impractical. Additionally, the future location of a multi-use path—as required per the City Leisure Services Plan—will provide both pedestrian and bicycle connectivity to adjoining properties.

Floodplain

A significant portion of the property is located within a 1% flood Hazard Area. Prior to the issuance of building permits, the applicant will be required to comply with all requirements outlined in the Floodplain report (Exhibit M).

Flag Lots

The tentative plat shows Lots 2 and 4 proposed as flag lots. Per MLDC 10.450, Cul-de-sacs, Minimum Access Easements, and Flag Lots require discretionary approval through the approving authority. Additionally, MLDC 10.450(3) applies specific design standards for flag lots if the approving authority finds the flag lots are necessary.

MLDC 10.450(1)

> (1) Cul-de-sacs, minimum access easements and flag lots shall only be permitted when the approving authority finds that any of the following conditions exist:
>
> (a) One or more of the following conditions prevent a street connection: excess slope (15%) or more), presence of a wetland or other body of water which cannot be bridged or crossed, existing development on adjacent property, presence of a freeway or railroad.
>
> (b) It is not possible to create a street pattern which meets the design requirements for streets.
>
> (c) An accessway is provided consistent with the standards for accessways in Section 10.464 through Section 10.466.

MLDC 10.450(3)

> (3) If a flag lot is necessary, then the following standards shall apply:
>
> (a) The access drive, or flag pole, shall have a minimum width of twenty (20) feet.
>
> (b) The minimum lot frontage for a flag lot shall be twenty (20) feet.
>
> (c) The required front yard setback shall be measured from the lot frontage property line.
>
> (d) The minimum driveway throat width shall be determined as per Section 10.550.

It is the applicant's intent to create lots for individual ownership. The Code requires each lot to have street frontage, and flag lots provide flexibility to design subdivisions in challenging areas constrained by surrounding development, such as the subject plat. Staff is supportive of the applicant's request for the creation of two flag lots, as the barriers which make street extensions though the property impractical also makes it challenging to design a plat with conventional lots.

The Commission can find that the creation of two flag lots (Lot 2 and 4) meet the criteria outlined in MLDC 10.450(1)(b) and all the standards outlined in MLDC 10.450(3)(a-d).

Conditional Use Permit (Riparian Corridor)

A significant portion of the site is encumbered by the riparian corridor of Lone Pine Creek. Per MLDC 10.922, Lone Pine Creek is identified as a protected waterway. As such, a 50-foot riparian corridor—measured horizontally from the top-of-bank on both sides of the creek—is applied to the section of Lone Pine Creek located within the subject site. Development is not allowed within this established corridor.

Space intentionally left blank

Per MLDC 10.925, shown below, water-related or water-dependent uses—including drainage facilities, crossings, and multi-use paths—are allowed within a riparian corridor subject to the approval of a Conditional Use Permit.

> 10.925 **Conditional Uses within Riparian Corridors.**
> The following activities, and maintenance thereof, are allowed within a riparian corridor if compatible with Section 10.920, "Riparian Corridors, Purposes," and if designed to minimize intrusion. Such activities shall be subject to approval of a Conditional Use Permit, which may be considered separately or in conjunction with another land use review. The approving authority must determine that the proposal complies with at least one of the Conditional Use Permit criteria. Applicable permits, if any, from the Oregon Department of State Lands and the U.S. Army Corps of Engineers shall subsequently be obtained. All development and improvement plans shall be submitted to the Oregon Department of Fish and Wildlife for a habitat mitigation recommendation pursuant to O.A.R. 635-415 "Fish and Wildlife Habitat Mitigation Policy."
> (1) Water-related or water-dependent uses, such as drainage facilities and irrigation pumps.
> (2) Utilities or other public improvements.
> (3) Streets, roads, or bridges where necessary for access or crossings.
> (4) Multi-use paths, accessways, trails, picnic areas, or interpretive and educational displays and overlooks, including benches and outdoor furniture.

The applicant is requesting a CUP in order to construct a driveway crossing, drainage utilities, and a multi-use path within the riparian corridor of Lone Pine Creek. Consistent with the requirements found in MLDC 10.925, the applicant has submitted a Planting Plan (Exhibit C) and a Site Work & Protection Plan (Exhibit D), showing the planting of rows of trees along both sides of the creek.

The subject request was forwarded to the Oregon Department of Fish and Wildlife (ODFW) along with the applicant's plans. Staff received a report from ODFW (Exhibit

K) on August 12, 2020. In the report, it is stated that "ODFW supports the need of a creek crossing as the City's Partition Plat P-18-1998, does not allow for vehicular access from Crater Lake Avenue onto the parcel." The report also recommends that the stream crossing avoid the removal of any large established trees adjacent to Lone Pine Creek, and to avoid burying utilities below the creek bed.

In addition to the CUP request, the applicant has requested—pursuant to MLDC 10.927—a 25-foot reduction in order to construct the proposed buildings within the outer 25-feet of the required 50-foot riparian corridor. A request to reduce or deviate from a riparian corridor boundary, however, is a Type-I ministerial decision rendered by the Planning Director, and is a separate from the subject CUP request. The applicant is currently working with ODFW concerning the proposed 25-foot reduction. At the time of this writing, however, a formal request has not been forwarded to the Planning Director. It is important to note that the 25-foot reduction request is not part of the subject CUP request, which is limited to the proposed driveway crossing, drainage utilities, and a multi-use path.

The applicant has also been working with the Parks Department concerning the future installation of the multi-use path identified in the City's Leisure Services Plan. The applicant did not show the path on the plan, as it was not clear at the time what the Parks Department desired for the path. On September 3, 2020, staff received a memo from the Parks Department (Exhibit N), stating that the applicant will install a soft-surface trail within the riparian corridor. As a condition of approval, the applicant will be required to submit revised plans identifying the pathway and dimensions of the multi-use path.

Staff is supportive of the CUP request. It is staff's view that the submitted Planting Plan will provide adequate protection of the riparian corridor and will improve its current condition. Further, the granting the CUP request can be made in keeping with the purpose and intent of the *Medford Land Development Code*, will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

All conditions of approval pertaining to the installation of the riparian landscaping will be required prior to the issuance of building permits, and, therefore, will be tied to the site's development and included with the SPAC review.

Facility Adequacy

Per the agency comments submitted to staff, (Exhibits H-J), it can be found that there are adequate facilities to serve the future development of the site.

Committee Comments

No comments were received from a committee, such as BPAC.

Neighbor Comments

Staff received a letter on August 27, 2020, from a neighboring business, Winkelman-Bruce & Traux, LLP, an accounting firm located at 2732 American Way. In the letter, Ms. Winkelman-Bruce requests that parking be disallowed on Skypark Drive on one side of the street, and that parking be disallowed the last few feet leading to the corner of Skypark Drive and Crater Lake Avenue.

Citizen requests pertaining to traffic matters—including requests to eliminate public on-street parking spaces—are heard by the Traffic Coordinating Committee (TCC), which provides recommendations to the Public Works Department. The subject letter has been forwarded to the Public Works Department for processing.

FINDINGS AND CONCLUSIONS

Land Division

Staff finds the subdivision plat consistent with the Comprehensive Plan and all applicable design standards set forth in Article IV and V. Furthermore, the subdivision will not prevent development of the remainder of the property under the same ownership or of adjoining land; bears a name (Creekside Village), which has been reviewed and approved by the City's Address Technician; the plat does not include the creation of public streets; and criteria 5 and 6 are inapplicable.

Conditional Use Permit

The approving authority (Planning Commission) must determine that the development proposal complies with either of the following criteria before approval can be granted.

(1) The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

The Commission can find that the submitted Planting Plan will provide adequate protection of the riparian corridor; and that the granting of the CUP to allow the applicant to construct a driveway crossing, drainage utilities, and a multi-use path within the riparian corridor of Lone Pine Creek can be made in keeping with the purpose and intent of the *Medford Land Development Code*, and will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

This criterion is satisfied.

(2) The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have

been imposed by the approving authority (Planning Commission) to produce a balance between the conflicting interests.

This criterion is inapplicable.

Staff recommends that the Commission adopt the Findings of Fact as recommended by staff.

RECOMMENDED ACTION

Adopt the findings as recommended by staff and direct staff to prepare a Final Order for approval of LDS-20-207 & CUP-20-208 per the staff report dated September 3, 2020, including:

- Exhibits A through N.
- The granting of relief from constructing a public street and a public accessway, pursuant to MLDC 10.426(C)(2) and 10.464(1), respectively.
- Approval of Lots 2 and 4 to be created as flag lots, pursuant to 10.450(1) and 10.450(3).

EXHIBITS

A Conditions of Approval, drafted September 3, 2020.
B Applicant's Tentative Plat, submitted July 13, 2020.
C Applicant's Planting Plan, submitted July 13, 2020.
D Applicant's Site Work and Protection Plan, submitted July 13, 2020.
E Applicant's SPAC Site Plan, submitted July 13, 2020.
F Applicant's Findings (LDS), submitted July 13, 2020.
G Applicant's Findings (CUP), submitted July 13, 2020.
H Public Works Report, received August 25, 2020.
I Fire Department Report, received August 19, 2020.
J Medford Water Commission report/map, received August 19, 2020.
K Oregon Department of Fish and Wildlife report, received August 12, 2020.
L Neighbor Letter, received August 27, 2020.
M Floodplain report, received September 2, 2020.
N Parks Department report, received September 3, 2020.
Vicinity Map

PLANNING COMMISSION AGENDA: SEPTEMBER 10, 2020

EXHIBIT A

Creekside Village Subdivision
LDS-20-207 / CUP-20-208
Conditions of Approval
September 3, 2020

CODE REQUIRED CONDITIONS

Prior to the approval of the final plat, the applicant shall:

1. Comply with all applicable conditions stipulated by the Medford Public Works Department (Exhibit H)
2. Comply with all applicable conditions stipulated by the Medford Water Commission (Exhibit J).
3. Submit revised plans identifying the location and dimensions of the multi-use path.

EXHIBIT A

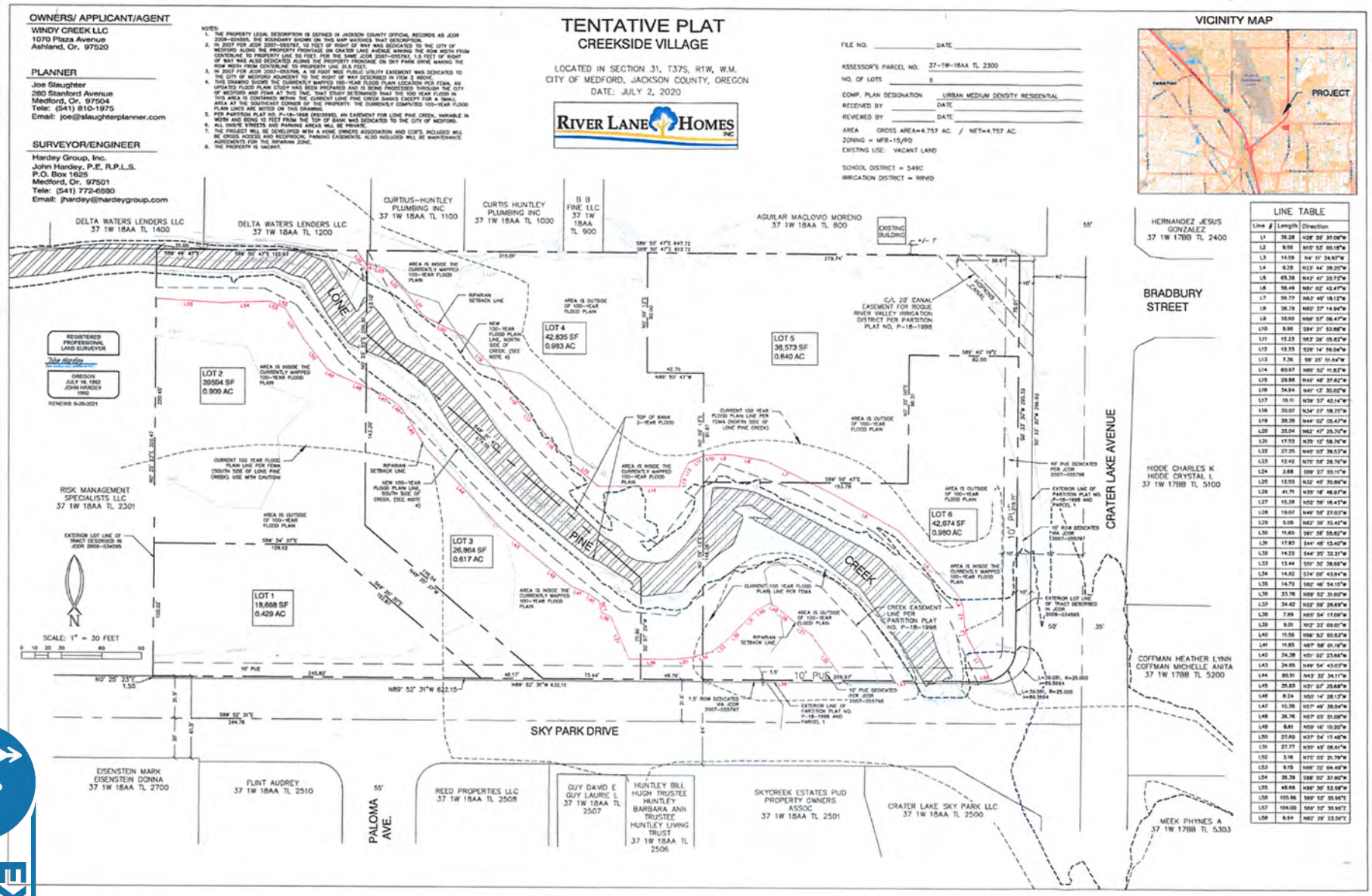


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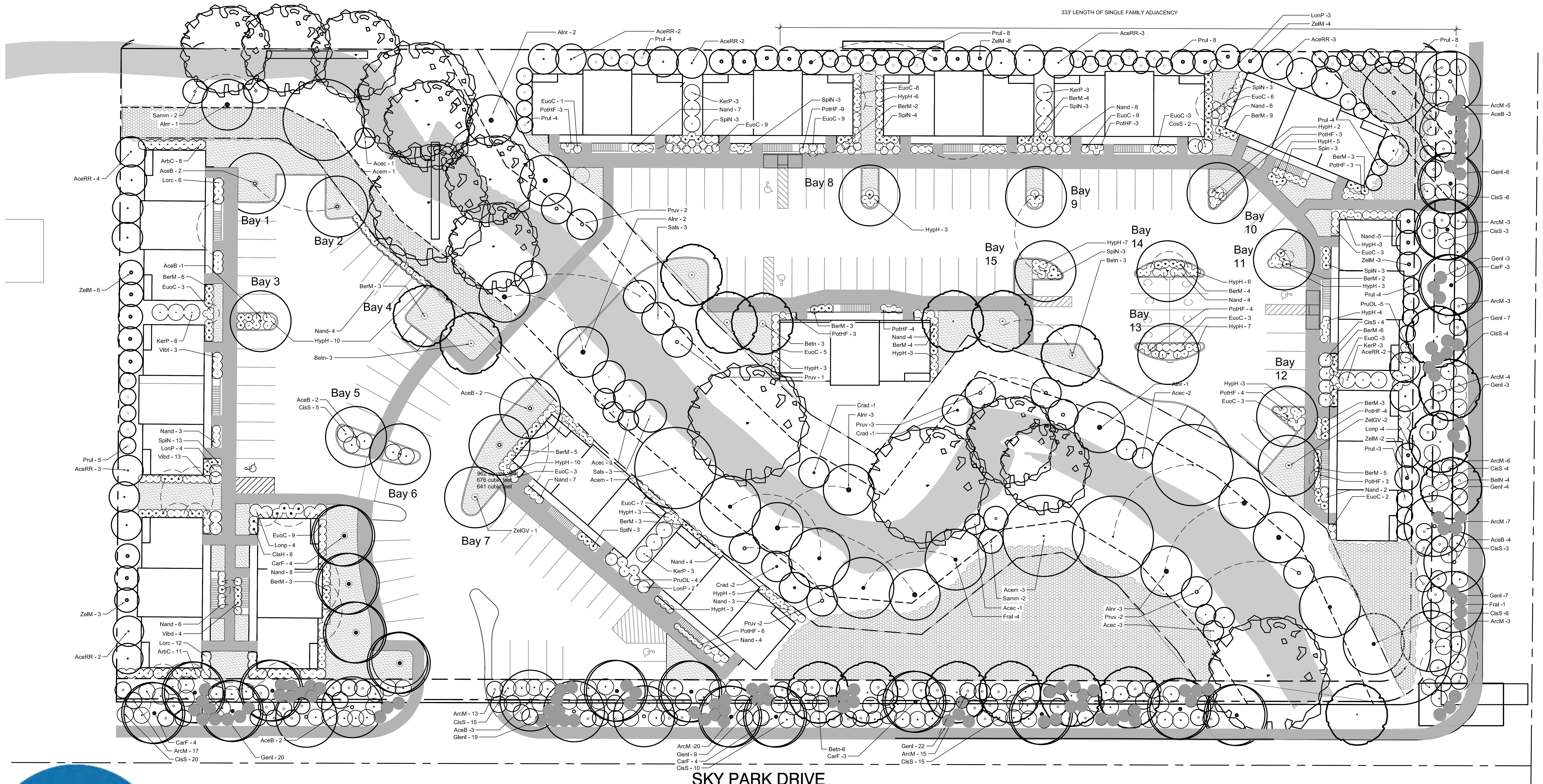
EXHIBIT B

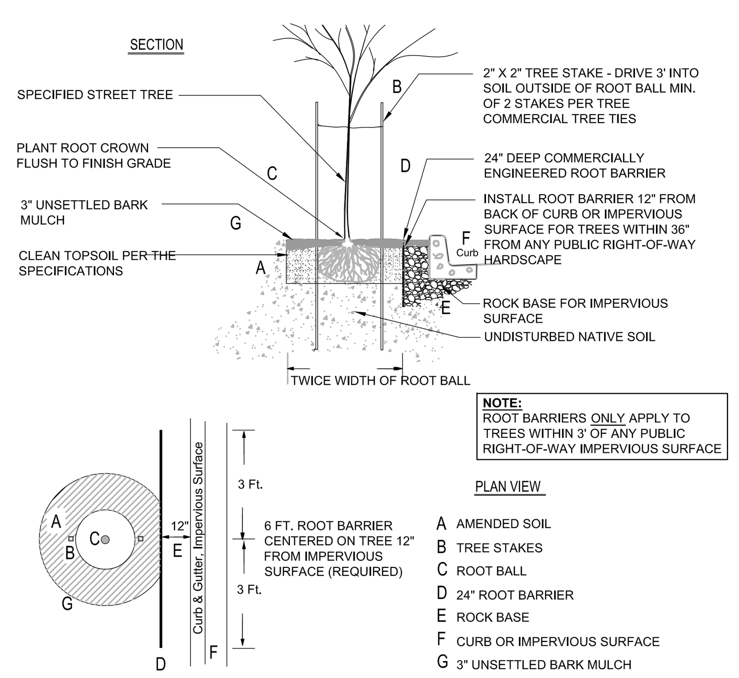


	[illegible] L NAME	COMMON NAME	SIZE	NOTES
	um 'Bonfire'	BONFIRE SUGAR MAPLE	1 3/4" CAL	STREET & PKG
	m	VINE MAPLE	10 FT TALL	RIPARIAN
	ylum	BIGLEAF MAPLE	1 3/4" CAL	RIPARIAN
	re 'Royal Ruby'	ROYAL RUBY HEDGE MAPLE	1 1/2" CAL	IN BUFFER YARD
		RED ALDER	1 3/4" CAL	RIPARIAN
		RIVER BIRCH	1 3/4" CAL	STREET & PKG
	douglasii	BLACK HAWTHORNE	1" CAL	RIPARIAN
	betulus 'Fastigiata'	EUROPEAN HORNBEAM	1 3/4" CAL	STREET & PKG
	s latifolia	OREGON ASH	1" CAL	RIPARIAN
	s lusi ica	PORTUGAL LAUREL	5 GAL	IN BUFFER YARD
	nus virg ana	CHOKECHERRY	1" CAL	RIPARIAN
	Salix scoul ana	SCOULER'S WILLOW	5 GAL	RIPARIAN
	Sambucus exicana	MEXICAN ELDERBERRY	5 GAL	RIPARIAN
ZelGV	Zelkova se ta 'Green Vase'	GREEN VASE JAPANESE ZELKOVA	1 3/4" CAL	STREET & PKG
ZelM	Zelkova se ta 'Musashino'	MUSASHINO JAPANESE ZELKOVA	1 1/2" CAL	IN BUFFER YARD
SHRUBS				
ArbC	Arbutus un o 'Compacta'	DWARF STRAWBERRY TREE	5 GAL	
ArcM	Arctostaph s uva-ursi 'Massachusetts'	MASSACHUSETT'S KINNICKINNICK	5 GAL	
BerM	Berberis th bergii 'Monomb'	CHERRY BOMB JAPANESE BARBERRY	2 GAL	
C	x. h dus	WHITE ROCK ROSE	2 GAL	
C	x pu rulentus 'Sunset'	CISTUS SUNSET	2 GAL	
E C	Eu nus tus 'Compactus'	COMPACT BURNING BUSH	5 GAL	
G	Ge a Ly	LYDIA BROOM	2 GAL	
HypH	Hypericum dcote'	ST JOHN'S WORT	2 GAL	
K P	Kerria apo a 'Pleniflora'	JAPANESE KERRIA	5 GAL	
L	a p ta	PRIVET HONEYSUCKLE	2 GAL	
Lorc	petalu chinense	CHINESE FRINGE FLOWER	3 GAL	
Na	dina do estica	HEAVENLY BAMBOO	2 GAL	
P	P la f cosa 'Happy Face White'	POTENTILLA WHITE HAPPY FACE	1 GAL	
PruOL	Prunus lau erasus 'Otto Luyken'	OTTO LUYKEN ENGLISH LAUREL	2 GAL	
SpiN	Spiraea nipp nica 'Snowmound'	SNOWMOUND SPIREA	1 GAL	
V	um idii	DAVID VIBURNUM	2 GAL	
Vibt	Viburnum t s	LAURUSTINUS	5 GAL	
GROUNDCOVERS				
	Seeded La Mix			PER PLAN
	Seeded Me ow Mix (Low Water Use)	Non invasive ODFW approved TBD		RIPARIAN AND EDGE AREAS

NO MA URE COMP ST SHALL BE ADDED TO THE TOPSOIL OF LANDSCAPING AREAS AT A RATE OF THREE CUBIC YARDS OF COMP ST P 1,0 SQUARE FEET OF LANDSCAPING AREA TO BE PLANTED.

P ARY LANDSCAPE NOTES

1. All landscape pla g areas shall receive clean, sandy loam topsoil to a minimum depth of 12" or as noted on the plan. Additionally, all planting areas will er t procedures as outlined in the Medford Development Code, Section 10.780(G)(9)(b).
2. All propos stre nd site trees will have a minimum of (2) cubic feet of soil volume for each square foot of tree canopy at maturity. Soil volume will be achieved by mea of topsoil in planters and structural soil under impervious surfaces.
3. All planting eas all receive 3" of unsettled organic mulch.
4. The propo law area shall consist of a low water use and shade tolerant red fescue seed mix.
5. eas all be served by a designated ¾" domestic water meter and a City of Medford approved backflow prevention device.
6. sys will provide a fully automatic irrigation controller that will meet the requirements as noted in the Medford Development Code, Section 10.780(H)(
7. The propo irrig on system will consist of low volume distribution.



12 CITY OF MEDFORD TREE PLANTING Medford Code 10.780
Scale: N.T.S.
FILE: tree P. Young, 1/20/03

	PROPOSED		REQUIRED
Total Ornamental Landscape Area	65,402 sq.ft.		N/A
Total Riparian Landscape	59,882		
Total Landscape Area in High Water Use Landscaping (square feet)	11,453 sq.ft.		N/A
Total Landscape Area in High water Use Landscaping (percent)	9.0%		N/A
Total % Site Landscape Coverage	60%		N/A
Organic Content (cu.yd.)	180 cy		180 cy
Frontage Landscaping (10.797)			
Street:	SKY PARK DR.		
Feet:	611 L.F		
# Trees:	24		25
# Shrubs:	195		153
Street:	CRATER LAKE		
Feet:	320		
Trees:	13		13
Shrubs:	113		80
Parking Area Planter Bays (10.746)			
# Bays:	15		
Area:	2,551 sf.		2,520 sf
# Trees:	15		15
# Shrubs:	103		30

CONTENTS

L 1.0 PLANTING PLAN
L 1.1 SITE WORK AND PROTECTION

NORTH

0 15' 30' 60'
SCALE: 1"= 30'- 0"

KenCairn
Landscape Architecture
www.KenCairnLandscape.com
545 A ST, STE 3, ASHLAND, OR 97520
541.488.3194

REGISTERED LANDSCAPE ARCHITECT
STATE OF OREGON
REG. # 493
Kerry KenCairn
11/12/99

DRAWN BY:
KK

SCALE
1" = 30'

CREEKSIDE VILLAGE
SKY PARK DRIVE AND CRATER LAKE AVENUE
MEDFORD, OR, 97504

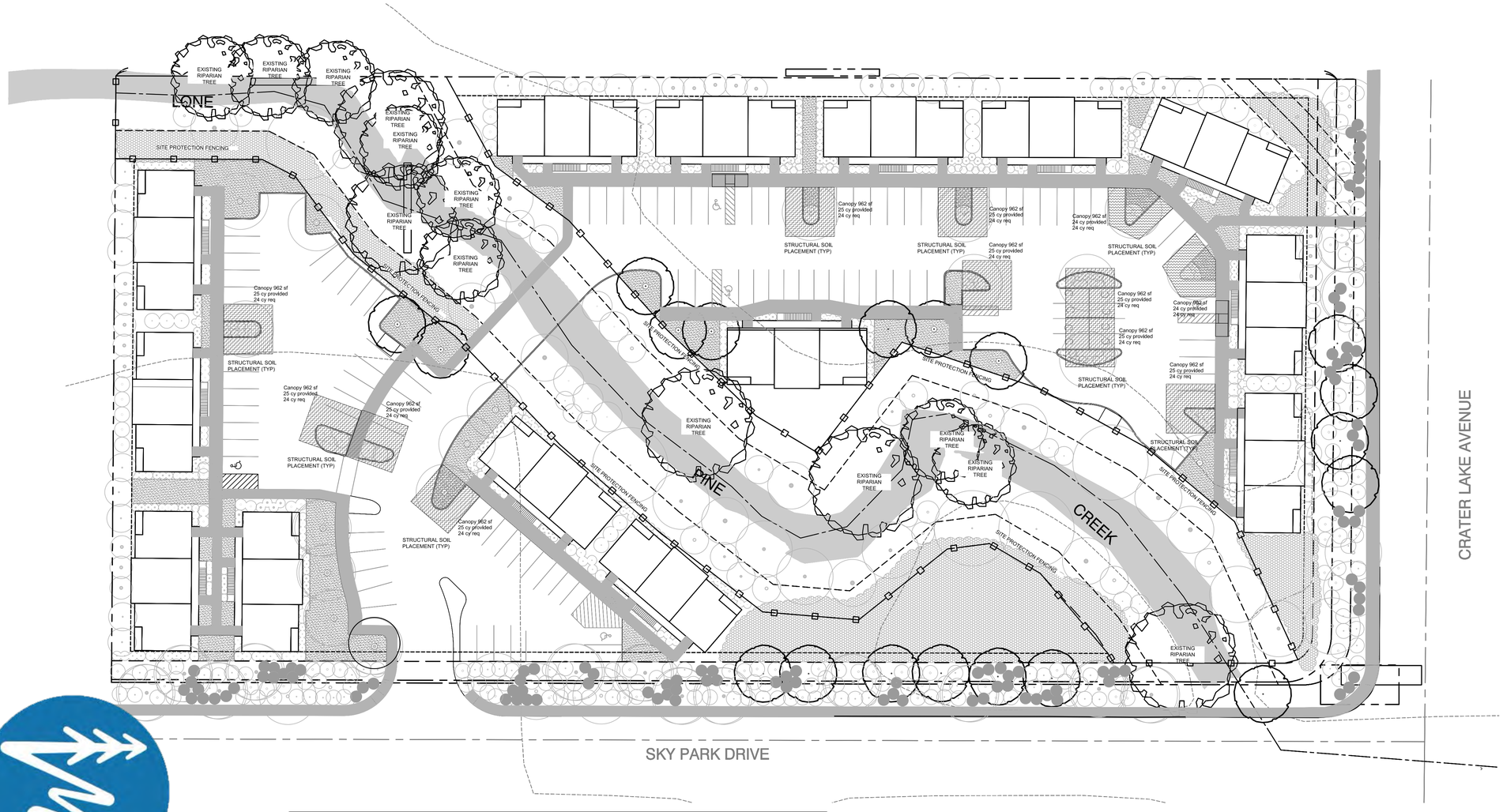
JOB NO. 2036
REVISION DATE

LANDSCAPE PLANTING PLAN

ISSUE DATE:
07.10.2020

L 1.0

EXHIBIT C



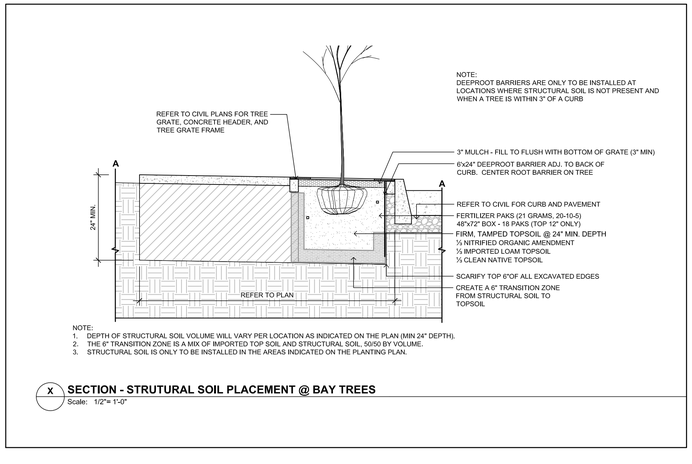


EXHIBIT D

KenCairn
Landscape Architecture
www.KenCairnLandscape.com
545 A ST, STE 3, ASHLAND, OR 97520
541.488.3194

REGISTERED STATE OF OREGON REG. # 493 LANDSCAPE ARCHITECT
Kerry KenCairn 11/12/99

DRAWN BY:
KK

SCALE
1" = 30'

CREEKSIDE VILLAGE
SKY PARK DRIVE AND CRATER LAKE AVENUE
MEDFORD, OR, 97504

JOB NO. 2036
REVISION DATE

SITE AND PROTECTION PLAN

ISSUE DATE:
07.10.2020

L 1.1

NORTH

0 15' 30' 60'
SCALE: 1"= 30'- 0"

SITE PLAN
CREEKSIDE VILLAGE

LOCATED IN SECTION 31, T37S, R1W, W.M.
CITY OF MEDFORD, JACKSON COUNTY, OREGON
DATE: JULY 2, 2020

RIVER LANE HOMES INC

OWNERS/ APPLICANT/AGENT
WINDY CREEK LLC
1070 Plaza Avenue
Ashland, Or. 97520

PLANNER
Joe Slaughter
280 Stanford Avenue
Medford, Or. 97504
Tele: (541) 810-1975
Email: joe@slaughterplanner.com

SURVEYOR/ENGINEER
Hardey Group, Inc.
John Hardey, P.E, R.P.L.S.
P.O. Box 1625
Medford, Or. 97501
Tele: (541) 772-6880
Email: jhardey@hardeygroup.com

N

SCALE: 1" = 30 FEET
0 10 20 30 60 90

REGISTERED PROFESSIONAL ENGINEER 10,419 DIGITAL SIGNATURE OREGON DEC. 14, 1978 JOHN HARDEY
RENEWAL DATE: 6/30/2021

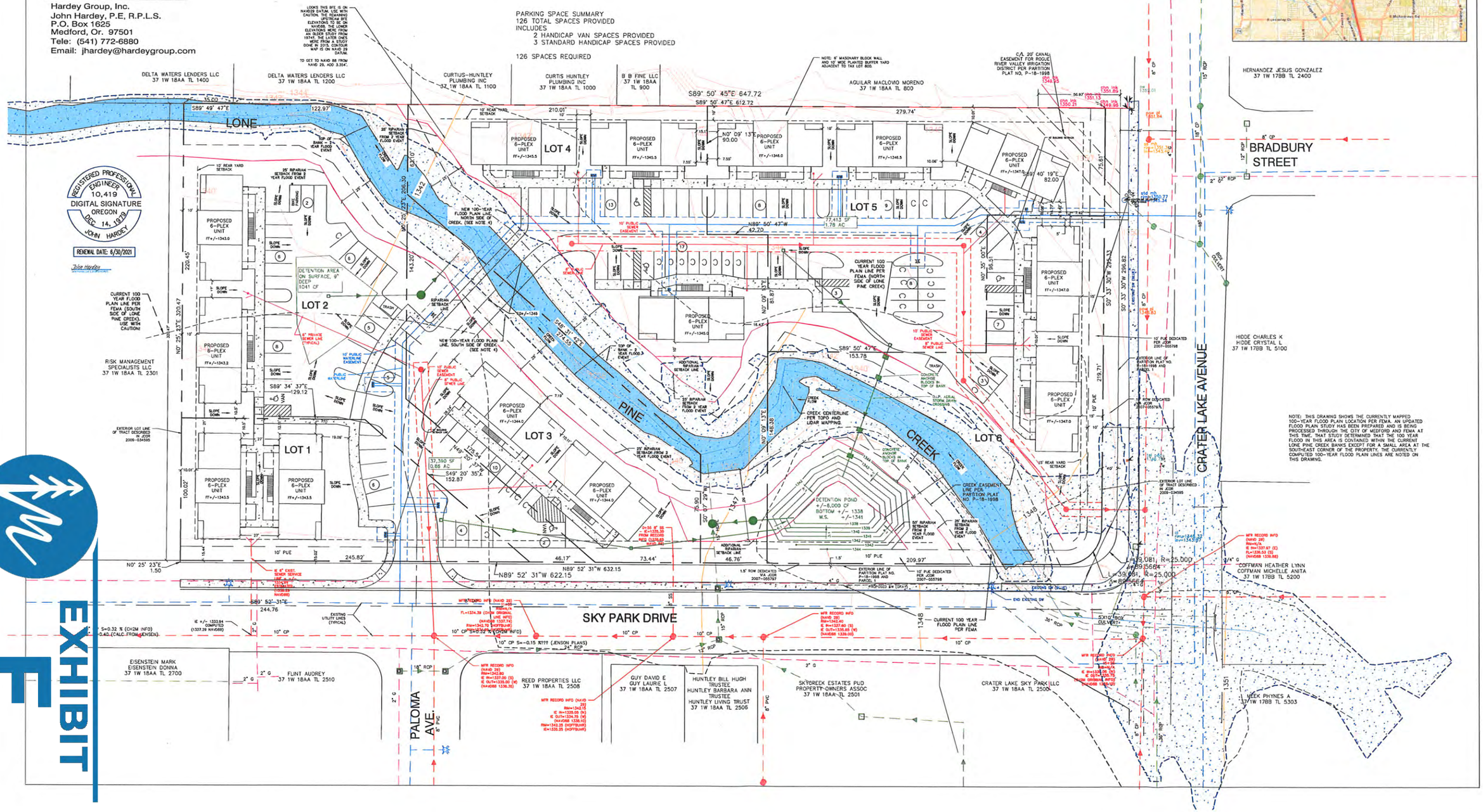
PARKING SPACE SUMMARY
126 TOTAL SPACES PROVIDED
INCLUDES:
2 HANDICAP VAN SPACES PROVIDED
3 STANDARD HANDICAP SPACES PROVIDED

126 SPACES REQUIRED

LOOKS THIS SITE IS ON NAVD28 DATUM. USE WITH CAUTION. THE REMAINING UPSTREAM SITE ELEVATIONS TO BE ON NAVD88. THE LOWER ELEVATIONS MORE FROM A STUDY DONE IN 1974. THE LATER ONES MORE FROM A STUDY DONE IN 2013. CONTOUR MAP IS ON NAVD 29 DATUM.

TO GET TO NAVD 88 FROM NAVD 29, ADD 3.354'.

VICINITY MAP



BEFORE THE PLANNING COMMISSION
FOR THE CITY OF MEDFORD, OREGON

IN THE MATTER OF AN APPLICATION FOR TENTATIVE PLAT APPROVAL FOR A SIX-LOT SUBDIVISION ON 4.76 ACRES, ZONED MFR-15, LOCATED ON THE NORTHWEST CORNER OF THE INTERSECTION OF SKYPARK DRIVE AND CRATER LAKE AVENUE; DESCRIBED AS T.37S- R.1W- SEC.18AA, TAX LOT 2300; WINDY CREEK LLC, APPLICANT; SLAUGHTER CONSULTING, AGENT.	)	**FINDINGS OF FACT AND CONCLUSIONS**

RECITALS:

Property Owner/ Applicant-	Windy Creek LLC 1070 Plaza Ave Ashland, OR 97520
Engineer/Surveyor-	Hardey Group, Inc. P.O. Box 1625 Medford, OR 97501 (541) 772-6880
Agent-	Slaughter Consulting 280 Stanford Ave Medford, OR 97504 (541) 810-1975
Property Description-	T.37S-R.1W-S.18AA, Tax Lot 2300
Acreage-	4.76 net acres or 5.64 gross acres
Zoning-	MFR-15

PROPOSAL:

The applicant is requesting tentative plat approval for a six-lot subdivision on a 4.76-acre parcel, zoned Multiple-Family Residential – 15 dwelling units per gross acre (MFR-15), located at 1971 Skypark Drive, on the northwest corner of the intersection of Skypark Drive and Crater Lake Avenue.

EXHIBIT F

The property is currently undeveloped, containing only grass and some trees and shrubs along the Lone Pine Creek corridor which runs through the property.

A concurrent application has been submitted for Site Plan and Architectural Review to develop an 84-unit multiple family dwelling complex on the six lots. Per the submitted plan, access to all proposed lots will come from a single driveway on Skypark Drive, and easements for access, parking, and utilities will be provided across all lots to provide for the coordinated development of the six properties.

APPROVAL CRITERIA:

The criteria for Subdivision Tentative Plat approval are listed in Section 10.202(E), Medford Land Development Code (MLDC), which states:

(E) Land Division Approval Criteria.
The Planning Commission shall not approve any tentative plat unless it first finds that the proposed land division, together with the provisions for its design and improvement:

(1) Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Articles IV and V;

(2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;

(3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;

(4) If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property, unless the Planning Commission determines it is in the public interest to modify the street pattern;

(5) If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;

(6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.

FINDINGS OF COMPLIANCE WITH MLDC SUBSECTION 10.202(E):

(1) Is consistent with the Comprehensive Plan, any other applicable specific plans thereto, including Neighborhood Circulation Plans, and all applicable design standards set forth in Articles IV and V;

Discussion: The Comprehensive Plan is generally implemented by the MLDC in the case of land use application review. Therefore, a finding of consistency with the MLDC can also act as a finding of compliance with the Comprehensive Plan. The property has an Urban Medium Density Residential (UM) General Land Use Plan (GLUP) map designation and is zoned MFR-15, which is a permitted zone in the UM GLUP category. There are no applicable specific plans, including a Neighborhood Circulation Plan, present on or around the subject property.

The following is a list of applicable design standards found in Articles IV and V of the MLDC:

Minimum Lot Area – 9,000 square feet. All proposed lots exceed 9,000 square feet.

Minimum Interior Lot Width – 80 feet. All interior lots are more than 80 feet wide.

Minimum Corner Lot Width – 90 feet. All exterior lots are more than 90 feet wide.

Minimum Lot Depth – 100 feet. All lots are more than 100 feet deep.

Minimum Lot Frontage – 30 feet. All lots have at least 30 feet of frontage on either Skypark Drive or Crater Lake Avenue.

Per Section 10.426 C.1., the maximum block length in residential zones is 660' and the maximum block perimeter length is 2,100'. The property is located on an existing block in an area of existing development to urban standards. This existing asymmetrical block is bound by Skypark Drive, Whittle Avenue, Crater Lake Highway, Delta Waters Road and Crater Lake Avenue. The block length on the Skypark Drive side is approximately 1,500'. The block perimeter length is approximately 5,050'. Although the development code typically requires a maximum block length of 660' and a block perimeter length of 2,100' for residential zones, it is not unusual to see block lengths and block perimeter lengths in excess of these maximums near major intersections in order to preserve the safe operation of these intersections. In this case, the existing block and block perimeter lengths are likely the result of access control in this area of several major intersections. The limited street connectivity in the vicinity works to funnel traffic to controlled access points rather than providing for uncontrolled access onto the major streets in the vicinity. Any additional street intersections onto Crater Lake Highway, Delta

Waters Road or Crater Lake Avenue would likely be detrimental to the safe and efficient operations of the transportation system in the vicinity.

However, the applicant must still request relief to the Block Length and Accessway requirements of MLDC 10.426 and 10.464 respectively. SPAC recently approved a similar request for relief in the approval (City file number AC-18-147) of the redevelopment of a property on the north side of the subject property (1884-1862 Delta Water Road 371W18AA TL 1200-1400). The relief provided in that approval was granted due to the finding that construction of an accessway, eventually connecting north/south from Delta Waters Road to Skypark Drive, was incompatible with the protection of natural values because it would cross Lone Pine Creek. The applicant is now requesting the same relief based on the same reasoning.

Although the applicant is not proposing to construct an accessway through the subject property to connect from Skypark Drive to Delta Waters Road, the applicant plans to reserve space for a multi-use path along the Lone Pine Creek corridor. The path will be developed initially as a nature path, with a bark surface. If and when the City would like to connect this trail through the site for bike and pedestrian connectivity, the trail corridor can be improved to provide for transportation.

(2) Will not prevent development of the remainder of the property under the same ownership, if any, or of adjoining land or of access thereto, in accordance with this chapter;

Discussion: There are no other properties in the vicinity of the subject property owned by the applicant. The proposed subdivision plat includes easements for utilities, parking and vehicle access across the proposed lots to allow for the coordinated development of the six properties as a single complex of multiple-family dwellings. In this way, it is assured that the proposed subdivision will not prevent the development of any of the proposed lots.

The properties to the north are developed and take access from either Delta Waters Road or Crater Lake Avenue. There is a single undeveloped property to the west, zoned I-L, which has frontage and access on Skypark Drive. The proposed land division will not prevent development and/or redevelopment on any of the adjoining properties.

(3) Bears a name that has been approved by the approving authority and does not use a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words; unless the land platted is contiguous to and platted by the same applicant that platted the land division bearing that name; or unless the applicant files and records the consent of the party who platted the land division bearing that name and the block numbers continue those of the plat of the same name last filed;

Discussion: The subdivision name, "Creekside Village", has been reviewed and approved by the Jackson County Surveyor's office. The name does not include a word which is the same as, similar to, or pronounced the same as a word in the name of any other subdivision in the City of Medford; except for the words "town", "city", "place", "court", "addition", or similar words. The subdivision name includes the word "village", which is similar to the words listed as allowed redundancies in subdivision names.

(4) If it includes the creation of streets or alleys, that such streets or alleys are laid out to be consistent with existing and planned streets and alleys and with the plats of land divisions already approved for adjoining property, unless the Planning Commission determines it is in the public interest to modify the street pattern;

Discussion: The proposed subdivision does not include the creation or extension of any public streets or alleys.

(5) If it has streets or alleys that are proposed to be held for private use, that they are distinguished from the public streets or alleys on the tentative plat, and reservations or restrictions relating to the private streets or alleys are set forth;

Discussion: The proposed subdivision does not include the creation or extension of any private streets or alleys.

(6) Will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands within the EFU (Exclusive Farm Use) zoning district.

Discussion: The subject property does not abut or adjoin any agricultural lands.

FINDING:

Based on the submitted tentative plat map and the above discussions, the Planning Commission can find that the proposed six-lot subdivision is consistent with the Comprehensive Plan and all applicable design standards set forth in Articles IV and V; it will not prevent development of adjacent properties; it bears a name that has been approved by the Jackson County Surveyor; it does not include any new public or private streets or alleys; and it will not cause an unmitigated land use conflict between the land division and adjoining agricultural lands, meeting the approval criteria found in MLDC Section 10.202(E).

SUMMARY & CONCLUSIONS:

Based upon the above discussions regarding Section 10.202(E), with the finding that the proposed six-lot subdivision, as proposed, meets the approval criteria for subdivisions, the Planning Commission can conclude that the subdivision should be approved per the MLDC. With this conclusion, the applicant respectfully requests the Planning Commission approve the application as submitted.

Respectfully Submitted:

SLAUGHTER CONSULTING

BEFORE THE PLANNING COMMISSION
FOR THE CITY OF MEDFORD, OREGON

IN THE MATTER OF A CONDITIONAL USE PERMIT (CUP) APPROVAL FOR THE ENCROACHMENT OF A DRIVEWAY CROSSING, PUBLIC/PRIVATE UTILITIES, STORMWATER DETENTION AND OUTFALLS, AND A MULTI-USE PATH, WITHIN THE RIPARIAN CORRIDOR OF LONE PINE CREEK, ASSOCIATED WITH THE DEVELOPMENT OF 84 MULTIPLE-FAMILY DWELLING UNITS ON 4.76 ACRES, LOCATED ON THE NORTHWEST CORNER OF THE INTERSECTION OF SKYPARK DRIVE AND CRATER LAKE AVENUE; DESCRIBED AS T.37S- R.1W-SEC.18AA, TAX LOT 2300; WINDY CREEK LLC, APPLICANT; SLAUGHTER CONSULTING, AGENT.	)	**FINDINGS OF FACT AND CONCLUSIONS**

RECITALS:

Property Owner/ Applicant-	Windy Creek LLC 1070 Plaza Ave Ashland, OR 97520
Engineer/Surveyor-	Hardey Group, Inc. P.O. Box 1625 Medford, OR 97501 (541) 772-6880
Agent-	Slaughter Consulting 280 Stanford Ave Medford, OR 97504 (541) 810-1975
Property Description-	T.37S-R.1W-S.18AA, Tax Lot 2300
Acreage-	4.76 net acres or 5.64 gross acres
Zoning-	MFR-15

EXHIBIT G 1

PROPOSAL:

The applicant is requesting approval of a Conditional Use Permit (CUP) to develop a driveway crossing (bridge, culvert, etc.), public and/or private utilities (as necessary) across the creek at the driveway crossing, stormwater detention and outfall, and a multi-use path, within a portion of the riparian corridor of Lone Pine Creek. The proposed crossing, utilities, drainage facilities and path are associated with the development of 84 multiple-family dwelling units (DUs) on the 4.76-acre parcel, located at 1971 Skypark Drive, on the northwest corner of the intersection of Skypark Drive and Crater Lake Avenue. The development of the multiple-family complex is to be reviewed under a separate Site Plan and Architectural Review application submitted concurrently with this CUP application. A Subdivision application, to divide the property into 6 lots, has also been submitted for review. The property is currently undeveloped, containing only grass and some trees and shrubs along the Lone Pine Creek corridor which runs through the property. The property is zoned MFR-15, which allows for multiple-family dwellings at a minimum density of 10 DU per acre and a maximum density of 15 DU per acre.

APPROVAL CRITERIA:

The approval criteria for Conditional Use Permits are listed in Section 10.184, Subsection (C), of the Medford Land Development Code (MLDC), which states:

> *(1) The Planning Commission must determine that the development proposal complies with either of the following criteria before approval can be granted.*
>
> > *(a) The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.*
> >
> > *(b) The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the Planning Commission to produce a balance between the conflicting interests.*

FINDINGS OF COMPLIANCE WITH MLDC SUBSECTION 10.184(C):

Per Subsection 10.184(C)(1), *"The Planning Commission must determine that the development proposal complies with either of the following criteria before approval can be granted.*

> *(a) The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.*

(b) The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the Planning Commission to produce a balance between the conflicting interests."

The following discussion, findings and conclusions will demonstrate the application complies with Subsection 10.184(C)(1)(a), in that the development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

Compliance with 10.184(C)(1)(a):

Lone Pine Creek bisects the subject property at roughly a diagonal, from the southeast corner to the northwest corner, resulting in two generally triangular pieces, one northeast of the creek and the other southwest of the creek. As the creek meanders somewhat across the property and does not run in a straight line, the creek corridor and associated riparian corridor have an even greater impact on the developability of the property. A Riparian Corridor Reduction, consistent with Section 10.927, has been requested along with the Site Plan and Architectural Review application as the requested reduction is necessary to allow for the development of the subject property to the MFR-15 standards. With the requested reduction, development of buildings, parking, landscaping, and other necessary improvements will be permitted within 25' from the top of bank on each side of the creek rather than the standard 50' from top of bank. All development must stay outside of this reduced riparian corridor aside from the uses for which a CUP has been applied for, consistent with Section 10.925, i.e., the driveway crossing (10.925(3)), public and private utilities (10.925(2)), drainage facilities (10.925(1)) and a multi-use path (10.925(4)).

The subject parcel was created as Parcel 1 through Partition Plat No. P-18-1998 (City file #LDP-95-32). Note 4 on the plat states: "No vehicular access shall be allowed to or from Crater Lake Avenue for Parcel 1." Since there is no vehicular access allowed to/from Crater Lake Avenue for this property, the only way to develop the portions of the property northeast of Lone Pine Creek is by crossing the creek to provide access from Skypark Drive. Utilities, such as sanitary sewer and water, will likely be extended across the driveway crossing of the creek as development progresses from the southwest on Skypark Drive across the creek to the northeast portions of the property. This limited vehicular access and extension of utilities from Skypark Drive will limit vehicle conflicts (long term) and construction impacts (short term) on Crater Lake Avenue, resulting in positive impacts on adjoining developments and the surrounding area. The location of a driveway crossing and the extension of public and or private utilities across the riparian corridor of Lone Pine Creek, well within the boundaries of the subject property, will create no adverse impacts on abutting and surrounding developments and/or properties.

The stormwater detention facilities will be placed outside of the reduced riparian setback area aside from stormwater outfall at two locations and a piped crossing of stormwater from the

east side of the creek into a detention pond on the west side of the creek. The construction of these facilities will be coordinated with the appropriate agencies/departments, and all required permits will be obtained prior to construction. These facilities will result in the smallest amount of encroachment practicable into the riparian corridor for the development and will have no adverse impact on neighboring properties.

The proposed multi-use path is consistent with the City of Medford Leisure Services Plan, which shows the development of a path/trail along Lone Pine Creek across the subject property (Leisure Services Plan, Chapter 6, Map 11). The proposed path will provide an amenity for the residents of the development while also allowing for the replanting and enhancement of the riparian corridor. Initially, the trail will be developed as a bark path within the associated riparian corridor landscape plan as there is not currently a plan to connect the trail to the north/northwest. If the trail network is developed in the vicinity of the property as indicated on the Leisure Services Plan, this path could be improved and linked to other existing and planned paths/trails in the vicinity to provide an area and/or community-wide benefit. The requested CUP will allow for the development of the trail as a bark path at this time, and it will also allow for the further development of the trail in the future. The location of a multi-use path within the riparian corridor of Lone Pine Creek within the boundaries of the subject property will create no adverse impacts on abutting and surrounding developments and/or properties.

FINDING:

> **Based on the above discussion, the Planning Commission can find that the proposed encroachments into the riparian corridor of Lone Pine Creek for a driveway crossing, public and/or private utilities, drainage facilities and a multi-use path, will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area, meeting the approval criteria found in MLDC Section 10.184(C).**

SUMMARY & CONCLUSIONS:

Based upon the above discussions regarding Section 10.184, with the finding that the encroachments into the riparian corridor, as proposed, will cause no adverse impact on abutting or surrounding properties, the Planning Commission can conclude that the proposed encroachments into the riparian corridor, associated with the development of 84 multiple-family dwelling units on this 4.76-acre parcel located at 1971 Skypark Drive, meet the approval criteria for Conditional Use Permits. With this conclusion, the applicant respectfully requests the Planning Commission approve the application as submitted.

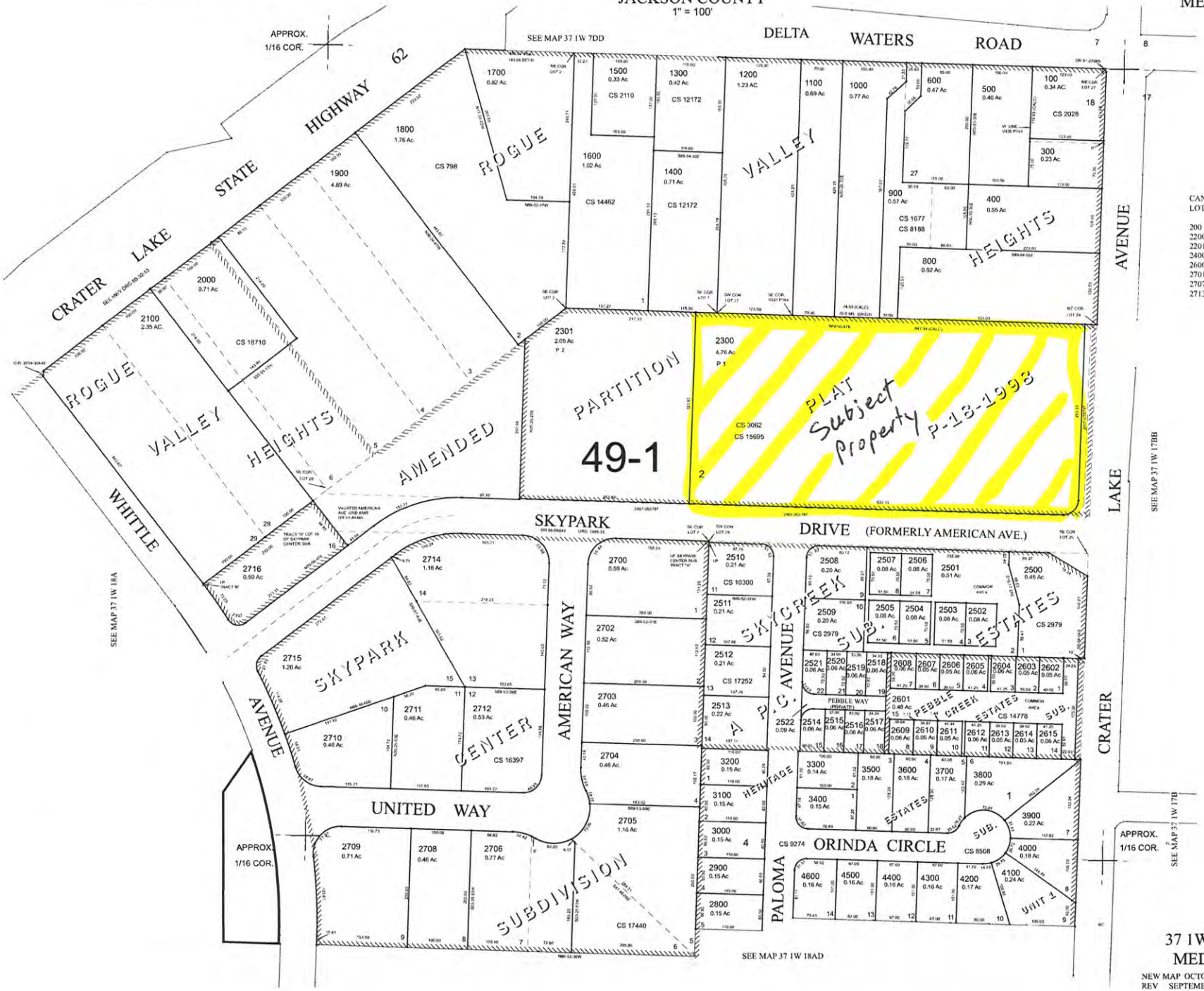
Respectfully Submitted:

SLAUGHTER CONSULTING

FOR ASSESSMENT AND TAXATION ONLY

N.E.1/4, N.E.1/4, SEC.18, T.37S., R.1W., W.M.
JACKSON COUNTY
1" = 100'

37 1W 18AA
MEDFORD



37 1W 18AA
MEDFORD

NEW MAP OCTOBER 07, 2010
REV SEPTEMBER 03, 2015

GIS DATA
09/03/2015 9:46:09 AM : WrightJP

LD DATE: 8/19/2020
Revised Date: 8/25/2020
File Number: LDS-20-207/CUP-20-208

PUBLIC WORKS DEPARTMENT STAFF REPORT

Creekside Village Subdivision
1971 Skypark Drive (TL 2300)

Project: Consideration of tentative plat approval for a six-lot subdivision, along with a request for Conditional Use Permit in order to construct a driveway crossing, as well as locate a multi-use path and drainage facilities within the riparian corridor of Lone Pine Creek. (The proposed requests are running concurrent with AC-20-205, a proposed 84-unit multi-family development.) The property consists of a single parcel totaling 4.76 acres.

Location: Located at the corner of Skypark Drive and Crater Lake Avenue (1971 Skypark Drive). The property is zoned MFR-15 (Multiple Family Residential, 15 dwelling units per gross acre), and located within the Lone Pine Village PUD (371W18AA TL 2300).

Applicant: Applicant: Windy Creek LLC; Agent: Slaughter Consulting; Planner: Dustin Severs.

The following items shall be completed and accepted prior to the respective events under which they are listed:

- Approval of Final Plat:
  Right-of-way, construction and/or assurance of the public improvements in accordance with Medford Land Development Code (MLDC), Section 10.666 & 10.667 (Items A, B & C)
- Issuance of first building permit for residential construction:
  Construction of public improvements (Items A through E)
- Issuance of Certificates of Occupancy for individual units:
  Sidewalks (Items A2)

EXHIBIT H

A. STREETS

1. Dedications

Crater Lake Avenue *and* ***Skypark Drive*** *are considered Legacy Streets per Medford Land Development Code (MLDC) 10.427(D). Proposed conditions of approval for land use actions which contain legacy streets shall be subject to review and recommendation by the City Engineer. The applicant shall be required to have a conference with the City Engineer prior to submitting land use applications containing legacy streets; the City Engineer shall produce a memorandum summarizing the meeting and legacy street standards that would apply to the land use application and this memorandum shall be submitted as an exhibit with the land use application. If a deviation from the City Engineer's recommendation is requested by the applicant, the applicant shall provide written findings (see criteria under MLDC 10.427(D)(1)(a-e).*

Crater Lake Avenue is classified as a Major Arterial street within the MLDC, Section 10.428 and requires a total right-of-way width of 100-feet. The developer shall dedicate for public right-of-way, sufficient width of land along the frontage of this development to comply with the half width of right-of-way for a Major Arterial street, which is 50-feet, unless otherwise recommended through the Legacy Street Memorandum. **The Developer's surveyor shall verify the amount of additional right-of-way required.**

The Developer will receive SSDC (Street System Development Charge) credits for the public right-of-way dedication on higher order streets, per the methodology established by the MLDC 3.815. **Should the Developer elect to have the value of the land be determined by an appraisal, a letter to that effect must be submitted to the City Engineer within sixty (60) calendar days of the date of the Final Order of the Planning Commission. The City will then select an appraiser, and a cash deposit will be required as stated in Section 3.815.**

Skypark Drive is classified as Standard Residential street within the MLDC, Section 10.430. The Developer shall dedicate for public right-of-way, sufficient width of land along the frontage to comply with the half width of right-of-way, which is 31.5-feet, unless otherwise recommended through the Legacy Street Memorandum. **The Developer's surveyor shall verify the amount of additional right-of-way required.**

In accordance with MLDC 10.471**, the property owner shall dedicate a 10-foot wide public utility easement** (PUE) adjacent to the right-of-way line along this Developments frontage.

The right-of-way and easement dedications shall be submitted directly to the Engineering Division of the Public Works Department. The submittal shall include: the right-of-way and easement dedication, including an exhibit map; a copy of a current Lot Book Report, Preliminary Title Report, or Title Policy; a mathematical closure report (if applicable), and the Planning Department File Number; for review and City Engineer acceptance signature

prior to recordation by the applicant. Releases of interest shall be obtained by holders of trust deeds or mortgages on the right-of-way and PUE area.

2. Public Improvements

a. Public Streets

Crater Lake Avenue – All street section improvements have been completed including pavement, curb and gutter, sidewalks and street lights. **No additional street improvements are required.**

Skypark Drive – All street section improvements have been completed including pavement, curb and gutter, partial sidewalks and partial street lights. **No additional street improvements are required, aside from 5-foot sidewalk with planter strip and the street light noted below.**

b. Street Lights and Signing

The Developer shall provide and install in compliance with Section 10.495 of the Medford Municipal Code (MMC). Based on the preliminary plan submitted, the following number of street lights and signage will be required:

<u>Street Lighting – Developer Provided & Installed:</u>

A. 1 – Type R-150 LED (Skypark Drive)

Note *- Power shall come out of existing pole #3505. Existing conduit would need to be spliced into with a new JB.*

<u>Traffic Signs and Devices – City Installed, paid by the Developer:</u>

A. 1 – Barricade

Numbers are subject to change if changes are made to the plans. All street lights shall be installed per City standards and be shown on the public improvement plans. Public Works will provide preliminary street light locations upon request. All street lights shall be operating and turned on at the time of the final "walk through" inspection by the Public Works Department.

The Developer shall pay for City installed signage required by the development. City installed signs include, but are not limited to, street name signs, stop signs, speed signs, school signs, dead end signs, and dead end barricades. Sign design and placement shall be per the Manual on Uniform Traffic Control Devices (MUTCD). All signs shall be shown on the public improvement plans and labeled as City installed.

The Developer shall be responsible for the preservation and re-installation of all signs removed during demolition and site preparation work. The Developer's contractor shall coordinate with the City of Medford Public Works, Maintenance and Operations Division to remove any existing signs and place new signs provided by Medford Public Works

Department.

c. Pavement Moratoriums

There is a pavement cutting moratorium in effect along this frontage to Crater Lake Avenue, which is set to expire July 20th, 2025. There is a no pavement cutting moratorium currently in effect along this developments frontage to Skypark Drive.

d. Access to Public Street System

Driveways shall be per MLDC 10.550.

Replace any unused driveway approaches with full height curb and gutter.

Public Works takes no exception to the applicant's findings regarding MLDC 10.426.

e. Easements

All public sanitary sewer or storm drain mains shall be located in paved public streets or within easements. A 12-foot wide paved access shall be provided to any public manholes or other structures which are not constructed within the street section, in these locations the paved access shall be located within a 15-foot easement.

Easements shall be shown on the final plat for all sanitary sewer and storm drain mains or laterals which cross lots, including any common area, other than those being served by said lateral. The City requires that easement(s) do not run down the middle of two tax lot lines, but rather are fully contained within one tax lot.

3. Section 10.668 Analysis

To support a condition of development that an applicant dedicate land for public use or provide a public improvement, the Medford Code requires a nexus and rough proportionality analysis which is essentially a codification of the constitutional provisions in Nollan and Dolan cases.

10.668 Limitation of Exactions

Notwithstanding any other provisions of this Chapter 10, an applicant for a development permit shall not be required, as a condition of granting the application, to dedicate land for public use or provide public improvements unless:
(1) the record shows that there is an essential nexus between the exaction and a legitimate government purpose and that there is a rough proportionality between the burden of the exaction on the developer and the burden of the development on public facilities and services so that the exaction will not result in a taking of private property for public use, or

(2) a mechanism exists and funds are available to fairly compensate the applicant for the excess burden of the exaction to the extent that it would be a taking.

1. Nexus to a legitimate government purpose

The purposes for these dedications are found throughout the Medford Code, the Medford Transportation System Plan, and the Statewide Planning Rule, and supported by sound public policy. Those purposes and policies include, but are not limited to: development of a balanced transportation system addressing all modes of travel, including motor vehicles, transit, bicycles, emergency services and pedestrians. Further, these rights-of-way are used to provide essential services such as sanitary sewer, domestic water and storm drains to serve the developed parcels. It can be found that the listed right-of-way dedications and improvements have a nexus to these purposes and policies.

2. Rough proportionality between the dedications and improvements, and the impacts of development.

No mathematical formula is required to support the rough proportionality analysis. Furthermore, benefits to the development resulting from the dedication and improvements when determining "rough proportionality" have been considered, including but not limited to: increased property values, intensification of use, as well as connections to municipal services and the transportation network.

As set forth below, the dedication recommended herein can be found to be roughly proportional to the impacts reasonably anticipated to be imposed by this development.

Crater Lake Avenue & Skypark Drive:

The additional right-of-way on Crater Lake Avenue will provide the needed width for a future planter strip and sidewalk. Crater Lake Avenue is currently a 35 mile per hour facility, which currently carries approximately 14,900 vehicles per day. The planter strip moves pedestrians a safe distance from the edge of the roadway. Crater Lake Avenue will be the primary route for pedestrians traveling to and from this development.

The City assesses System Development Charges (SDCs) to help pay for acquisition of right-of-way and construction of additional Arterial & Collector Street capacity (including street lights) required as a result of new development. Because a mechanism exists in the form of SDC credit for right-of-way dedication and street improvements in accordance with Medford Municipal Code (MMC) 3.815 and other applicable parts of the Code, to fairly compensate the applicant, the conditions of MLDC, Section 10.668 are satisfied.

The additional right-of-way on Skypark Drive will provide the needed width for a future planter strip and sidewalk. Skypark Drive is currently a 25 mile per hour facility, which

currently carries approximately 900 vehicles per day. The planter strip moves pedestrians a safe distance from the edge of the roadway. Skypark Drive will be the primary route for pedestrians traveling to and from this development.

Local street right-of-way dedication and construction requirements identified by the Public Works Department and required by the City are the minimum required to protect the public interest and are necessary for additional or densification of development in the City without detracting from the common good enjoyed by existing properties. Developments are required to provide all internal local streets and half-street improvements to abutting streets, including associated right-of-way dedications, to ensure that new development and density intensification provides the current level of urban services and adequate street circulation is maintained.

Dedication of the Public Utility Easement (PUE) will benefit development by providing public utility services, which are out of the roadway and more readily available to each lot or building being served. The additional traffic of all modes of travel generated by this proposed development supports the dedication and improvements for all modes of travel and utilities. As indicated above, the area required to be dedicated for this development is necessary and roughly proportional to that required in similar developments to provide a transportation system that meets the needs for urban level services.

The additional street lighting on Skypark Drive will provide the needed illumination to meet current MLDC requirements.

B. SANITARY SEWERS

The proposed development is situated within the Medford sewer service area. The Developer shall ensure that sanitary sewer is available to each buildable lot prior to approval of the Final Plat.

Public sanitary sewer mains shall be extended on their courses to the exterior boundaries of this subdivision, such that future development can extend service without having to excavate back into the improvements provided by this subdivision.

C. STORM DRAINAGE

1. Drainage Plan

Future development shall provide a comprehensive drainage plan showing the entire project site with sufficient spot elevations to determine direction of runoff to the proposed drainage system, and also showing elevations on the proposed drainage system, shall be submitted with the first building permit application for approval.

With future development, the Developer shall provide copies of either a Joint Use Maintenance Agreement or a private stormdrain easement for any stormwater draining

onto or from adjacent private property.

A Site/Utility Plan shall be submitted with the future building permit application to show the location of the existing or proposed stormdrain lateral/s for the site.

All private storm drain lines shall be located outside of the public right-of-way and/or any public utility easements (PUE).

2. Grading

Future development shall provide a comprehensive grading plan showing the relationship between adjacent property and the proposed development. Grading on this development shall not block drainage from an adjacent property or concentrate drainage onto an adjacent property without an easement. The Developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

3. Detention and Water Quality

Provide stormwater quality and detention facilities in accordance with MLDC Sections 10.481 and 10.729 and 10.486.

4. Mains and Laterals

With future development, all roof drains and foundation drains shall be connected directly to a storm drain system.

A storm drain lateral shall be constructed to each parcel prior to approval of the Final Plat. Easements shall be shown on the Final Plat for storm drain laterals crossing property other than the one being served by the lateral. If a private storm drain system is being used to drain this site, the applicant shall provide a joint use maintenance agreement.

5. Erosion Prevention and Sediment Control

All development that disturbs 5,000 square feet or greater shall require an Erosion Prevention and Sediment Control Plan. Developments that disturb one acre and greater shall require a 1200C permit from the Department of Environmental Quality (DEQ). Erosion Prevention and Sediment Control Plans shall be submitted to the Building Department with the project plans for development. All disturbed areas shall be covered with vegetation or properly stabilized prior to certificate of occupancy.

6. Flood Control Maintenance Condition

The Developer shall provide flood control maintenance of Lone Pine Creek through the property.

D. SURVEY MONUMENTATION

All survey monumentation shall be in place, field-checked, and approved by the City Surveyor prior to approval of the final plat.

E. GENERAL CONDITIONS

1. Phasing

The proposed plans do not show any phasing.

2. Permits

Building Permit applications for vertical construction shall not be accepted by the Building Department until the Final Plat has been recorded, and a "walk through" inspection has been conducted and approval of all public improvements as required by the Planning Commission has been obtained for this development.

Concrete or block walls built within a PUE, or within sanitary sewer or storm drain easements require review and approval from the Engineering Division of Public Works. Walls shall require a separate permit from the Building Department and may also require certification by a professional engineer.

3. System Development Charges (SDCs)

Buildings in this development are subject to SDC fees. These SDC fees shall be paid at the time individual building permits are taken out.

This development is also subject to storm drain system development charges, the Developer is eligible for storm drain system development charge credits for the installation of storm drain pipe which is 24-inches in diameter or larger and is not used for storm drain detention in accordance with Medford Municipal Code (MMC), Section 3.891. The storm drain system development charge shall be collected at the time of the approval of the final plat.

4. Construction and Inspection

Contractors proposing to do work on public streets (including street lights), sewers, or storm drains shall 'prequalify' with the Engineering Division prior to starting work. Contractors shall work off a set of public improvement drawings that have been approved by the City of Medford Engineering Division. Any work within the County right-of-way shall require a separately issued permit from the County.

For City of Medford facilities, the Public Works Maintenance Division requires that public

sanitary sewer and storm drain mains be inspected by video camera prior to acceptance of these systems by the City.

Where applicable, the Developer shall bear all expenses resulting from the adjustment of manholes to finish grades as a result of changes in the finish street grade.

Prepared by: Jodi K Cope
Reviewed by: Doug Burroughs
Revised by: Jodi K Cope

SUMMARY CONDITIONS OF APPROVAL
Creekside Village Subdivision
1971 Skypark Drive (TL 2300)

LDS-20-207/CUP-20-208

A. Streets

1. Street Dedications to the Public:

- **Crater Lake Avenue & Skypark Drive** – Dedicate additional right-of-way unless otherwise recommended through the Legacy Street Memorandum.
- Dedicate 10-foot public utility easements (PUE).

2. Improvements:

Public Streets

- **Crater Lake Avenue** – No improvements are required at this time.
- **Skypark Drive** – No improvements are required at this time, aside from sidewalks and streetlights.

Lighting and Signing

- Developer supplies and installs all street lights at own expense.
- City installs traffic signs and devices at Developer's expense.

Access to Public Street System

- Driveways shall be per MLDC 10.550.
- Replace any unused driveway approaches with full height curb and gutter.
- Public Works takes no exception to the applicant's findings regarding MLDC 10.426.

Other

- **There is a pavement cutting moratorium in effect along this frontage to Crater Lake Avenue, which is set to expire July 20th, 2025.** There is a no pavement cutting moratorium currently in effect along this developments frontage to Skypark Drive.

B. Sanitary Sewer:

- Have available a private lateral to each lot.
- Provide easements as necessary.

C. Storm Drainage:

- Provide an investigative drainage report.
- Provide a comprehensive grading plan.
- Provide water quality and detention facilities, if required by code.
- Provide storm drain laterals to each tax lot.
- Provide Erosion Control Permit from DEQ.
- The Developer shall provide flood control maintenance of Lone Pine Creek through the property.

D. Survey Monumentation

- Provide all survey monumentation.

E. General Conditions

- Building permits will not be issued until after final plat approval.

- = City Code Requirement
o = Discretionary recommendations/comments

The above summary is for convenience only and does not supersede or negate the full report in any way. If there is any discrepancy between the above list and the full report, the full report shall govern. Refer to the full report for details on each item as well as miscellaneous requirements for the project, including requirements for public improvement plans (Construction Plans), design requirements, phasing, draft and final plat processes, permits, system development charges, pavement moratoriums and construction inspection.

Medford Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Browning, Chase; Fairrington, Tanner

Review Date: 8/12/2020
Meeting Date: 8/19/2020

LD File #: LDS20207 **Associated File #1:** CUP20208 **Associated File #2:** AC20205

Planner: Dustin Severs

Applicant: Windy Creek LLC

Site Name: Creekside Village

Project Location: The corner of Skypark Drive and Crater Lake Avenue (1971 Skypark Drive).

ProjectDescription: Consideration of tentative plat approval for a six-lot subdivision, along with a request for Conditional Use Permit in order to construct a driveway crossing, as well as locate a multi-use path and drainage facilities within the riparian corridor of Lone Pine Creek. (The proposed requests are running concurrent with AC-20-205, a proposed 84-unit multi-family development.) The property consists of a single parcel totaling 4.76 acres, and is located at the corner of Skypark Drive and Crater Lake Avenue (1971 Skypark Drive). The property is zoned MFR-15 (Multiple Family Residential, 15 dwelling units per gross acre), and located within the Lone Pine Village PUD (371W18AA TL 2300)

Specific Development Requirements for Access & Water Supply

Conditions

Reference	Comments	Description
Approved	Additional requirements will apply if the site is developed. See comments for AC 20-205.	Approved as submitted with no additional conditions or requirements.

Construction General Information/Requirements

Development shall comply with access and water supply requirements in accordance with the Oregon Fire Code in affect at the time of development submittal. Fire apparatus access roads are required to be installed prior to the time of construction. The approved water supply for fire protection (fire hydrants) is required to be installed prior to construction when combustible material arrives at the site.

Specific fire protection systems may be required in accordance with the Oregon Fire Code.
This plan review shall not prevent the correction of errors or violations that are found to exist during construction. This plan review is based on information provided only.

Design and installation shall meet the Oregon requirements of the International Fire, Building, Mechanicial Codes and applicable NFPA Standards.

Medford Fire-Rescue, 200 S Ivy St. Rm 180, Medford OR 97501 541-774-2300

www.medfordfirerescue.org

EXHIBIT I

MEDFORD WATER COMMISSION

Staff Memo

TO: Planning Department, City of Medford

FROM: Brian Runyen, P.E.(TX), Water Commission Staff Engineer

SUBJECT: AC-20-205 & LDS-20-207 / CUP-20-208

PARCEL ID: 371W18AA TL 2300

PROJECT: **AC-20-205** Consideration of plans for a six-phase, multi-family development consisting of 14 buildings with six units each—a total of 84 dwelling units. (The proposed development is running concurrent with LDS-20-207 and CUP-20-208.)

LDS-20-207 / CUP-20-208 Consideration of tentative plat approval for a six-lot subdivision, along with a request for Conditional Use Permit in order to construct a driveway crossing, as well as locate a multi-use path and drainage facilities within the riparian corridor of Lone Pine Creek. (The proposed requests are running concurrent with AC-20-205, a proposed 84-unit multi-family development.)

The property consists of a single parcel totaling 4.76 acres, and is located at the corner of Skypark Drive and Crater Lake Avenue (1971 Skypark Drive). The property is zoned MFR-15 (Multiple Family Residential, 15 dwelling units per gross acre), and located within the Lone Pine Village PUD (371W18AA TL 2300).

Applicant: Windy Creek LLC; Agent: Slaughter Consulting; Planner: Dustin Severs.

MEMO DATE: August 7, 2020 **LAND DEVELOPMENT COMMITTEE DATE:** August 19, 2020

I have reviewed the above project application as requested. Comments and Conditions for approval are as follows:

COMMENTS

1. Off-site water line installation is required (connections to existing water lines).
2. On-site water line installation is required.
3. This proposed subdivision falls within MWC's Zone "Reduced" Pressure Zone.
4. Static pressure is expected to be approximately 66 psi.
5. MWC metered water service does NOT exist to this property.

EXHIBIT J

200 S. Ivy Street, Room 177
Medford, Oregon 97501
Phone (541) 774-2430
www.medfordwater.org
water@medfordwater.org
Fax (541) 774-2555

6. Access to MWC water lines is available. There is an 8-inch water line in Sky Park Drive as well as a 6-inch water line in Crater Lake Drive. An additional 14-inch water line is in Crater Lake Drive but is in the "Gravity" Pressure Zone and does not serve this property.

CONDITIONS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."

2. The applicant's Civil Engineer shall coordinate with MWC engineering Staff for approval of water facility plans. Expect additional Comments and Conditions once plans are available for review.

3. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.

4. Installation of an Oregon Health Authority approved backflow device is required for all commercial, industrial, municipal, and multi-family developments. New backflow devices shall be tested by an Oregon certified backflow assembly tester. See MWC website for list of certified testers at the following web link http://www.medfordwater.org/Page.asp?NavID=35 .

5. Installation of an 8-inch water line will be required thru the site connecting to the existing 8-inch water line in Sky Park Drive and the existing 6-inch water line in Crater Lake Drive.

6. Creek crossing of proposed water line shall be cased per MWC Standards.

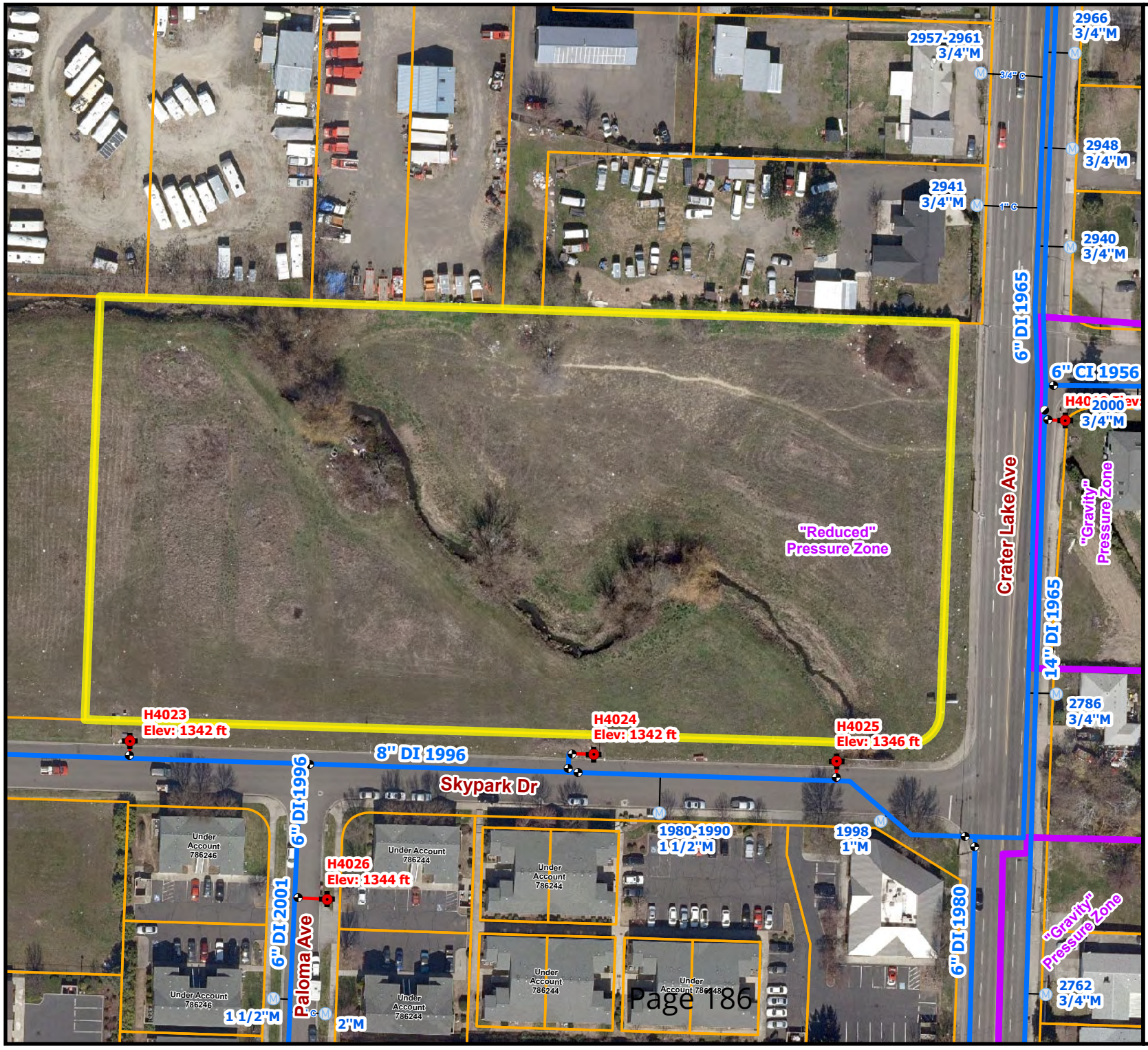
7. "Dead-End" waterlines are not allowed to maintain water quality. All proposed water lines are required to be looped. If a water line cannot be looped, then the installation of a "Fire Hydrant" or "Auto Flusher" will be required on "dead end" water lines

8. The applicants Civil Engineer shall coordinate with Medford Fire Department for approved fire hydrant locations.

9. Dedication of a 10 foot wide (minimum) access and maintenance easement to MWC over all water facilities located outside of public right-of-way is required. Between buildings the easement width shall be 15 foot wide (minimum) with hardscape cover. No landscaping will be allowed over the easement. Easements shall be submitted to MWC for review and recordation prior to construction.

10. A "Summer" fire hydrant "flow test" is required for any proposed design of sprinkler systems for the new buildings. (A Summer "flow test" shall be obtained between the months of July thru September). Coordinate with MWC for fire hydrant flow testing for design of Sprinkler System.

-END CONDITIONS-



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0 25 50 100 Feet

Water Facility Map
for
AC-20-205
LDS-20-207
CUP-20-208

Medford, OR.
August 8, 2020

Legend

- Air Valve
- Sample Station
- Fire Service
- Hydrant
- Reducer
- Blow Off
- Plugs-Caps

Water Meters:

- Active Meter
- On Well
- Unknown
- Vacant

Water Valves:

- Butterfly Valve
- Gate Valve
- Tapping Valve

Water Mains:

- Active Main
- Active Main w/ Easement
- Abandoned Main
- Reservoir Drain Pipe
- Pressure Zone Line

Boundaries:

- Urban Growth Boundary
- City Limits
- Tax Lots

MWC Facilities:

- Control Station
- Pump Station
- Reservoir

MEDFORD WATER COMMISSION

This map is based on a digital database compiled by Medford Water Commission from a variety of sources. Medford Water Commission cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.

Date: 8/6/2020
Path: R:\Departments\GIS\MXD\eBR MXD.aprx

Oregon
Kate Brown, Governor

Department of Fish and Wildlife
Rogue Watershed District Office
1495 East Gregory Road
Central Point, OR 97502
(541) 826-8774
Fax (541) 826-8776

RE: Development of T.37S-R.1W-S.18AA, Tax lot 2300 and Lone Pine Creek

Dear Planning Commission,

Thank you for providing the opportunity for the Oregon Department of Fish and Wildlife (ODFW) to review and comment on the proposed reductions to the Riparian Protection Corridor on Lone Pine Creek, necessary in the application of a Conditional Use Permit for the City of Medford's developmental services process. It is policy of the state of Oregon to manage fish and wildlife to prevent serious depletion of indigenous species and to provide the optimum recreational and aesthetic benefits for present and future generations of the citizens of this state (ORS 496.012). In accordance with our mission, ODFW offers the following comments and recommendations regarding the development of the 4.76-acre parcel located at 1971 Skypark Drive in Medford (tax lot T.37S-R.1W-S.18AA, Tax lot 2300) for submittal in the record for the Jackson County Planning Commission Hearing on September 18, 2020.

ODFW considers Lone Pine Creek through this property and continuing upstream as adult summer Steelhead spawning and juvenile Steelhead rearing habitat. Rogue summer Steelhead are designated by ODFW as a Sensitive Species, due to significant anthropogenic degradation of their habitat. Through the property, Lone Pine Creek is also designated as Essential Salmonid Habitat (https://www.oregon.gov/dsl/Pages/Maps.aspx), by the Oregon Department of State Lands (DSL). The City of Medford's Riparian 50 foot riparian protection corridor (Section 10.920-10.928) applies to Lone Pine Creek, which provide for the functions and values necessary for habitat to support this sensitive species, as well as a host of other indigenous species to the region.

With increasingly erratic weather and the compounding effect of how development has been implemented in this urban watershed, adequate setbacks are needed not only to protect stream function and fish habitat, but also to protect new development from flooding and the risk of severe erosion. ODFW would concur with the sentence in the Finding of Fact, submitted by the applicant (Page 3, paragraph 3): "*As the creek meanders and does not run in a straight line, the creek and associated riparian corridor have an even great impact on the developability of the property*". However, ODFW would disagree that the proposed setback reductions are the solution to this problem.

This tax lot is one of the last undeveloped parcels along Lone Pine Creek. Most of Lone Pine Creek and its tributaries upstream of the proposed development have seen extensive housing development allowed very close to the creek. ODFW is aware of numerous complaints and concerns of flooding along adjacent properties on tributaries to Bear Creek, and requests for

EXHIBIT K

cutting of much needed riparian vegetation and bank stabilization projects are a constant story on urbanized watersheds, where development is allowed too closely to streams.

Recommendations:

ODFW has concerns regarding the proposal to reduce the protections afforded by the 50 foot setback, to a 25 foot buffer. ODFW encourages maintaining the setback of 50' where at all possible to provide the necessary functions for riparian habitat to support Oregon's fish and wildlife. Any reductions are subject to requirements set forth in the City of Medford's Riparian Protection corridor land use codes (10.920-10.928), adopted June 1, 2000 by ordinance 1999-215.

Per the City of Medford's Riparian Protection Ordinance, any reduction in the riparian setback should result in equal or better protection to the creek (10.927) and plans submitted to ODFW for recommendation (10.925).

- Any removal of vegetation adjacent to Lone Pine Creek must be mitigated for through a Riparian Landscape management plan. To date, ODFW has not reviewed any such landscape plan, but is available to provide technical assistance and recommendations to the City of Medford and the Applicant. ODFW was last in contact with an agent of the existing landowner in late May 2020, but no agreements or further discussion have been made.
- ODFW recommends that the stream crossing or any other development should avoid the removal of any large established trees adjacent to Lone Pine Creek. This includes construction of pathways, parking lots, stormwater detention, buildings or trash receptacles.

ODFW does not support a blanket reduction of 50 feet to 25 feet riparian protections. Should a partial setback reduction be granted:

- ODFW concurs with the findings of fact that any stormwater detention pond is to be located outside any reduced setback. ODFW would urge the City to require that construction of any stormwater detection basin be outside of the existing 50 foot setback.
- ODFW supports the need of a creek crossing as the City's Partition Plat P-18-1998, does not allow for vehicular access from Crater Lake Avenue, onto the parcel.
- Serious consideration of where the existing creek meanders are located in relation to where permanent structures are to be constructed needs to be made. A permanent building structure, parking lot or stormwater detention pond directly in line with a creek bend or meander is a recipe for further impacts to creek should emergency fill be needed.

Any stream crossing are subject to ODFW's fish passage criteria (635-412-0035). ODFW would recommend the applicant avoid crossing the creek with utility lines, especially if the lines are to be buried below the stream bed. If crossing the stream, this would all be subject to fish passage criteria.

- Depending on stream crossing design, the Department of State Lands may need to be notified as well, as Lone Pine Creek is designated as Essential Salmonid Habitat, and any work within the bed and banks of Lone Pine Creek will need to meet their regulatory requirements.

- To date, ODFW nor DSL has not seen any such mitigation plan for enhancing the bed or banks of Lone Pine Creek, which depending on the extent of setback reduction, may serve as suitable mitigation for any setback reduction.

Thank you for the opportunity to comment on the proposed development.

Ryan Battleson, Assistant District Fish Biologist
Oregon department of Fish and Widllife
Rogue Watershed District
541-826-8774 ext. 226
Ryan.d.battleson@state.or.us

WINKELMAN-BRUCE & TRUAX, LLP
Certified Public Accountants

RECEIVED
AUG 27 2020
PLANNING DEPT.

August 24, 2020

Medford Planning Commission
c/o Kelly Evans
411 W. 8th Street
Medford, OR 97501

Re: File No LDS-20-207 / CUP-20-208
1971 Skypark Drive

We are not opposed to the development listed above.

However, we would like to point out that Skypark has become a frequented thoroughfare between Crater Lake Highway and Crater Lake Avenue. As a result we would like to respectfully request that on-street parking be disallowed on Skypark Drive on one side of the street, preferably on the North side of the street. This would also provide residents of the development a clear view to oncoming traffic when exiting the complex. Due to the number of vehicles that stack up to make the turn onto Crater Lake Avenue, we request parking on the South side of the street be disallowed the last few feet leading to the corner of Skypark Drive and Crater Lake Avenue. Doing so allows Crater Lake Avenue traffic more space to turn onto Skypark.

Being neighbors with America's Best Kids (1914 Skypark Drive) for several years, we have noted the congestion that takes place on Skypark Drive when parking is allowed on both sides of the street. With the various programs ABK has, adults and children are frequently crossing the street in the middle of the block. We would expect something similar to happen with the new development. Please note America's Best Kids does provide parking, however, many of the families still prefer street parking. Again, we believe parking on one side of the street would provide a clearer view to oncoming traffic as a safety consideration.

Thank you for your consideration of this matter. Should you have any questions or comments, please feel free to contact us.

Sincerely,

Lisa W. Bruce

Lisa Winkelman Bruce, CPA
Winkelman-Bruce & Truax, LLP

EXHIBIT
L

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MEMORANDUM

To: Dustin Severs, Planner III

From: Liz Conner, CFM, Planner II

Date: September 2, 2020

Subject: LDS-20-207/CUP-20-208/AC-20-205 Creekside Village

PROJECT DESCRIPTION

Consideration of tentative plat approval for a six-lot subdivision, along with a request for Conditional Use Permit in order to construct a driveway crossing, as well as locate a multi-use path and drainage facilities within the riparian corridor of Lone Pine Creek. (The proposed requests are running concurrent with AC-20-205, a proposed 84-unit multi-family development.) The property consists of a single parcel totaling 4.76 acres, and is located at the corner of Skypark Drive and Crater Lake Avenue (1971 Skypark Drive 371W18AA TL 2300).

SITE CHARACTERISTICS

- MFR-15 (Multi Family Residential, 15 dwelling units per gross acre)
- 1% Special Flood Hazard Area (SFHA) with Base Flood Elevation (BFE) and floodway on subject property
- FIRM panel 41029C 1976F effective May 3, 2011
- LOMR 15-10-0236X Effective June 4, 2015

FLOODPLAIN COMMENTS

The property is currently within a mapped AE zone with Base Flood Elevations and designated floodway. Per the National Flood Insurance Program Regulations, any vertical structures and utilities shall comply with 44 CFR 60.3(a),(b), (c) and (d) and MMC Chapter 13. When possible it is advised that development is arranged outside of the floodway and SFHA.

The Medford Floodplain regulations are found in Chapter 13 of the Municipal Code. The sections pertaining to areas of special flood hazard with Base Flood Elevations (BFE) and floodway need to be reviewed and adhered to specifically, along with other relevant sections.

A Floodplain Development Permit is required prior to development in the Special Flood Hazard Areas. Development is broadly defined and includes, but is not limited to, grading, filling, paving, and construction of buildings and bridges.

Future tentative plans shall identify the special flood hazard areas. Structures shall be constructed a minimum of one-foot above the BFE.

The proposed vehicular crossing shall adhere to Chapter 13 development within the floodway if it is placed within the mapped floodway. A no-rise certification is required for all development within the floodway.

Existing and proposed grades shall be provided and the effect of this earth movement on the floodplain shall be described in a narrative.

FLOODPLAIN PERMIT

Submit a floodplain development application and fee along with submittal requirements identified in Chapter 13. An Elevation Certificate (EC) is required with the submittal of building permits for new commercial/residential structures located in the special flood hazard area (one at the time of building permit submittal, one during construction, and one prior to certificate of occupancy).

Submit copies of all necessary permits from other governmental agencies from which approval is required prior to start of construction.

Construction shall be in compliance with applicable building and fire codes and floodplain regulations.

ADDITIONAL DATA & LOMA

It is recommended that before construction begins that a Letter of Map Revision is obtained for the construction site if possible. A 477LOMR will effectively change where the SFHA is mapped on the property and may allow construction to not be required to develop in accordance with MMC Chapter 13.

It is advised to work with a surveyor or engineer to complete the submittal requirements. Lenders may require floodplain insurance for all development within the SFHA. A LOMR could potentially remove all requirements for flood insurance.

The applicant has submitted a LOMR for review to the City of Medford and is in the process to submit new technical data to FEMA for review.

CONDITIONS OF APPROVAL

Prior to issuance of a permit for the crossing at Lone Pine Creek the following shall apply;

1. A floodplain development permit shall be approved.
    a. No-Rise Certification if work is determined to be in the floodway.
        i. Construction Plans designed in accordance with Chapter 13.

Prior to issuance of a permit for vertical construction of structures the following shall apply;

2. A floodplain development permit shall be approved.
    a. Elevation Certificates shall be submitted
        i. Pre-Construction Elevation Certificate
    b. Construction Plans designed in accordance with Chapter 13.

Prior to issuance of Final Certificate of Occupancy the following shall apply;

3. A final LOMR determination from FEMA shall be made, or provide evidence that the structures are floodproofed up to the BFE or elevated above the BFE in accordance with Chapter 13 (please submit finished construction elevation certificate).

MEDFORD
PARKS, RECREATION AND FACILITIES

TO: Dustin Severs – Planning Department

FROM: Haley Cox – Parks Planner

SUBJECT: Creekside Village Subdivision

DATE: September 3, 2020

The Parks Department has reviewed the Creekside Village Subdivision application and has the following comments:

As noted in the application, the Leisure Services Plan indicates a shared-use pathway along Lone Pine Creek, which roughly bisects this property. The applicant has proposed to install a soft-surface trail in this riparian corridor/creek easement, which is appropriate in this location where there are no paved pathway connections. The pathway and riparian plantings will be installed and maintained by the property owner.

Landscaping plans within the riparian corridor shall be approved by ODFW prior to installation.

City of Medford | 701 North Columbus, Medford, OR 97501 | 541-774-2400
cityofmedford.org

EXHIBIT N

MEDFORD PLANNING

Vicinity Map

File Number:

LDS-20-207/ CUP-20-208

Project Name:

Creekside Village

Map/Taxlot:

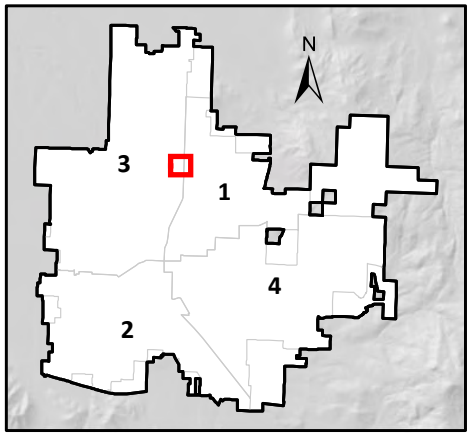
371W18AA TL 2300

0 250 500 Feet

Legend

Subject Area

Tax Lots



7/22/2020