

SITE PLAN & ARCHITECTURAL COMMISSION AGENDA OCTOBER 19, 2018



Commission Members

Jim Quinn, Chair

Bill Chmelir, Vice Chair

Jeff Bender

Jim Catt

David Culbertson

Bob Neathamer

Marcy Pierce

Milo Smith

Rick Whitlock

City Council Liaison - Dick Gordon

City Council Liaison Alt. - Tim D'Alessandro

Regular Commission meetings are held on
the first and third Fridays of every month

Beginning at 12:00 Noon

City of Medford

Council Chambers,

Third Floor, City Hall

411 W. 8th Street

Medford, OR 97501

(541) 774-2380



Site Plan and Architectural Commission

Agenda

Public Hearing
October 19, 2018

12:00 noon
Council Chambers, City Hall, Room 300
411 West Eighth Street, Medford, Oregon

-
10. Roll Call.
 20. Consent Calendar. None
 30. Minutes.
 - 30.1 Consideration for approval of minutes from the October 5, 2018, meeting.
 40. **Oral and Written 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 **AC-18-094** Consideration of plans for the development of a three-story apartment building on approximately 1.1 acres located on the south side of East Barnett Road, approximately 600 feet east of Ellendale Drive within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (371W32AB500) (Stylus Development LLC, applicant; ORW Architecture, Agent; Steffen Roennfeldt, Planner).
60. **Written Communications.** None
70. **Unfinished Business.** None
80. **New Business.** None
90. **Report from the Planning Department.**
100. **Messages and Papers from the Chair.**
110. **Propositions and Remarks from the Commission.**
120. **City Council Comments.**
130. **Adjournment.**

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.



Site Plan and Architectural Commission Minutes

From Public Hearing on October 5, 2018

The regular meeting of the Site Plan and Architectural Commission was called to order at noon in the Council Chambers on the above date with the following members and staff in attendance:

Commissioners Present

Jim Quinn, Chair
Bill Chmelir, Vice Chair
Jeff Bender
Jim Catt
Dave Culbertson
Bob Neathamer
Marcy Pierce
Milo Smith
Rick Whitlock
Dick Gordon, City Council Liaison

Staff Present

Kelly Evans, Assistant Planning Director
Debbie Strigle, Recording Secretary

10. Roll Call.

20. Consent Calendar/Written Communications.

20.1 **E-18-098** Final Order for consideration of an Exception to General Design Requirements for parking, specifically the requirements that all parking, loading, and vehicle maneuvering areas shall be paved and improved, and granting approval for an Exception to the Bufferyard requirements in Medford Land Development Code 10.790 related to Phase 2 of the development, and denying an Exception to the Bufferyard requirements in MLDC 10.790 related to the southerly portion of Phase 1, at a self-storage facility located at 576 E Vilas Road within the General Industrial (I-G) zoning district 371W6BB500).

Motion: Adopt the consent calendar.

Moved by: Commissioner Bender Seconded by: Commissioner Culbertson

Voice Vote: Motion passed unanimously, 9-0.

30. Minutes.

30.1 The minutes for the September 21, 2018, meeting, were approved as submitted.

40. Oral and Written Requests and Communications. None.

50. Public Hearings. None.

60. Written Communications. None.

70. Unfinished Business. None.

80. New Business. None.

90. Report from the Planning Department.

90.1. Ms. Evans reminded the Commissioners that the Boards & Commissions applications are due by October 31, 2018. Commissioner Bender's and Catt's terms will expire in January.

90.2 Ms. Evans reported there will be business for the October 19th meeting; no business has been scheduled for the November 2nd meeting; and there will be business for the November 16th meeting.

90.3 Ms. Evans announced that October is National Community Planning Month. This year staff will be doing some community work. The Mayor read the Proclamation at last night's City Council meeting.

100. Messages and Papers from the Chair. None.

110. Propositions and Remarks from the Commission.

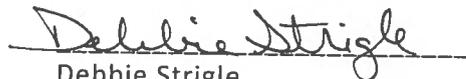
110.1 Commissioner Neathamer stated he would not be able to attend the October 19th meeting. He will be in Maryland representing the National Society of Professional Surveyors.

120. City Council Comments. None.

130. Adjournment

130.1 The meeting was adjourned at approximately 12:11 p.m. The proceedings of this meeting were digitally recorded and are filed in the City Recorder's office.

Submitted by:


Debbie Strigle
Recording Secretary

Bill Chmelir
Site Plan and Architectural Commission Acting Chair

Approved: October 19, 2018

**BEFORE THE MEDFORD SITE PLAN AND ARCHITECTURAL COMMISSION
STATE OF OREGON, CITY OF MEDFORD**

IN THE MATTER OF SITE PLAN AND ARCHITECTURAL COMMISSION)
FILE AC-18-094 APPLICATION FOR PROJECT REVIEW SUBMITTED) **ORDER**
BY STYLUS DEVELOPMENT LLC)

ORDER granting approval of a request of File No. AC-18-094, as follows:

Consideration of plans for the development of a 32-unit, three-story apartment building on approximately 1.1 acres located on the south side of East Barnett Road, approximately 600 feet east of Ellendale Drive within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (371W32AB500).

WHEREAS:

1. The Site Plan and Architectural Commission has duly accepted the application filed in accordance with the Land Development Code, Section 10.285.
2. The Site Plan and Architectural Commission has duly held a public hearing on the matter described above, with a public hearing a matter of record of the Site Plan and Architectural Commission on October 19, 2018.
3. At the public hearings on said application, evidence and recommendations were received and presented by the developer and Planning Department staff; and
4. At the conclusion of said public hearings, after consideration and discussion, the Site Plan and Architectural Commission, upon a motion duly seconded, granted approval and directed staff to prepare a final order with all conditions and findings set forth for the granting of approval.

THEREFORE LET IT BE HEREBY ORDERED that the application of Stylus Development LLC, stands approved subject to compliance with the conditions stated in the Revised Staff Report dated October 10, 2018.

AND LET IT FURTHER BE OF RECORD that the action of the Site Plan and Architectural Commission approving this application is hereafter supported by the findings referenced in the Revised Staff Report dated October 10, 2018.

BASED UPON THE ABOVE, it is the finding of the Medford Site Plan and Architectural Commission that the project is in compliance with the criteria of Section 10.290 of the Land Development Code.

Accepted and approved this 19th day of October, 2018.

MEDFORD SITE PLAN AND ARCHITECTURAL COMMISSION

Site Plan and Architectural Commission Acting Chair

ATTEST:


Secretary



City of Medford

Planning Department

Working with the community to shape a vibrant and exceptional city

REVISED STAFF REPORT

for a Type-C quasi-judicial decision: **Site Plan and Architectural Review**

Project Stylus Development LLC
Applicant: Stylus Development LLC; Agent: ORW Architecture

File no. AC-18-094

To Site Plan and Architectural Commission *for 10/19/2018 hearing*

From Steffen Roennfeldt, Planner III

Reviewer Kelly Evans, Assistant Planning Director

Date October 10, 2018

BACKGROUND

Proposal

Consideration of plans for the development of a 32-unit, three-story apartment building on approximately 1.1 acres located on the south side of East Barnett Road, approximately 600 feet east of Ellendale Drive within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (371W32AB500).

Vicinity Map



Subject Site Characteristics

| | | |
|----------|--------|---|
| Zoning | MFR-30 | Multiple Family Residential (20 to 30 dwelling units per gross acre) |
| GLUP Use | UH | Urban High Density Residential One single family dwelling plus accessory structure |

Surrounding Site Characteristics

| | | |
|--------------|-------|--|
| <i>North</i> | Zone: | C-C (Community Commercial) & MFR-20 (Multiple Family Residential – 15 to 20 dwelling units per gross acre) |
| | Use: | Low-Impact Commercial Uses |
| <i>South</i> | Zone: | MFR-20 |
| | Use: | Barnett Townhouse Complex |
| <i>East</i> | Zone: | C-C |
| | Use: | Medical Offices |
| <i>West</i> | Zone: | MFR-30 |
| | Use: | Townhouses |

Related Projects

ZC-18-008 Zone Change from MFR-20 to MFR-30

Applicable Criteria

Medford Municipal Code §10.290 – Site Plan & Architectural Review Criteria

The Site Plan and Architectural Commission shall approve a site plan and architectural review application if it can find that the proposed development conforms, or can be made to conform through the imposition of conditions, with the following criteria:

- (1) The proposed development is compatible with uses and developments that exist on adjacent land; and*
- (2) The proposed development complies with the applicable provisions of all city ordinances or the Site Plan and Architectural Commission has approved (an) exception(s) as provided in MLDC § 10.253.*

Corporate Names

Jennifer Nicholls is the Registered Agent for Stylus Development, LLC according to the Oregon Secretary of State Business Registry. Dana C. Ing, Jeffrey J. Bender, Andrew L. Owen and James C. Roemer are listed as Members.

Revised Report

This is a revised staff report containing updated information regarding the traffic impact analysis. There are no changes to any other sections of this report as compared to the September 14, 2018 version.

ISSUES AND ANALYSIS

Compatibility

State law changed July 7, 2017, requiring municipalities to apply only clear and objective standards for needed housing. Senate Bill 1051 broadens the definition:

ORS 197.303(1) As used in ORS 197.307, "needed housing" means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms as defined by the United States Department of Housing and Urban Development under 42 U.S.C 1437a. "Needed housing" includes the following housing types:

(a) Attached and detached single-family housing and multiple family housing for both owner and renter occupancy; ...

The Land Development Code does not contain development standards for residential developments outside of the Southeast Plan area. Therefore, staff has determined that criterion 1 cannot be applied as there are no clear and objective standards against which to judge the application.

This application was submitted prior to the adoption of the standards in MLDC 10.715 et seq.

Architecture

Per the applicant, the proposed building is contemporary design and features a three-story gable-roof mass housing 32 apartment units and associated storage units and an attached single-story common facility area. The main building mass is oriented perpendicular to Barnett Road and is clad primarily with painted cement-fiber shingle siding accented with areas of painted cement-fiber lap siding delineating outdoor spaces. The outdoor areas are cradled in a series of notches carved into the larger building volume providing vertical relief to the horizontality of the primary building mass. Each unit is provided with a substantial amount of glazed area. The composition of the fenestration and the differing textures and colors of the various building cladding materials help to break down the scale of the overall building mass and provide a great deal of visual and texture of the primary cement fiber siding material. The single-story commons area features large expanses of storefront glazing.

Zoning & Density

The 1.06-acre subject lot was rezoned from MFR-20 to MFR-30 (ZC-18-008) in early 2018. The new zoning of MFR-30 allows for a density range between a minimum of 23 dwelling units and a maximum of 34 dwelling units (Exhibit V). The applicant is proposing the construction of 32 dwelling units which is equivalent to 92% percent of the maximum density allowed.

Site Design Standards

Table 1 - Site Design Table

| | Allowed | Proposed |
|----------------------------|--|--|
| Lot Coverage, max. | 50% | 22.6% |
| Minimum Front Yard Setback | 20 feet EXCEPT 15 feet IF vehicular access to garage is perpendicular to the street | 16 feet. Parking is proposed to be perpendicular to street |
| Minimum Side Yard Setback | 14 feet - 4 feet PLUS ½ foot for each foot in building height over 15 feet | 14 feet to the east; 70+ feet on west side |
| Minimum Rear Yard Setback | 14 feet - 4 feet PLUS ½ foot for each foot in building height over 15 feet EXCEPT 10 feet IF the rear property line abuts a collector or arterial street | 70+ feet to the rear |
| Maximum Height | 35 feet | 35 feet |

As shown in Table 1 above, it can be found that the proposed building identified on the submitted site plan meets all applicable standards for the MFR-30 zoning district as found in Article V of the Medford Land Development Code.

Parking

Table 2 - Vehicular Parking

| | Required | Proposed |
|----------------------|-------------------------------|-----------------|
| Total Parking Spaces | 1.5 spaces/dwelling unit = 48 | 48 Spaces |
| Accessible Spaces | 2 Spaces | 2 Spaces |

1.5 regular vehicle spaces per dwelling unit are required for multi-family development. The applicant is proposing a total of 48 spaces, including two accessible spaces.

Table 3 - Bicycle Parking

| | Required | Proposed |
|----------------------|-----------------|-----------------|
| Total Parking Spaces | 32 Spaces | 32 Spaces |

In addition to the parking spaces for automobiles, the applicant is proposing a total of 32 bicycle spaces located indoors along the various building entrances. As illustrated in

Tables 2 and 3 above, the site plan meets the applicable off-street parking requirement for the development pursuant to MLDC 10.743 through 10.751.

Landscaping

The applicant has submitted a Landscape Plan (Exhibit I) which proposes a total landscaped area of 12,465 square feet including the frontage landscaping along Barnett Road and landscaping along both the northerly and southerly side lot lines. Pursuant to MLDC Section 10.746, the landscaping plan also includes internal parking lot area landscaping totaling 2,485 square feet, 8 trees, and 51 shrubs.

Table 4 - Landscaping

| Parking Area | Required | Proposed |
|------------------------|-------------------|-------------------|
| Landscaped Area | 1,000 square feet | 2,485 square feet |
| Trees | 6 Trees | 8 Trees |
| Shrubs | 12 Shrubs | 51 Shrubs |
| Street Frontage | | |
| Trees | 5 | 5 |
| Shrubs | 32 | 33 |

As illustrated in Table 4 above, the submitted landscape plan meets or exceeds the applicable landscaping requirements for the proposed development pursuant to MLDC 10.746, 10.780 and 10.797.

Concealments

Consistent with the requirements outlined in MLDC Sections 10.781 and 10.782, the submitted site plan shows the proposed location of both the HVAC equipment and the proposed trash facility to be fully screened.

Floodplain (Exhibit S)

Parts of the property along the southerly property line are within a mapped AE zone with Base Flood Elevations and a designated floodway. Per the Memorandum received from the Floodplain Coordinator on September 5, 2018, a Floodplain Development Permit is required prior to development in the Special Flood Hazard Areas.

Lot Legality (Exhibit T & U)

Per the City Surveyor's comments from February 18, 2018 on Zone Change application ZC-18-008 for the subject property, the provided legal description does not account for the south 37.2 feet of the property being apparently illegally adjusted from the parent property in 1990. The applicant's surveyor agreed that the lot line adjustment process of the above mentioned part of the parcel was not followed.

A condition of approval has been added for the applicant to prove lot legality prior to the issuance of any building permits for vertical construction. This can be taken care of by following the process outlined in ORS 92.176 and a partition of the single unit of land in question.

Traffic Impact Analysis

Per the Public Works Staff Report (Exhibit N), a limited Traffic Impact Analysis to study whether a full-movement driveway can be supported at this location or whether mitigations, such as limiting the driveway to right-in/right-out only, is recommended. Public Works received a Traffic Impact Report from Southern Oregon Transportation, dated September 24, 2018. Public Works concurs with the report and recommends no restrictions on driveway access at this time. A summary of the Traffic Impact Report was added to this staff report as Exhibit W. The full report is available for review at the Planning Office. Additional comments from the City's Associate Traffic Engineer were included in the record as Exhibit X.

Cross-Access Easements

As mentioned on page 3 of the Public Works Staff Report (Exhibit N) and in accordance with MLDC 10.550(3)(a)(3) the development shall grant cross-access easements to all three abutting parcels and the site design must accommodate future uses of such access. The applicant mentioned in the additional findings (Exhibit K) that *there is no access to adjacent properties envisioned at this time, but the applicant is ready to grant reciprocal access easements to each of the neighboring properties. As future development is not planned or foreseen at this time, location of the easements to facilitate said development is inexact. We would propose to locate the easements to the east (Orchard Hill Townhomes) and south (Barnett Townhomes) at proposed drive aisle alignments. Easement to the west would align with drive aisle on adjacent (Kokopeli Development) lot. Given significant topographic changes and required parking at the perimeter of the subject site, the applicant does not believe physical connections for vehicular or pedestrian access to be a reasonable possibility.*

Staff agrees with the applicant's findings, however, staff does not have the ability to release the applicant of this code requirement. Therefore, a condition of approval has been added stating that the applicant shall revise the site plan so that the proposed site design will accommodate future uses of the cross-access easements.

Other Agency Comments

No comments were received from other agencies, such as the Rogue Valley International Airport or ODOT.

Committee Comments

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

No other issues were identified by staff.

FINDINGS AND CONCLUSIONS

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

RECOMMENDED ACTION

Adopt the findings as recommended by staff and adopt the final order for approval of AC-18-095 per the staff report dated October 10, 2018, including Exhibits A through X.

EXHIBITS

- A Conditions of Approval, dated October 10, 2018
- B Site Plan, received July 13, 2018
- C Elevations, received July 13, 2018
- D Roof Plan, received July 13, 2018
- E Renderings, received July 13, 2018
- F Photos, received July 13, 2018
- G Floor Plans, received July 13, 2018
- H Storm Water Management Plan, received August 1, 2018
- I Landscape Plan, received July 13, 2018
- J Project Narrative and Applicant's Questionnaire, received July 13, 2018
- K Additional Findings, revised September 14, 2018
- L Code Compliance Criterion No. 2, received July 13, 2018
- M Exterior Lighting Details, received July 13, 2018
- N Public Works Department Staff Report, revised October 9, 2018
- O Scoping Letter for Limited Traffic Impact Analysis, dated September 5, 2018
- P Medford Water Commission Staff Memo, dated August 22, 2018
- Q Building Department Memo, dated August 22, 2018
- R Medford Fire-Rescue Land Development Report, dated August 15, 2018
- S Floodplain Coordinator Memorandum, dated September 5, 2018
- T City Surveyor Comments for ZC-18-008, dated February 7, 2018
- U E-Mail from City Surveyor regarding Lot Legality, dated September 5, 2018
- V Density Calculation, generated August 21, 2018
- W Traffic Impact Analysis, received September 27, 2018
- X Public Works Memo re: Traffic Impact Analysis, received October 4, 2018
Vicinity map

SITE PLAN AND ARCHITECTURAL COMMISSION AGENDA:

**SEPTEMBER 21, 2018
OCTOBER 19, 2018**

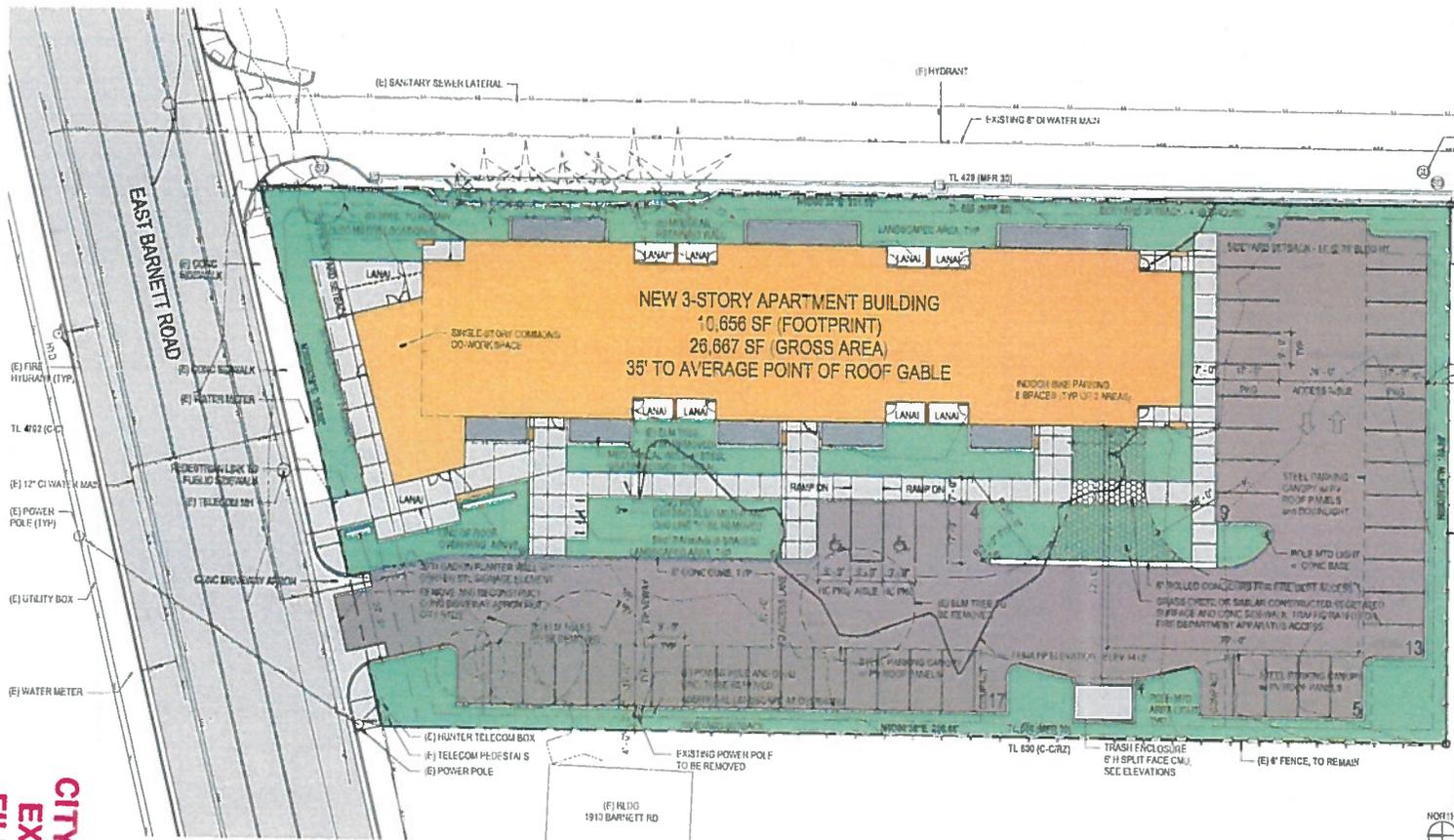
EXHIBIT A

Stylus Development
AC-18-094
Conditions of Approval
October 10, 2018

CODE REQUIRED CONDITIONS

Prior to the issuance of a building permit for vertical construction, the applicant shall:

1. Prove lot legality to the City Surveyor or, if necessary, complete a Validation Partition per ORS 92.176.
2. Submit revised site plan that complies with all requirements of MLDC 10.550, in particular MLDC 10.550(3)(a)(3) – Cross-Access Easements, per the Public Works Staff Report (Exhibit N).
3. Comply with all conditions stipulated by the Public Works Department (Exhibit N).
4. Comply with all conditions stipulated by the Medford Water Commission (Exhibit P).
5. Comply with all conditions stipulated by the Fire Department (Exhibit R).



Parcel Statistics:

| | |
|--------------------|--|
| Tax Lot | 311W32AB TL 500 |
| Lot Area | 1.06ac (47,122SF) |
| Lot Zoning | MFR 30 (CLUP UH) |
| Building Footprint | 10,656SF (22.6%) |
| Building Area | 26,667SF (56.6%) |
| Hardscape | 21,506sf (45.8%) |
| Lot Coverage | 10,656SF (22.8%) |
| | 50% Maximum |
| Front Yard | 15' |
| Side Yard | 14', max; 4' min |
| | 4' plus 5' per foot of bldg ft > 15' |
| Rear Yard | 14', max; 4' min |
| | 4' plus 5' per foot of bldg ft > 15' |
| Landscape | 12,465SF, proposed (29.4%) |
| Parking | Automobile, 48 spaces, Required (1.5 spaces per Dwelling Unit) (32'1" x 5'4" spaces) 8 spaces, proposed compact handicap spaces (1 van) bicycle 32 spaces, Required (1 space per Dwelling Unit) 32 spaces, Provided (8 spaces in 4 racks) (24 spaces in 3 racks @ lowest level of each stair) |

RECEIVED
JUL 13 2018
PLANNING DEPT.

CITY OF MEDFORD
EXHIBIT #
FILE # AC-18-094

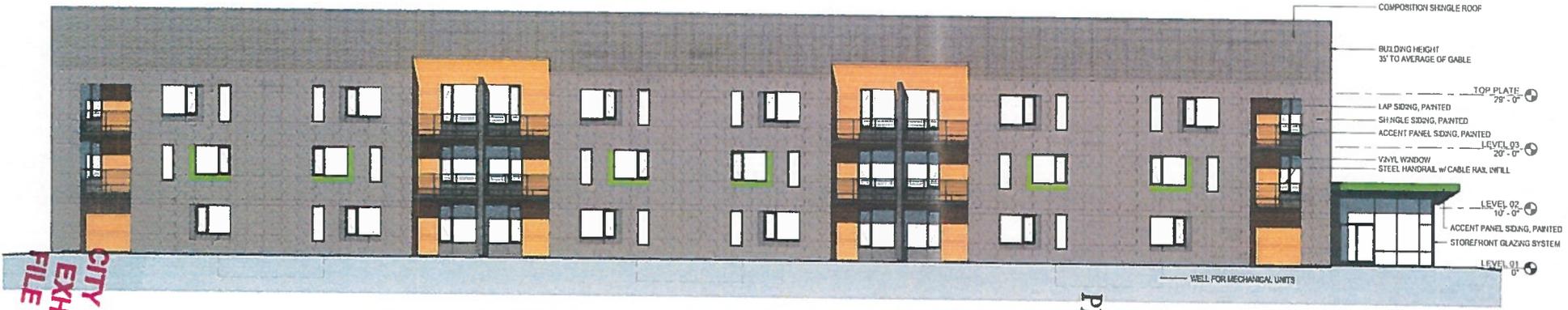
Apartment Homes for Stylus Development
100 East Barnett Road Medford, OR 97504

STYLUS
ARCHITECTURE

CONSULTING ARCHITECT - 2018-08-08-08-08-08



Page 15



CITY OF MEDFORD
EXHIBIT # AC-18-094

Apartment Homes for Stylus Development
2900 East Barnett Road Medford, OR 97504

RECEIVED
JUL 13 2018
PLANNING DEPT.

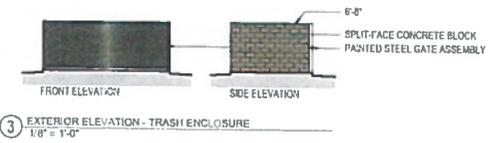




1 EXTERIOR ELEVATION - NORTH
1/8" = 1'-0"



2 EXTERIOR ELEVATION - SOUTH
1/8" = 1'-0"



RECEIVED
 JUL 13 2018
 PLANNING DEPT.

Page 16

CITY OF MEDFORD
 EXHIBIT #
 FILE # AC-18-094

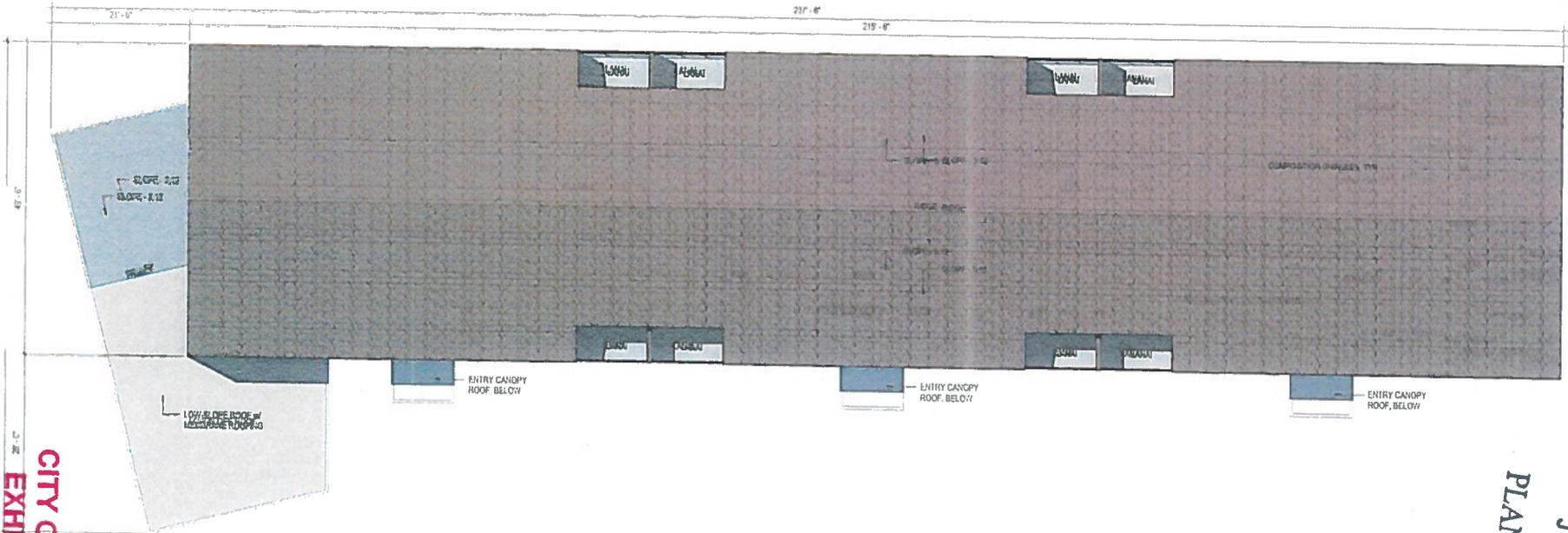
Apartment Homes for Stylus Development
 2100 East Barnett Road Medford, OR 97504
 22 June 2018

© 2018 ORW | ARCHITECTS, AIA



ORW
ARCHITECTURE

WWW.ORWARCHITECTURE.COM
210 EAST BARNETT ROAD
MEDFORD, OR 97504
PHONE: 531.754.4444



RECEIVED
JUL 13 2018
PLANNING DEPT.



COLLABORATION APPROVAL - PREPARED BY STYLUS



Page 18

CITY OF MEDFORD
EXHIBIT # 6
FILE # AC-18-094

PB | Perspective Views
SCALE

Apartment Homes for Stylus Development
2100 East Barnett Road Medford, OR 97504

22 June 2018
© 2018 OAW | Architects AIA

RECEIVED
JUL 13 2018
PLANNING DEPT.





RECEIVED
JUL 13 2018
PLANNING DEPT.



Page 19

CITY OF MEDFORD
EXHIBIT # E
FILE # AC-18-094

PR 2 Perspective Views
SCALE

Apartment Homes for Stylus Development
2100 East Barnett Road Medford, OR 97504

22 June 2018
© 2018 O&W | Architects AIA

11



VIEW FROM BARNETT ROAD LOOKING SOUTHEAST



RECEIVED
JUL 13 2018
PLANNING DEPT.

CITY OF MEDFORD
EXHIBIT # AC-18-094
FILE # AC-18-094

Apartment Homes for Stylus Development
2100 East Barnett Road Medford, OR 97504





ORW
ARCHITECTURE
ORW ARCHITECTURE LLC
200 EAST BARNETT ROAD
MEDFORD, OR 97504
PH: 531.752.1100



RECEIVED
JUL 13 2018
PLANNING DEPT.

CITY OF MEDFORD
EXHIBIT # 
FILE # AC-18-094

PH.3 Perspective Views - (int).indd
Apartment Homes for Stylus Development
2100 East Barnett Road Medford, OR 97504
27 June 2018

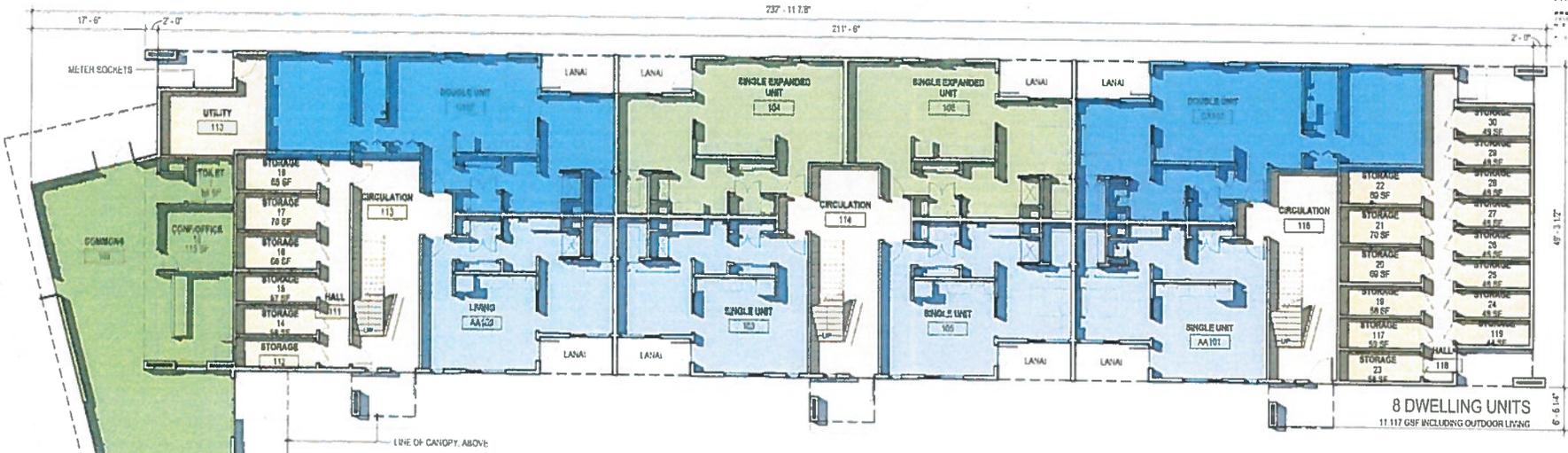
© 2018 ORW | Architecture LLC





RECEIVED
 JUL 13 2018
 PLANNING DEPT.





Page 23

CITY OF MEDFORD
EXHIBIT #
FILE # AC-18-094

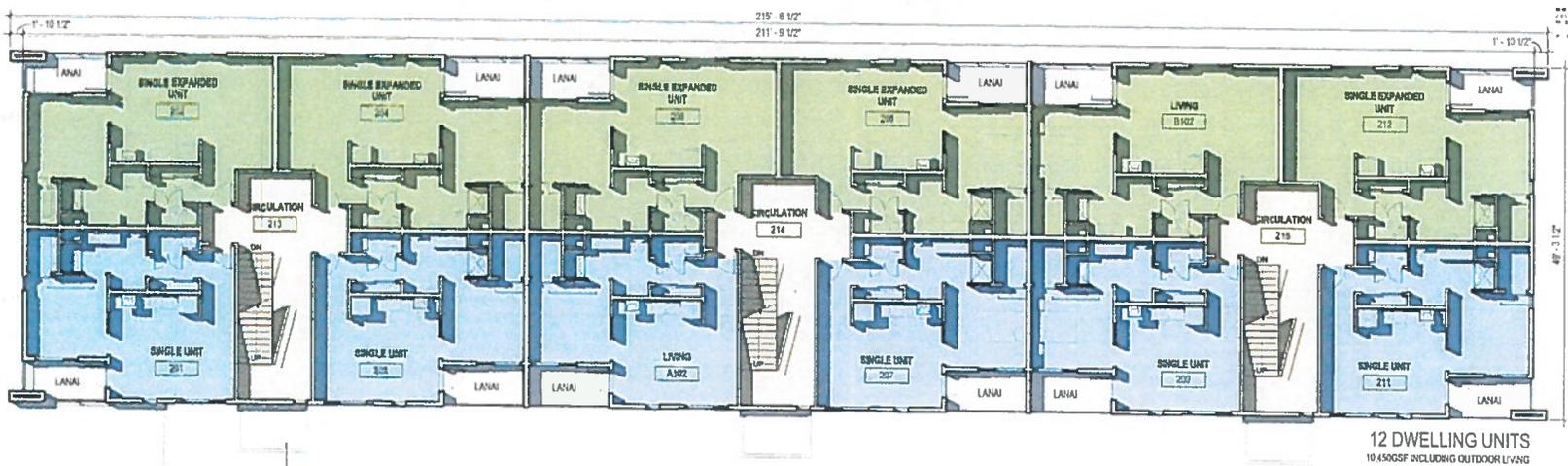
F3.1 **Res. Plan - Level 01**
SCALE: 1/8" = 1'-0"
Apartment Homes for Stylus Development
2100 East Barnett Road Medford, OR 97504

27 June 2018
© 2018 ORW | Architecture AIA

RECEIVED
JUL 13 2018
PLANNING DEPT.



1c



12 DWELLING UNITS
10,450GSF INCLUDING OUTDOOR LIVING

COMMONS ROOF BELOW
ENTRY CANOPY ROOF BELOW THIS



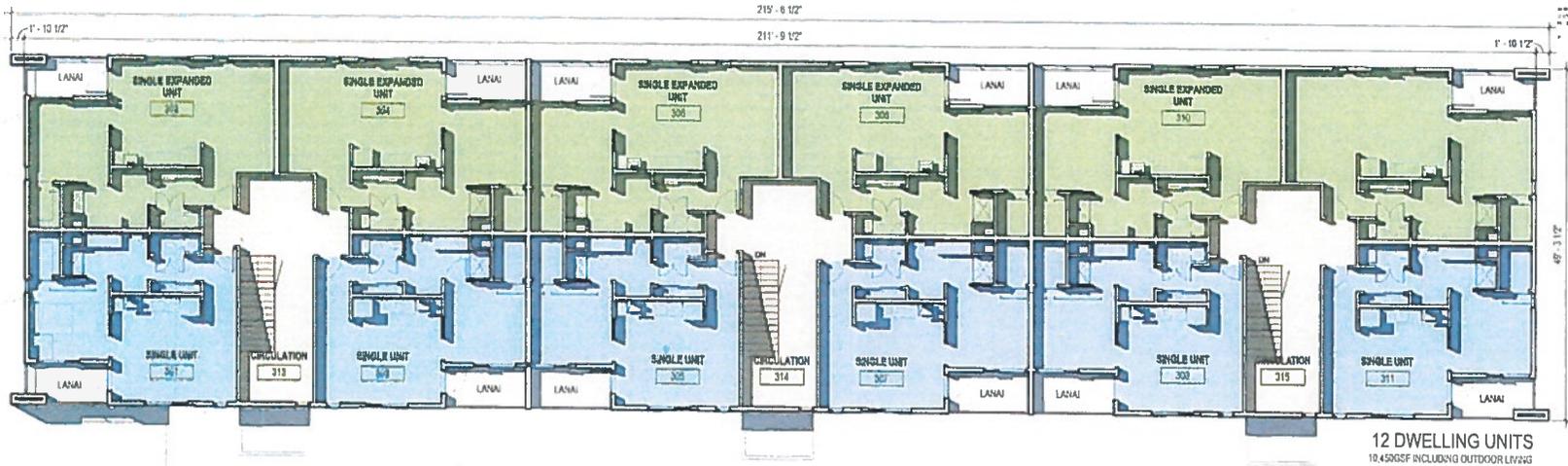
RECEIVED

JUL 13 2018

PLANNING DEPT.



1



12 DWELLING UNITS
10,450GSF INCLUDING OUTDOOR LIVING



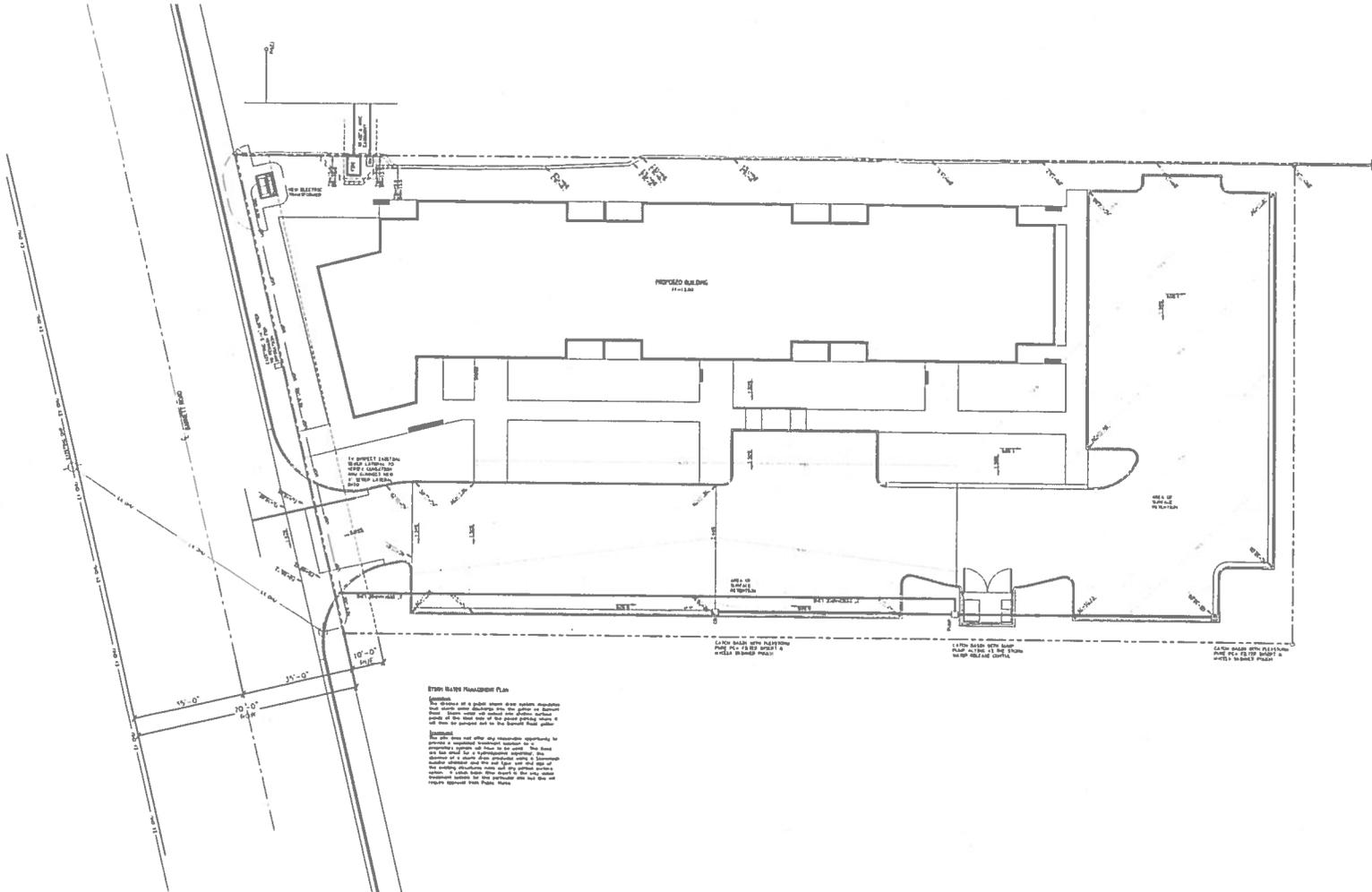
RECEIVED
JUL 13 2018
PLANNING DEPT.



CITY OF MEDFORD
EXHIBIT # 6
FILE # AC-18-094

P3.3 Floor Plan - Level 03
Scale 1/8" = 1'-0"
Apartment Homes for Stylus Development
2100 East Barnett Road Medford, OR 97504
22 June 2018
© 2018 OAW | Architects, AIA

12



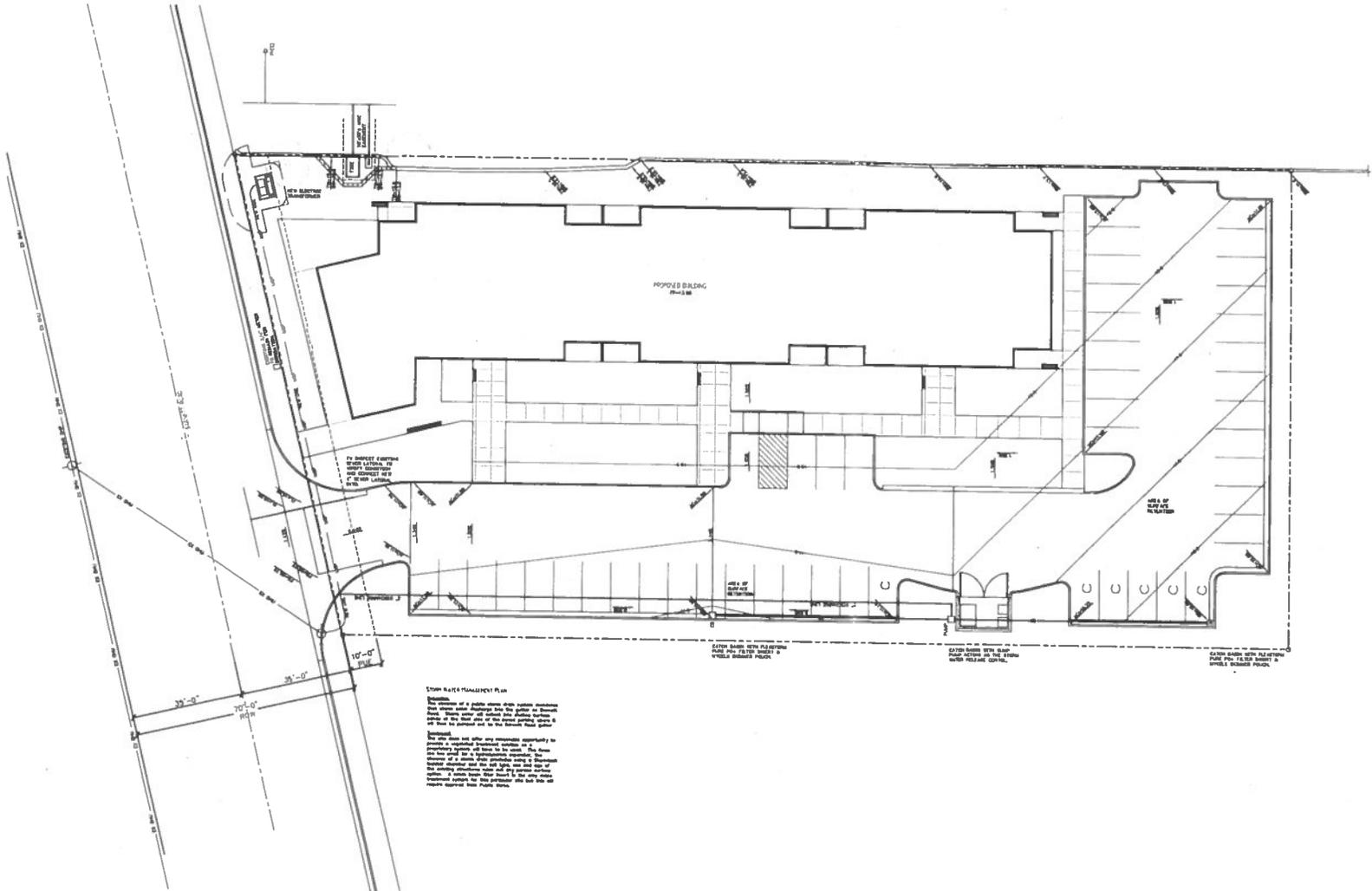
STYLUS DEVELOPMENT PLAN

This plan shows the proposed building footprint and parking areas. The plan is subject to the approval of the City of Medford Planning Department. The plan is based on the information provided by the applicant and is not a guarantee of accuracy. The plan is subject to change without notice. The plan is not to be used for any other purpose without the written consent of DEW Engineering.



RECEIVED
AUG 01 2018
PLANNING DEPT.





STYLUS PLATS MANAGEMENT PLAN
 The purpose of this management plan is to provide a framework for the management of the Stylus Plats. This plan shall be used to guide the management of the Stylus Plats and shall be subject to the approval of the City of Medford. The City of Medford reserves the right to modify this plan at any time without notice.

RECEIVED
 AUG 01 2018
 PLANNING DEPT.

STORM WATER MANAGEMENT PLAN

Detention

The absence of a public storm drain system mandates that storm water discharge into the gutter on Barnett Road. Storm water will collect into shallow surface ponds at the West side of the paved parking where it will then be pumped out to the Barnett Road gutter.

Treatment

The site does not offer any reasonable opportunity to provide a vegetated treatment solution so a proprietary system will have to be used. The flows are too small for a hydrodynamic separator, the absence of a storm drain precludes using a Stormtech isolator chamber and the soil type, use and age of the existing structures rules out any porous surface option. A catch basin filter insert is the only viable treatment system for this particular site but this will require approval from Public Works.

RECEIVED
AUG 01 2018
PLANNING DEPT.

CITY OF MEMPHIS
EXHIBIT # 4
File # K-18-055

RECEIVED

AUG 01 2018

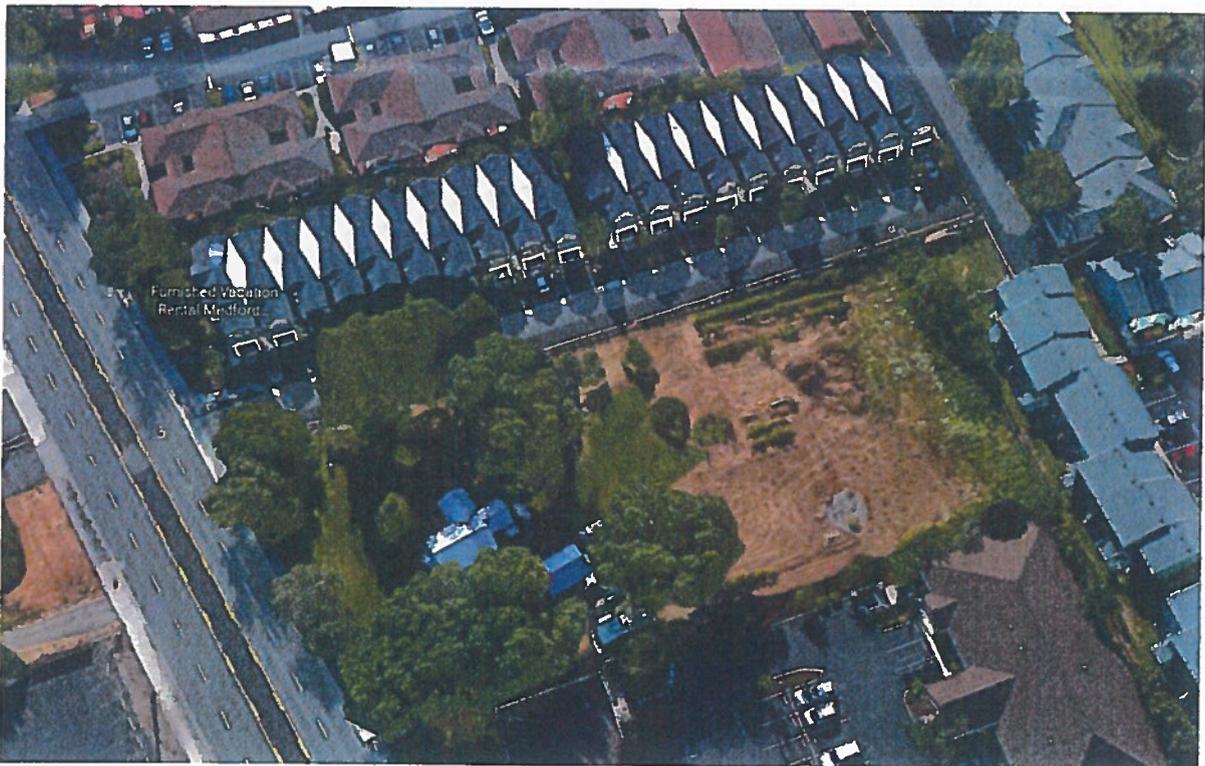
PLANNING DEPT.

Site Plan and Architectural Commission
Project Narrative and Applicant's Questionnaire

Project: Apartment Homes for Stylus Development
Address: 2100 E Barnett Road; Medford, OR 97504
Tax Map: 371W32AB TL: 500
Applicant: Stylus Development
Agent: ORW Architecture



Section I - Project Narrative: The proposed project consists of a single 3-story apartment building with 32 units on an existing 1.06ac lot currently occupied by a single-family residence. Site development will include parking areas totaling 48 spaces and including areas for required Fire Department apparatus access and on-site stormwater detention and treatment.



Overhead View of Existing Site (Looking Southeast)

The proposed building is of contemporary design and features a three-story gable-roofed mass housing 32 apartment units and associated storage units and an attached single-story common facility area. The main building mass is oriented perpendicular to Barnett Rd and is clad primarily with painted cement-fiber shingle siding accented with areas of painted cement-fiber lap siding delineating outdoor spaces. The outdoor areas are cradled in a series of notches carved into the larger building volume providing vertical relief to the horizontality of the primary building mass. Each unit is provided with a substantial amount of glazed area. The composition

CITY OF MEDFORD
EXHIBIT # 
FILE # AC-18-094

PROJECT: Apartment Homes for Stylus Development
DATE: 31 July 2018 (Revised)

of the fenestration and the differing textures and colors of the various building cladding materials help to break down the scale of the overall building mass and provide a great deal of visual interest. The roof is covered with an earth toned composition shingle chosen to match the color and texture of the primary cement fiber siding material. The single-story commons area features large expanses of storefront glazing.

Section II – Compatibility Criterion No. 1

As State regulations require that all approval criteria related to an application for housing developments be 'clear and objective' standards. As such, the City's current 'Compatibility Criterion' (MLDC 10.290) is unenforceable as a rule of law. The applicant therefore will address only those aspects relating to the clear and objective aspects of the application requirements.

A. List existing uses and development adjacent to your project site. Along with this list, describe the architecture (materials, colors, etc.), age, and condition of the adjacent buildings (you may use photographs to supplement this information).

N/A – Compatibility Criterion is not applicable to this application.

B. Describe the building architecture and exterior treatments in your proposal, and how they fit with and complement adjacent buildings and development.

N/A – Compatibility Criterion is not applicable to this application.

C. Describe the proposed architecture and exterior treatments that break up large facades and give relief to the building mass. The Site Plan and Architectural Commission Design Guidelines are a helpful reference, and can be found on the City's website, and at the Planning Department.

N/A – Compatibility Criterion is not applicable to this application.

D. Describe how the placement and orientation of the proposed building(s) relate(s) to the street facilities, and how this orientation promotes a more pedestrian-friendly site design.

The proposed building is oriented against the long edge of the site. A generous planted courtyard area is placed along the 'front' of the larger portion of the building and is designed to provide visibility from the street and pedestrian linkage from the individual units to the street. In addition, the building's "Commons" or public portion is directly related to the Barnett Road frontage and provides seating areas and pleasant landscaped areas adjacent to the street.

PROJECT: Apartment Homes for Stylus Development

DATE: 31 July 2018 (Revised)

Pedestrian walkways throughout the development are connected through the common courtyard and back to the public ROW and sidewalk at Barnett Road.

a. If the site lies within 600-feet of an existing or planned transit stop, as designated by the Transportation System Plan (TSP), describe compliance with the standards of Section 10.808, New Commercial and Institutional Development.

Project can be found to comply MLDC 10.808 as building entrance for the Commons/Coworking area faces Barnett Road. The building is setback 15' in compliance with the general requirements for the proposed building type and there are no parking areas between the building and the 'transit street' (E Barnett Road).

E. Describe the pedestrian facilities and amenities on your site (useable outdoor space, benches, etc.), and how they will function for pedestrians.

There are a number of outdoor seating and landscaped areas around the site, though they are on private property and intended primarily for the use of the tenants. All building entrances and surrounding site amenities are directly connected to the public pedestrian facilities.

F. Describe vehicle and pedestrian access to the site, and how it relates internally on the site, and to adjacent sites.

Vehicular access to the site is at the northwest corner with a driveway onto E Barnett Road. A paved parking area continues from this point to and along the southern site boundary. Perimeter sidewalks provide access to the individual building entrances and further to the Commons/Coworking space at the northern edge of the site.

G. Describe if and how the proposed plan is sensitive to retaining any existing trees or significant native vegetation on the site. Should existing trees be preserved, a Tree Protection Plan shall also be included in this application.

There are a number of existing large Elm trees on the building site. Given the overall health of the trees and their expected life spans given extant disease, the decision has been made to remove the trees and all existing landscape materials. Some larger evergreen trees that are on the east boundary of the site and shared with the adjacent townhome development are to remain and will be protected in place. A full preservation plan will be included with the development Landscape drawings at the time of permitting.

PROJECT: Apartment Homes for Stylus Development

DATE: 31 July 2018 (Revised)

H. *Describe stormwater detention facilities on the site (underground storage, surface pond, etc.). If these facilities will be landscaped areas, describe how the proposed landscaping will be integrated with other landscaping on the site.*

Detention

The absence of a public storm drain system mandates that storm water discharge into the gutter on Barnett Road. Storm water will collect into a shallow surface pond West end of the paved parking where it will then be pumped out to the Barnett Road gutter.

Treatment

The site does not offer any reasonable opportunity to provide a vegetated treatment solution so a proprietary system will have to be used. The flows are too small for a hydrodynamic separator, the absence of a storm drain precludes using a Stormtech isolator chamber and the soil type, use and age of the existing structures rules out any porous surface option. A catch basin filter insert is the only viable treatment system for this particular site but this will require approval from Public Works.

I. *Describe how your proposed landscaping design will enhance the building and other functions on the site.*

N/A – Compatibility Criterion is not applicable to this application.

J. *Describe how your exterior lighting illuminates the site, and explain how the design of fixtures does not diminish a view of the night sky, or produce glare on adjacent properties, consistent with the standards of Section 10.764.*

The lighting of the building exterior is accomplished primarily by concealed lighting located on the underside of building and parking canopies. This serves to reduce visibility of the fixtures from adjacent areas and eliminates spillover onto adjacent sites. Some areas of the site (parking and vehicle maneuvering areas closest to the building and the trash enclosure area are illuminated by pole mounted luminaires with appropriate lenses and cut-off fixtures to eliminate light spill and glare from adjacent properties.

K Describe any proposed signage, and how it will identify the location of the occupant and serve as an attractive complement to the site.

Street number and naming signage will be incorporated into a landscape feature wall (stone gabion) at the street edge near the commons building. This approach makes the required signage an attractive complement to the site and an intrinsic part of the landscape and architecture of the development.

PROJECT: Apartment Homes for Stylus Development

DATE: 31 July 2018 (Revised)

L. *Explain any proposed fencing, including its purpose, and how you have incorporated it as a functional, attractive component of your development. (See Sections 10.731-10.733).*

Proposed fencing is to be of solid wood construction, 6' tall. The general detailing, construction, and colors of the materials will be in general harmony with the architecture and landscape of the proposed development.

M. *Explain how any potential noise generated by future occupants will be mitigated on the proposed site, consistent with the standards of Sections 10.752-10.761.*

The development is residential in nature. There should be no routine noise generated by the tenants or other users of the facility that would be uncommon for this use or not in general conformance with the remainder of the neighborhood and surrounding uses.

N. *Explain anything else about your project that adds to the compatibility of the project with adjacent development and uses.*

N/A – Compatibility Criterion is not applicable to this application.

O. *List and explain any exceptions or modifications requested and provide reasons for such.*

No exceptions or modifications are requested at this time.

P. *Section 10.780(C)(2) - List any petition for relief of landscaping standards (i.e., request an increase in turf area at a facility for active recreation; eliminate requirement for root barriers when trees are planted in structural soils). Provide rationale for requested deviation from standard.*

No relief from the landscaping standards is expected.

City of Medford, Planning Department
Attn: Steffen Roennfeldt, Staff Planner
Re: AC-18-094 – Stylus Apartment Homes, 2100 E Barnett Road
Block Length and Connectivity

RECEIVED
SEP 14 2018
PLANNING DEPT.



10 September 2018

Dear Steffen:

Thank you for your time and attention regarding application AC-18-094. We understand that staff have a number of questions regarding our application with regards to access and circulation standards on the subject site. We will address MLDC 10.426 as it pertains to this application per the Public Works Staff Report dated 8/22/2018.

The cited code section addresses the creation of connected blocks of land bounded by public streets. The applicant agrees that this development model is preferred and beneficial to the community at large, but peculiarities of the existing site and surrounding neighborhoods, and the current street grid make strict compliance with the ordinance impossible.

The subject site is on the south side of Barnett Road and surrounded by a number of other residential and commercial developments. Each of the surrounding sites is bordered by either Barnett Road or Ellendale Road and is contiguous to the larger Rogue Valley Manor golf course site. The recreational nature of the adjacent RVM property (Quail Ridge Golf Course) means that there are no through streets or opportunity for pedestrian connectivity at the rear of the surrounding properties. As each of these developments was developed in a piecemeal fashion, it is difficult to provide the network of connected surrounding streets or pedestrian access ways required by the stated ordinance, and most cases, they do not exist.

CITY OF MEDFORD
EXHIBIT # K
File # AC-18-094

PROJECT: Apartment Homes for Stylus Development – AC-18-094
DATE: 10 September 2018



Site Arrangement and Public Access

The ordinance references the provision of an Interior Access Road to provide public access through the site and ultimately connected to the larger street network. The long, narrow nature of the subject site makes the provision of a separate access way, independent of the 24' wide parking aisle impossible. The entire site would be occupied by the required parking and access road. And, even if it were possible to provide the physical vehicular and pedestrian access, there is no network of roads or pedestrian sidewalks beyond the site to connect to.

As designed, the parking access aisle and adjacent sidewalk provides vehicular and pedestrian access to the majority of the site. Further, the sidewalk connects to the public way on Barnett Road providing ready public pedestrian access. There is no access to adjacent properties envisioned at this time, but the applicant is ready to grant reciprocal access easements to each of the neighboring properties. As future development is not planned or foreseen at this time, location of these easements to facilitate said development is inexact. We would propose to locate the easements to the east (Orchard Hill Townhomes) and south (Barnett Townhomes) at proposed

PROJECT: Apartment Homes for Stylus Development – AC-18-094

DATE: 10 September 2018

drive aisle alignments. Easement to the west would align with drive aisle on adjacent (Kokopeli Development) lot. Given significant topographic changes and required parking at the perimeter of the subject site, the applicant does not believe physical connections for vehicular or pedestrian access to be a reasonable possibility.

Street Arrangement Suitability

The subject application proposes no new streets or Interior Access Roads. The single parking aisle and driveway access is located at the northwest corner of the site and will be constructed as a 'radiused entry' to facilitate quick access from and into the site from Barnett Road, a Major Arterial per the current Transportation Systems Plan. The driveway approach is maintained in nearly the same location as the existing residential driveway the situated at the corner of the site allowing for the maximum distance from existing driveways on adjoining sites – the driveway for Barnett Townhomes and the Kokopeli development is approximately 190' to the west, and the driveway for the adjacent Orchard Hill townhomes 150' to the east.

Street Connectivity and Block Formation

The proposed driveway and access aisle connect to the one street adjacent to the subject site – East Barnett Road. No other streets or access ways are present on any adjacent site to allow for the formation of a block, as such. The proposed driveway is located at the maximum distance to driveways on neighboring sites to allow for optimal vehicular access. Per 10.426(c)(2)(b)

Maximum Block Length and Perimeter Length

No blocks with discernable perimeters have been formed on the subject site or as part of any adjacent development. At such time that cross-access easements are granted, grade differences (topographic constraints) in the developed conditions of each of the neighboring sites would significantly adversely affect the subject site in attempting to provide cross connections for vehicular travel between the properties. Therefore, per 10.426(c)(2)(a) and 10.464(1)(b) it would be appropriate for the approving authority to grant relief from the requirements for block boundary length and access way configuration.

Minimum Distance Between Intersections

No new streets or intersections will be created as a result of this application.

PROJECT: Apartment Homes for Stylus Development – AC-18-094
DATE: 10 September 2018

I hope this answers any outstanding questions as to the nature of access and connectivity for the subject site. If you have any further questions, or if we can provide any additional information, please feel free to contact me.

Best Regards,

A handwritten signature in black ink, consisting of a stylized, cursive 'J' followed by a long horizontal line that ends in a small dot.

Jeffrey J. Bender, AIA LEED AP
Principal Architect
Director of Design

SITE PLAN AND ARCHITECTURAL REVIEW APPLICATION

Section II – Code Compliance: Criterion No. 2

| PROJECT SITE | | |
|---------------------------------|------------|----------|
| | PROPOSED | REQUIRED |
| • Zoning District | MFR-30 | |
| • Overlay District(s) | N/A | |
| • Proposed Use | Apartments | |
| • Project Site Acreage | 1.06ac | |
| • Site Acreage (+ right-of-way) | 1.06ac | |
| • Proposed Density (10.708) | 30 du/ac | |
| • # Dwelling Units | 32 | |
| • # Employees | 0 | |

| STRUCTURES | | |
|--|----------|----------|
| | EXISTING | PROPOSED |
| • # Structures | 1 | 1 |
| • Structure Square Footage (10.710-10.721) | 750sf | 26,660sf |

| SITE DESIGN STANDARDS | | |
|-----------------------------------|----------|----------|
| | PROPOSED | REQUIRED |
| • Front Yard Setback (10.710-721) | 15' | 15' |
| • Side Yard Setback (10.710-721) | 14' | 14' |
| • Side Yard Setback (10.710-721) | 67.5' | 14' |
| • Rear Yard Setback (10.710-721) | 73' | 4' |
| • Lot Coverage (10.710-721) | 22.6% | 50%, Max |

| PARKING | | |
|---|----------|-------------|
| | PROPOSED | REQUIRED |
| • Regular Vehicular Spaces (10.743) | 46 | 46 |
| • Disable Person Vehicular Spaces (10.746[8]) | 2 | 2 |
| • Carpool/Vanpool Spaces (10.809) | 0 | 0 |
| • Total Spaces (10.743) | 48 | 48 (1.5/du) |
| • Bicycle Spaces (10.748) | 32 | 32 (1/du) |
| • Loading Berths (10.742) | 0 | 0 |

SITE PLAN AND ARCHITECTURAL REVIEW APPLICATION

LANDSCAPING

| | PROPOSED | REQUIRED |
|--|-----------------------------|-------------------|
| • Total Landscape Area (square feet) | 12,465 sq.ft. | |
| • Total Landscape Area in High Water Use Landscaping (square feet) | 2,250 sq.ft. | |
| • Total Landscape Area in High Water Use Landscaping (percentage) | 18% | |
| • Total % Landscape Coverage | 26.40% | |
| • Required Organic Content (cu.yd.) | 37 cu.yd. | 37 cu.yd. |
| • Frontage Landscaping (10.797) | | |
| • Street: | East Barnett Road | East Barnett Road |
| • Feet: | 129 L.F. | 129 L.F. |
| • # Trees: | (4) Proposed / (1) Existing | 5 |
| • # Shrubs: | 33 | 32 |
| • Street: | | |
| • Feet: | | |
| • # Trees: | | |
| • # Shrubs: | | |
| • Bufferyard Landscaping (10.790) | | |
| • Type: | Not Applicable | |
| • Distance (ft): | | |
| • # Canopy Trees: | | |
| • # Shrubs: | | |
| • Fence/Wall: | | |
| • Parking Area Planter Bays (10.746) | | |
| • Type: | | |
| • # Bays: | 47 Stalls | |
| • Area: | 2,485 sq.ft. | 975 sq.ft. |
| • # Trees: | 8 Trees | 6 Trees |
| • # Shrubs: | | 12 Shrubs |

STRUCTURE

PROPOSED

| | |
|-------------|---|
| • Materials | Painted Fiber Cement Siding, Painted Steel, Composition Shingle Roofing, Vinyl Windows, Aluminum Storefront |
| • Colors | Wood Tones and Dark Bronze, Light Green Panel Accents |

Please remember that the information you provide in response to the questionnaire must be included with your SPAR application submittal. Remember to sign and date your written response.

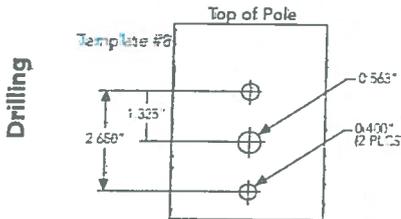
D-Series LED Area Luminaire, Size 1

ORDERING INFORMATION

EXAMPLE: DSX1 LED 60C 1000 40K T3M MVOLT SPA DBBXD

DSX1 LED

| Series | LEDs | Drive current | Color temperature | Distribution | Voltage | Mounting | Control options | Other options | Finish (required) | | | | | |
|----------|---------------------------|-------------------------|---------------------------|---|---|------------------|--|--|---|----------------------------------|--|---|--|------------------------|
| DSX1 LED | Forward optics | 530 530 mA | 30K 3000K (80 CRI min.) | T1S Type I short | MVOLT ² | Shipped included | Shipped installed | Shipped installed | DBBXD Dark bronze | | | | | |
| | | 700 700 mA | | T2S Type II short | | | | | | 120 ² | SPA Square pole mounting | PER NEMA twist-lock receptacle only (no controls) | HS House-side shield ⁶ | DBLXD Black |
| | | 1000 1000 mA (1 A) | | T2M Type II medium | | | | | | 208 ² | RPA Round pole mounting | DMG 0-10V dimming driver (no controls) ⁵ | WTB Utility terminal block ¹³ | DNAXD Natural aluminum |
| | 40C 40 LEDs (two engines) | 40K 4000K (70 CRI min.) | T3S Type III short | 240 ² | WBA Wall bracket | 277 ² | Shipped separately | DCR Dimmable and controllable via ROAM ⁶ (no controls) ⁵ | SF Single fuse (120, 277, 347V) ¹² | DWHXD White | | | | |
| | | | T3M Type III medium | 347 ² | | | | | | | DS Dual switching ¹³ | DF Double fuse (208, 240, 480V) ¹² | DBBTXD Textured dark bronze | |
| | | | T4M Type IV medium | 480 ² | | | | | | | PIR Motion sensor, 8-15' mounting height ¹² | TLS Tool-less entry trigger latch ¹⁴ | DBL BXD Textured black | |
| | Rotated optics | 50K 5000K (67 CRI) | TFTM Forward throw medium | Shipped separately | RPUMBA Round pole universal mounting adaptor ⁴ | 480 ² | SPUMBA Square pole universal mounting adaptor ⁴ | PIRH Motion sensor, 15-30' mounting height ¹² | L90 Left rotated optics ¹⁵ | DNATXD Textured natural aluminum | | | | |
| | | | T5VS Type V very short | | | | | | | | BL30 Bi-level switched dimming, 30% ¹⁶ | R90 Right rotated optics ¹⁵ | DWHGXD Textured white | |
| | | | T5S Type V short | | | | | | | | | | | |
| | 60C 60 LEDs (two engines) | 50K 5000K (67 CRI) | T5M Type V medium | BL50 Bi-level switched dimming, 50% ¹⁶ | R90 Right rotated optics ¹⁵ | 480 ² | RPUMBA Round pole universal mounting adaptor ⁴ | BL30 Bi-level switched dimming, 30% ¹⁶ | R90 Right rotated optics ¹⁵ | DNATXD Textured natural aluminum | | | | |
| | | | T5W Type V wide | | | | | | | | | | | |



DSX1 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

| | | | |
|--------|-------------|--------|-------------|
| DM19AS | Single unit | DM29AS | 2 at 90°* |
| DM28AS | 2 at 180° | DM38AS | 3 at 90°* |
| DM49AS | 4 at 90°** | DM32AS | 3 at 120°** |

Example: SSA 20 4C DM19AS DBBXD

Visit Lithonia Lighting's www.lithonia.com for search or write selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. minimum
**For round pole mounting (RPA) only

Tenon Mounting Slipfitter **

| Item O.D. | Single Unit | 2 at 180° | 2 at 90° | 3 at 120° | 3 at 90° | 4 at 90° |
|-----------|-------------|-----------|----------|-----------|----------|----------|
| 2.50" | AST2010C | AST20250 | NA | NA | NA | NA |
| 2.75" | AST2510C | AST25250 | NA | AST25200 | NA | NA |
| 3.00" | AST3010C | AST30250 | AST30250 | AST30200 | AST30200 | AST30250 |

NOTES

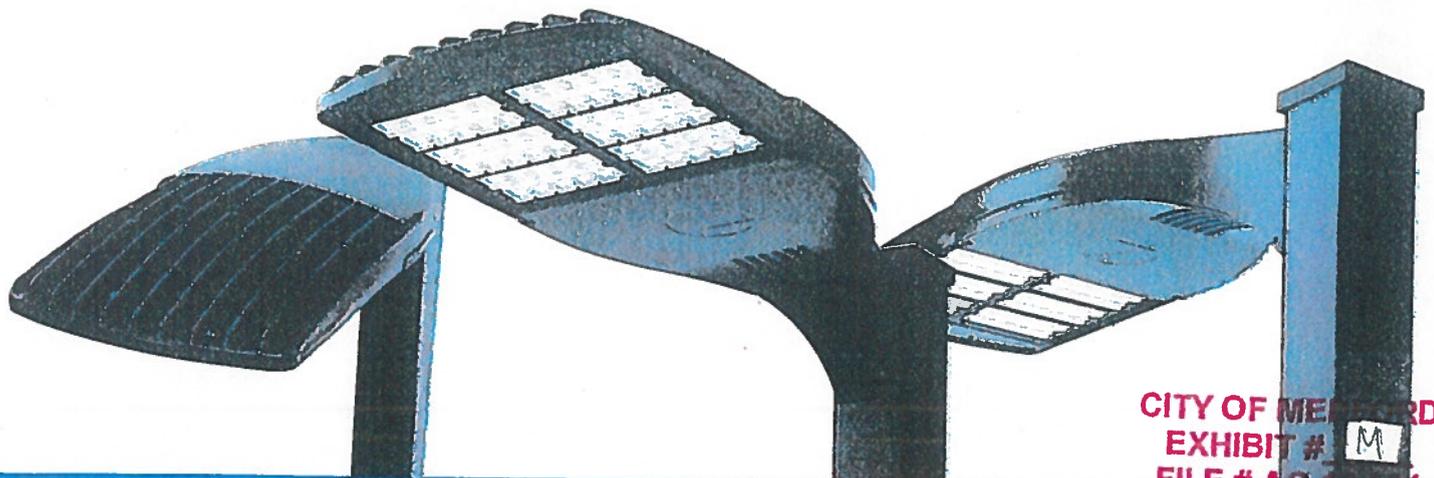
- 1 Configured with 4000K (40K) provides the shortest lead times. Consult factory for 3000K (30K) and 5000K (50K) lead times.
- 2 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options).
- 3 Not available with single board, 530mA product (30C 530); N/A with 1000 mA.
- 4 Also available as a separate accessory; see Accessories information.
- 5 Not available with 347 or 480V.
- 6 Specifies a ROAM® enabled luminaire with 0-10V dimming capability; PER option required. Not available with 347 or 480V. Additional hardware and services required for ROAM® deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roam-services.net. N/A with PIR or PIRH.
- 7 Requires 4CC or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, DMG, WTB, PIR, or PIRH.
- 8 Requires an additional switched circuit.
- 9 Specifies the SensorSwitch SBR 10 ODP control; see Motion Sensor Guide for details. Dimming driver standard. Not available with DCR, DS, TLS or WTB.
- 10 Specifies the SensorSwitch SBR-6 ODP control; see Motion Sensor Guide for details. Dimming driver standard. Not available with DCR, DS, TLS or WTB.
- 11 Dimming driver standard. MVOLT only. Not available with DCR or WTB.
- 12 WTB not available with BL30, BL50, DS, PIR or PIRH.
- 13 Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- 14 With TLS option, the luminaire is a longer IP65 rated. Not available with PIR or PIRH.
- 15 Available with 60 LEDs (60C option) only.
- 16 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item.

Accessories

Ordered and shipped separately.

- DEE27F 1.5 JU Photocell - SSL twist-lock (120-277V)¹
- DLE347F 1.5 CUR JU Photocell - SSL twist-lock (347V)¹*
- DLE480F 1.5 CLK JU Photocell - SSL twist-lock (480V)¹*
- SCU Starting cap¹*
- DSX*HS 30C U House-side shield for 30 LED unit
- DSX*HS 40C U House-side shield for 40 LED unit
- DSX*HS 60C U House-side shield for 60 LED unit
- SPUMBA DBBXDU Square pole universal mounting bracket adaptor (specify finish)
- RPUMBA DBBXDU Round pole universal mounting bracket adaptor (specify finish)

For more control options, visit www.lithonia.com and www.roam-services.net



CITY OF MEMPHIS
EXHIBIT # M
FILE # AC-18-094



D-Series LED Area Luminaire, Size 1

Refined Styling. Sophisticated Technology. The modern styling of the D-Series LED Area Size 1 luminaire is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. Its outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density.

Quick **FACTS**

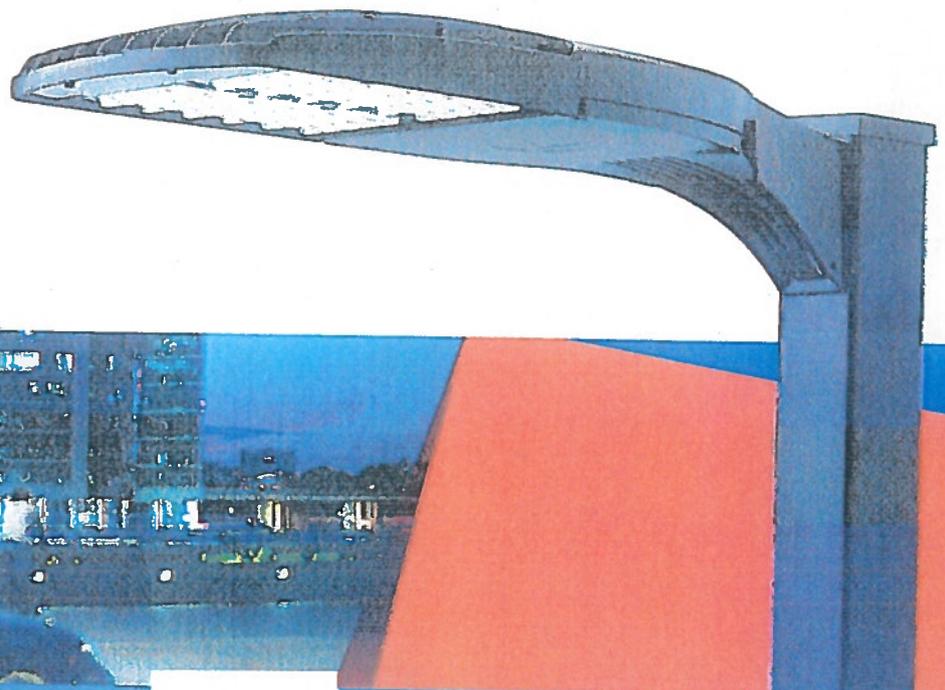
- 100-400W MH Replacement
- Lumen packages ranging up to 20,000 lumens
- Efficacies of up to 117 lumens per watt
- 11 factory-rotatable distributions available
- Available in 3000K, 4000K & 5000K CCT
- Best-in-class Category C surge protection
- Weight: 27 lbs; EPA: 1.2 ft²

Key **FEATURES**

- Energy savings of up to 72% vs. comparable metal halide luminaires. Saves up to \$150 per luminaire, per year over 400W metal halide
- Energy savings of 20-30% vs. comparable LED luminaires
- 20+ years expected service life with high lumen maintenance - up to L95/100,000 hours at 25°C
- Proprietary precision optics deliver exceptional uniformity and allow increased spacing, meaning fewer total poles and lower overall cost
- No uplight - Nighttime Friendly™
- Control options include standalone photocell, switched bi-level, multi-level motion sensor and ROAM™ wireless monitoring and control



d³series
"better lighting from every angle"





Medford – A fantastic place to live, work and play

CITY OF MEDFORD

LD Date: 8/22/2018
Revised Date 10/9/2018
File Number: AC-18-094

PUBLIC WORKS DEPARTMENT STAFF REPORT **2100 East Barnett Road (TL 500)** **32 Multi-Family Residential Housing Units**

Project: Consideration of plans for the development of a 32-unit, three-story apartment building on approximately 1.1 acres.

Location: Located on the south side of East Barnett Road, approximately 600 feet east of Ellendale Drive within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (371 W32AB500).

Applicant: Applicant, Stylus Development LLC; Agent, ORW Architecture; 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.
- Completion of all public improvements, if required. The applicant may provide security for 120% of the improvements prior to issuance of vertical building permits. Construction plans for the improvements will need to 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.
- Certification by the design engineer that the stormwater quality and detention system was constructed per the approved plan.
- Completion of all public improvements, if applicable.

\\medshare\dept\PWorks\Staff Reports\AC\2018\AC-18-094 2100 E Barnett Road (TL 500) Apartment Complex\AC-18-094 Staff Report-LD-revised.docx

Page 1

PUBLIC WORKS DEPARTMENT
ENGINEERING & DEVELOPMENT DIVISION
200 S. IVY STREET
MEDFORD, OREGON 97501
www.ci.medford.or.us

TELEPHONE (541) 774-2100
FAX (541) 774-2552

EXHIBIT # N
File # AC-18-094

A. STREETS

1. Dedications

East Barnett Road classified as a Major Arterial street within the Medford Land Development Code (MLDC), Section 10.428. The existing right-of-way width and the improvements, along this section of Barnett Road, were completed as part of a corridor plan and agreement between the City of Medford and Oregon Department of Transportation (ODOT) in 2011. In accordance with the MLDC, Section 10.427, standards may be modified through a special area plan, which was done in the agreement between the City and ODOT. **No additional right-of-way is 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 respective frontage to South Peach Street.

The easement dedication shall be submitted directly to the Engineering Division of the Public Works Department. The submittal shall include: the 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 PUE area.

2. Public Improvements

a. Public Streets

East Barnett Road – All street section improvements, with the exception of a planter strip, have been completed in close conformance with current standards, including pavement, curb and gutter, sidewalks and street lights. **No additional public improvements are required.**

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 Developer.

c. Pavement Moratoriums

There is a pavement cutting moratorium currently in effect along this frontage to East Barnett Road, which is set to expire August 16th, 2019.

3. Access and Circulation

The existing block length on Barnett Road exceeds the requirements of MLDC 10.426. The applicant has provided findings addressing these requirements.

In accordance with MLDC 10.550, cross-access easements shall be granted to all contiguous parcels. Site design shall accommodate the future use of such accesses.

Public Works received a Traffic Impact Report from Southern Oregon Transportation Engineering, dated September 24, 2018. The analysis focuses on access for the proposed development and studies driveway delay, roadway gaps, 95th percentile queue lengths, crash history, sight distance, turn lanes, and driveway spacing standards. The report states that a full access driveway at this location will not be a significant safety hazard and the development should be approved with full access.

Public Works concurs with the report and recommends no restrictions on driveway access at this time. Granting of driveway access at this time is not a guarantee that future improvements designed to improve safety or capacity will not restrict access to the site. The driveway shall comply with the throat width and radius standards contained in Medford Land Development Code section 10.550.

4. 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:

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.

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. Certification

Upon completion of the project, and prior to certificate of occupancy of the building, the Developer's design engineer shall certify that the construction of the stormwater quality and detention system was constructed per plan. Certification 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. 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 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 that is not included within the scope of work described within approved public improvement plans.

Pre-qualification is required of all contractors prior to application for any permit to work in the public right-of-way.

Contractors proposing to do work on public streets, 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 stormdrain 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.

3. 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.

4. System Development Charges (SDC)

Buildings in this development are subject to street, sanitary sewer collection and treatment, and stormdrain SDCs. All SDC fees shall be paid at the time individual building permits are issued.

Prepared by: Doug Burroughs

SUMMARY CONDITIONS OF APPROVAL

2100 East Barnett Road
32 Multi-Family Residential Housing Units

AC-18-094

A. Streets

1. Street Dedications to the Public:

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

2. Improvements:

Public Streets

- **East Barnett Road** improvements have been completed.

Lighting and Signing

- No additional street lights are required.

Access and Circulation

- The applicant shall address block length requirements.
- Driveway access shall be per MLDC 10.550.
- Cross-access easements.

Other

- There is a pavement moratorium currently in effect on East Barnett Road.

B. Sanitary Sewer:

- Ensure or construct separate individual sanitary sewer connection.
 - 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 certification of stormwater facility construction.

- = City Code Requirement
- = 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 – A fantastic place to live, work and play

CITY OF MEDFORD

PUBLIC WORKS DEPARTMENT
ENGINEERING & DEVELOPMENT DIVISION

200 S. IVY STREET
MEDFORD, OREGON 97501
www.ci.medford.or.us

TELEPHONE (541) 774-2100
FAX (541) 774-2552

September 5, 2018

Kimberly Parducci
Southern Oregon Transportation Engineering
319 Eastwood Dr.
Medford, OR 97504

The proposed site plan for 32 apartments at 2100 E Barnett Rd. will require a limited traffic impact analysis (TIA) to address safety concerns at the access point for the proposed project. The analysis shall address the degree to which access can safely be allowed into and off of the site; whether full access can be allowed or to what extent access must be limited to adequately provide for the safe movement into and out of the site. The analysis shall include full build-out trip generation and include drawings to support recommendations and mitigation measures. The analysis must be prepared by a licensed engineer in the State of Oregon and follow our current TIA methodology.

1. All trip distributions into and out of the transportation system must reflect existing traffic count data for consistency or follow the current transportation model used by the City. If alternate splits are used to distribute traffic, then justification must be provided and approved by the Public Works Director prior to first submittal of the TIA.
2. Pipeline traffic must be considered into the existing count data before the impacts of project traffic are evaluated. Once the study area is defined by the applicant's traffic engineer and a written request is received, Public Works will supply all necessary pipeline information within one week.
3. Peak period turning movement counts must be at least two-hour minimums and capture the peak period. Counts must be less than two years old and adjusted to the design year of the project. A seasonal traffic adjustment is required on study area streets if counts were not prepared during the peak period of the year and count data shows a 10% increase in traffic volumes.
4. All LOS analyses shall follow operational procedures per the current Highway Capacity Manual. Ideal saturation flow rates greater than 1800 vehicles per hour per lane should not be used unless otherwise measured in the project vicinity. Queue lengths shall be calculated at the 95th percentile where feasible. Actual Peak hour factors shall be used.

CITY OF MEDFORD

EXHIBIT # 0

File # AC-18-014



BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

FROM: Rodney Grehn P.E., Water Commission Staff Engineer

SUBJECT: AC-18-094

PARCEL ID: 371W32AB TL 500

PROJECT: Consideration of a plans for the development of a 32 unit, three-story apartment building on approximately 1.1 acres located on the south side of East Barnett Road, approximately 600 feet east of Ellendale Drive within the MFR-30 (Multiple Family Residential – 20 to 30 Dwelling units per gross acre) zoning district (371W32AB TL 500)

DATE: August 22, 2018

I have reviewed the above plan authorization application as requested. Conditions for approval and comments are as follows:

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. 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.
3. Installation of an "on-site" 8-inch water line is required. This 8-inch water line can be "tapped" off the existing 8-inch water line located just south of the south property line. The existing 8-inch water is located inside of a 10-foot wide easement per Document OR 95-14208.
4. There is an existing "vacant" water service and meter box located approximately mid-lot along the Barnett Road street frontage. This existing water service is required to be abandoned, or utilized for proposed landscape irrigation. Applicants civil engineer shall coordinate with MWC engineering staff for proposed use or abandonment of this water meter.
5. 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>.
6. Applicant and/or their Civil Engineer shall coordinate with MWC engineering staff for fire hydrant flow testing for design of the proposed fire sprinkler system.

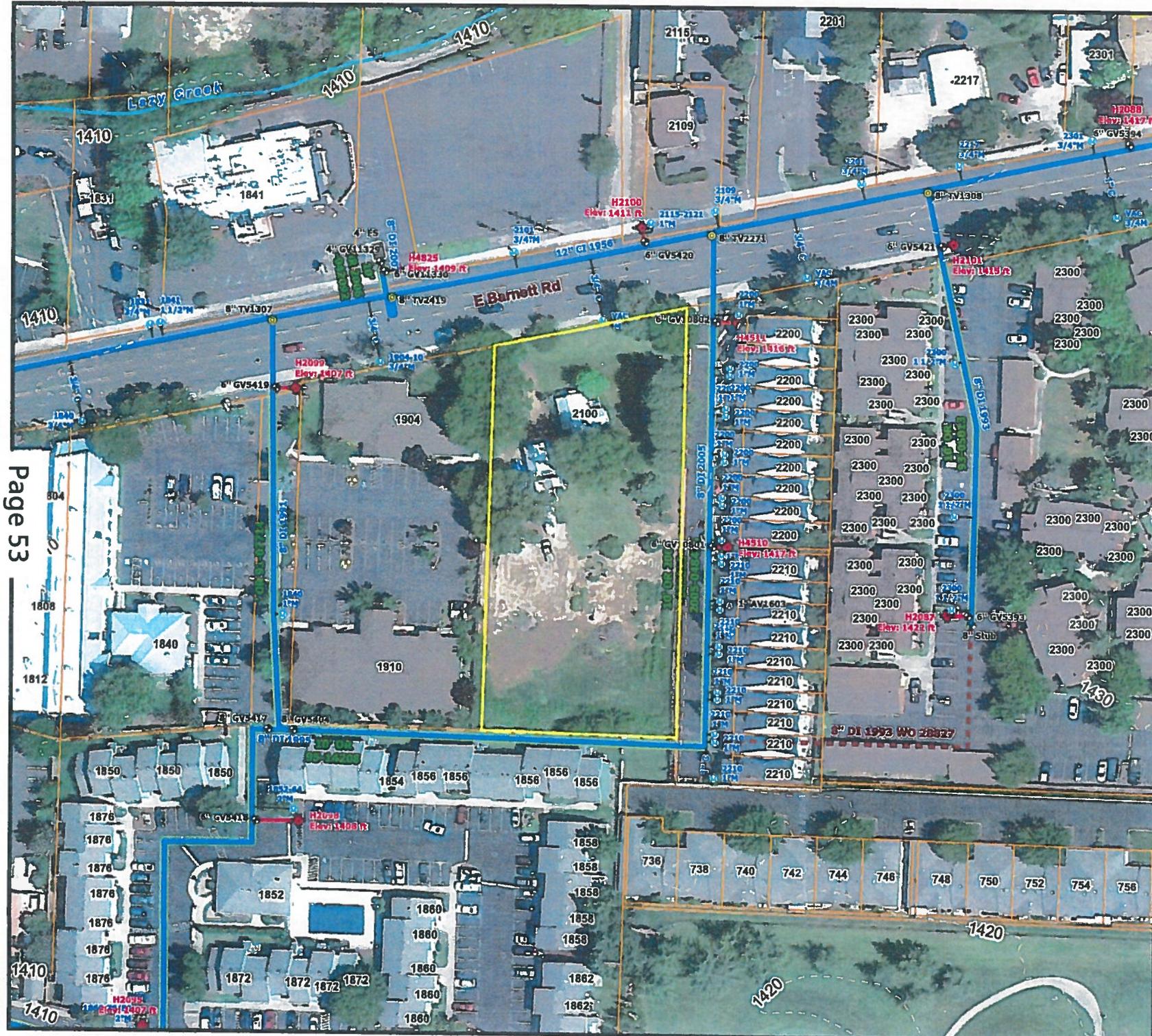
Continued to next page



Continued from previous page

COMMENTS

1. Off-site water line installation is not required.
2. On-site water facility construction is required. (See Condition 3 above)
3. Static water pressure is at 74 psi. Pressure reducing valves are not required.
4. MWC-metered water service does exist to this property currently. (See Condition 4 above)
5. Access to MWC water lines is available. There is an existing 12-inch water line on the north side of E. Barnett Road. There is also an 8-inch water line located on the west side of the parcel to the east, and there is an existing 8-inch water line located just south of the south property line.



Page 53



0 25 50 100 Feet
Scale: 1"=200'

Water Facility Map for AC-18-094

August 22, 2018

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
 - Abandoned Main
 - Reservoir Drain Pipe
 - Pressure Zone Line
- Boundaries:**
 - Urban Growth Boundary
 - City Limits
 - Tax Lots
- MWC Facilities:**
 - Control Station
 - Pump Station
 - Reservoir



This map is based on a digital orthophoto provided by Western Water Commission that is a source of errors. NEDEORD Water Commission makes no warranty, representation, or promise of accuracy. There are no warranties, expressed or implied.



Memo

To: Steffen Roennfeldt, Planner, Planning Department
From: Chad Wiltrout, Building Department (541) 774-2363
CC: ORW Architecture, Agent. Stylus Development, LLC, Applicant
Date: August 22, 2018
Re: August 22, 2018 LDC Meeting: AC-18-094

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 2014 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 "Electronic Plan Review (ePlans)" for information.
3. A site excavation and grading permit will be required if more than 50 cubic yards is disturbed.
4. A separate demolition permit will be required for demolition of any structures not shown on the plot plan.

Comments:

5. ADA parking spaces shall be required in accordance with code section 1106 of the Oregon Structural Specialty Code.
6. The building and building appurtenances shall be designed by an Oregon licensed design professional in accordance with 107.1 and 107.3.4 OSSC.
7. A code analysis providing occupant load, means of egress plan, type of construction, occupancy classification, occupant load, fire protection systems per chapter 9 OSSC, etc... will be required.
8. A geotechnical engineer shall provide a design for soils at building locations pursuant to 1803 of the Oregon Structural Specialty Code.

CITY OF MEDFORD
EXHIBIT #: Q
File # AC-18-094

9. Special inspections may be required per chapter 17 of the 2014 Oregon Structural Specialty Code.
10. Com-check forms are required for lighting, mechanical equipment and exterior envelope to show energy efficiency compliance with the 2014 Oregon Energy Efficiency Specialty Code.
11. Fire Separation distance requirements per Tables 602 and 705.8 of the OSSC. Address distances from property lines on all sides and distance between the two units.
12. This building contains a mixed use occupancy, B, R-2, and S1. Per Section 508, provide fire separation per Table 508.4.
13. Provide Fire Protection Systems per Chapter 9 of the OSSC and the 2014 Oregon Fire Code.
14. This property is located in the 100 year Flood Plain and requires a development permit from the planning department.



Medford Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Kleinberg, Greg

Review Date: 8/15/2018
Meeting Date: 8/22/2018

LD #: AC18094

Planner: Steffen Roennfeldt

Applicant: Stylus Development LLC, applicant; ORW Architecture

Project Location: South side of East Barnett Road, approximately 600 feet east of Ellendale Drive within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (371W32AB500);

Project Description: Consideration of plans for the development of a 32-unit, three-story apartment building on approximately 1.1 acres

Specific Development Requirements for Access & Water Supply

CITY OF MEDFORD
EXHIBIT # 12
File # Ac-18-095

Conditions

| Reference | Comments | Description |
|-------------|---|--|
| OFC 508.5 | One internal fire hydrant will be required for this project. | Fire hydrants with reflectors will be required for this project. The approved water supply for fire protection (hydrants) is required to be installed prior to construction when combustible material arrives at the site. 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 503.2.1 | General road design | Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches. The required width of a fire apparatus access road shall not be obstructed in any manner, including parking of vehicles. Minimum required widths and clearances established under section 503.2.1, shall be maintained at all times. The fire apparatus access road shall be constructed as asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 60,000 pounds. (See also OFC 503.4; D102.1) The turning radius on fire department access roads shall meet Medford Fire Department requirements (OFC 503.2.4). |
| OFC D105 | Aerial apparatus access road requirements if lowest level of roof eaves are greater than 30' above fire vehicle access. | SECTION D105-AERIAL FIRE APPARATUS ACCESS ROADS D105.1 Where required. Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. D105.2 Width. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height. D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. |
| OFC 903 | A fire sprinkler system is required for a Group R-2 occupancy in accordance with OFC 903.2.8. | Fire sprinkler system requirement information. Where a fire sprinkler system is required, it shall meet the requirements of the Oregon Fire Code and the applicable National Fire Protection Association (NFPA) Standard. Consult the Medford Water Commission for proper water meter sizing for fire sprinkler systems. |
| OFC 907 | A fire alarm system is required for a Group R-2 occupancy in accordance with OFC 907.2.9. | Fire alarm system requirement information. Where a fire alarm system is required, it shall meet the requirements of the Oregon Fire Code and the National Fire Protection Association (NFPA) 72 Standard. |
| OFC 503.4 | Curbs shall be painted red and stenciled along the fire lanes. | 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 |

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, Mechanical Codes and applicable NFPA Standards.

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

www.medfordfirerescue.org



MEMORANDUM

Subject Stylus Development LLC
File no. AC-18-094
To Steffen Roennfeldt, Planner III
From Liz Conner, Planner II, Floodplain Coordinator
Date September 5, 2018

SITE CHARACTERISTICS

- MFR-30 , Multiple family residential (20-30 dwelling units per gross acre)
- Southern third portion of parcel within 1% chance annual floodplain (100 year floodplain).
- FIRM panel 41029C 1978F & 41029C 1979F effective May 3, 2011

PROJECT DESCRIPTION

Consideration of plans for the development of a 32-unit, three-story apartment building on approximately 1.1 acres located on the south side of East Barnett Road, approximately 600 feet east of Ellendale Drive within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (371W32AB500).

FLOODPLAIN REGULATIONS

The property is currently within a mapped AE zone with Base Flood Elevations. The designated floodway that is contained within the structure south of the property. 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 Section 9.706.

The Medford Floodplain regulations are found in Sections 9.701-9.707 of the Municipal Code. The sections pertaining to areas of special flood hazard with Base Flood Elevations (BFE) 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 (SFHA). *Development is broadly defined and includes, but is not limited to, grading, filling, paving, and construction of buildings.*

CITY OF MEDFORD
EXHIBIT # 5
File # AC-18-094

Future tentative plans shall identify the special flood hazard areas. Structures shall be constructed a minimum of one-foot above the BFE.

Existing and proposed grades shall be provided and the effect of this earth movement on the floodplain shall be described in a narrative.

Floodplain Manager Comments

The proposal includes individual storage units at along the southern portion of the building. Each of these storage units may be within the SFHA, and shall be constructed with a minimum of wet flood-proofing in accordance to the following section in 44 CFR:

- 60.3 (b) - Requirement to Obtain Lowest Floor Elevation in Zone A
- 60.3 (c) - Requirements for Nonresidential Buildings

The floodplain boundary shall be included on the site plan to show which areas will be effected by the SFHA.

The proposed southern parking area shall be included in the floodplain development permit.

Per 60.3 (c)10 - Require until a regulatory floodway is designated, that no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30 and AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.

Floodplain Permit

Submit a floodplain development application and fee (\$150) along with submittal requirements identified in Section 9.705 (C). An Elevation Certificate (EC) is required with the submittal of building permits for new commercial 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). As well as any floodproofing certifications that may be required.

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.

Expiration of Floodplain Permit

A floodplain Development Permit shall become invalid unless work is started within 180 days after its issuance. Extensions for periods of not more than 180 days each shall be requested in writing.



Planning Department

Working with the community to shape a vibrant and exceptional city

MEMORANDUM

Subject Legal Description
 File no. ZC-18-008
 To Jon Proud, Engineering
 From Steffen Roennfeldt, Planning Department
 Date February 7, 2018

Please verify the attached legal description covering the below subject at your earliest convenience. See attached map.

1. ZC-18-008-
 Applicant: Stylus Development LLC
 Agent: ORW Architecture- J. David Wilerkerson II

Steffen, The description provided does NOT account for the South 37.2' of the property being apparently illegally adjusted from the parent property in 1990. The description also calls for 500' along BARNETT ROAD from the DLG 50 which appears to be a material discrepancy within the deed of approx 30'.

The applicant can find the last conveyance in J.C.O.R. as 2048-2530 attached.

Attachments: Legal description, Vicinity Map.

Planning might consider the need for "Validation" per ORS 92.176 if unit of land was unlawfully established(?)

WAJES, JON

2/13/18

CITY OF MEDFORD
EXHIBIT # T

File # ZC-18-095

LEGAL DESCRIPTION

Preliminary Report

Order No.: 7161-2973051
Page 7 of 8

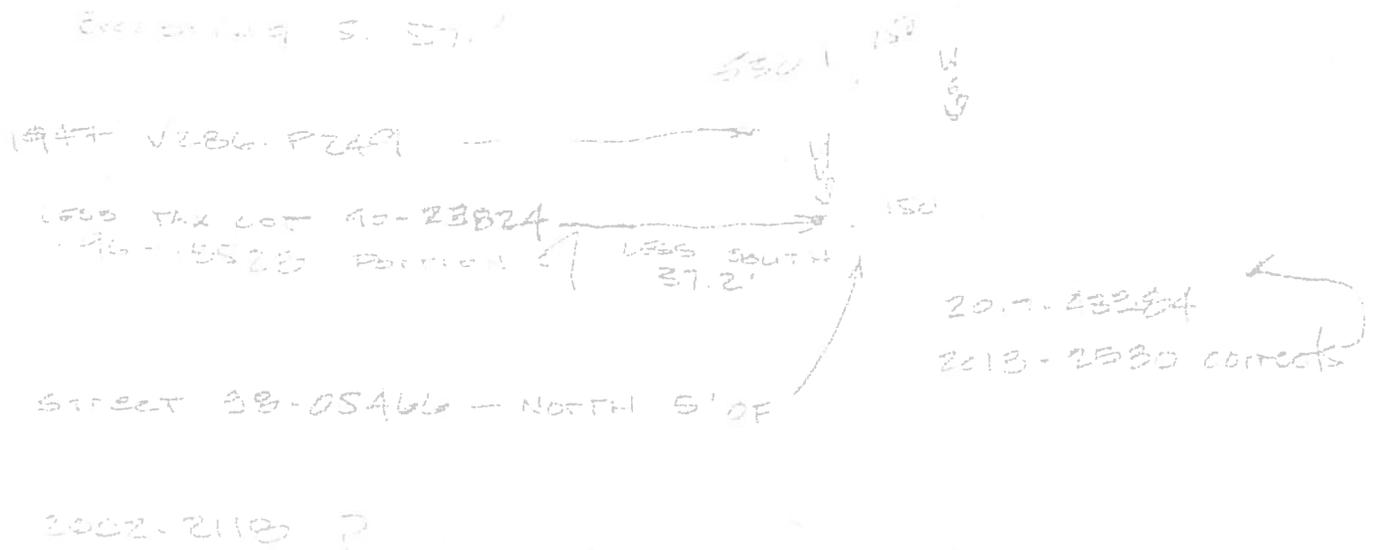
Exhibit "A"

Real property in the County of Jackson, State of Oregon, described as follows:

From the intersection of the east line of Donation Land Claim No. 50 in Township 37 South, Range 1 West of the Willamette Meridian in Jackson County, Oregon, with the Southerly right of way of County Road (Barnett Road), measure 500 feet Easterly along said right of way line to the point of beginning; thence South 339 feet; thence East 150 feet; thence North 369 feet to an intersection with the southerly line of said County Road; thence South 76°51' West, along said southerly line of said County Road, 150 feet to the point of beginning.

Excepting that portion of land conveyed to The City of Medford, an Oregon Municipal Corporation, by Deed recorded February 13, 1998 as Document No. 98-05466.

NOTE: This legal description was created prior to January 1, 2008.



CITY OF MEDFORD
EXHIBIT # _____
File # ZC-18-008

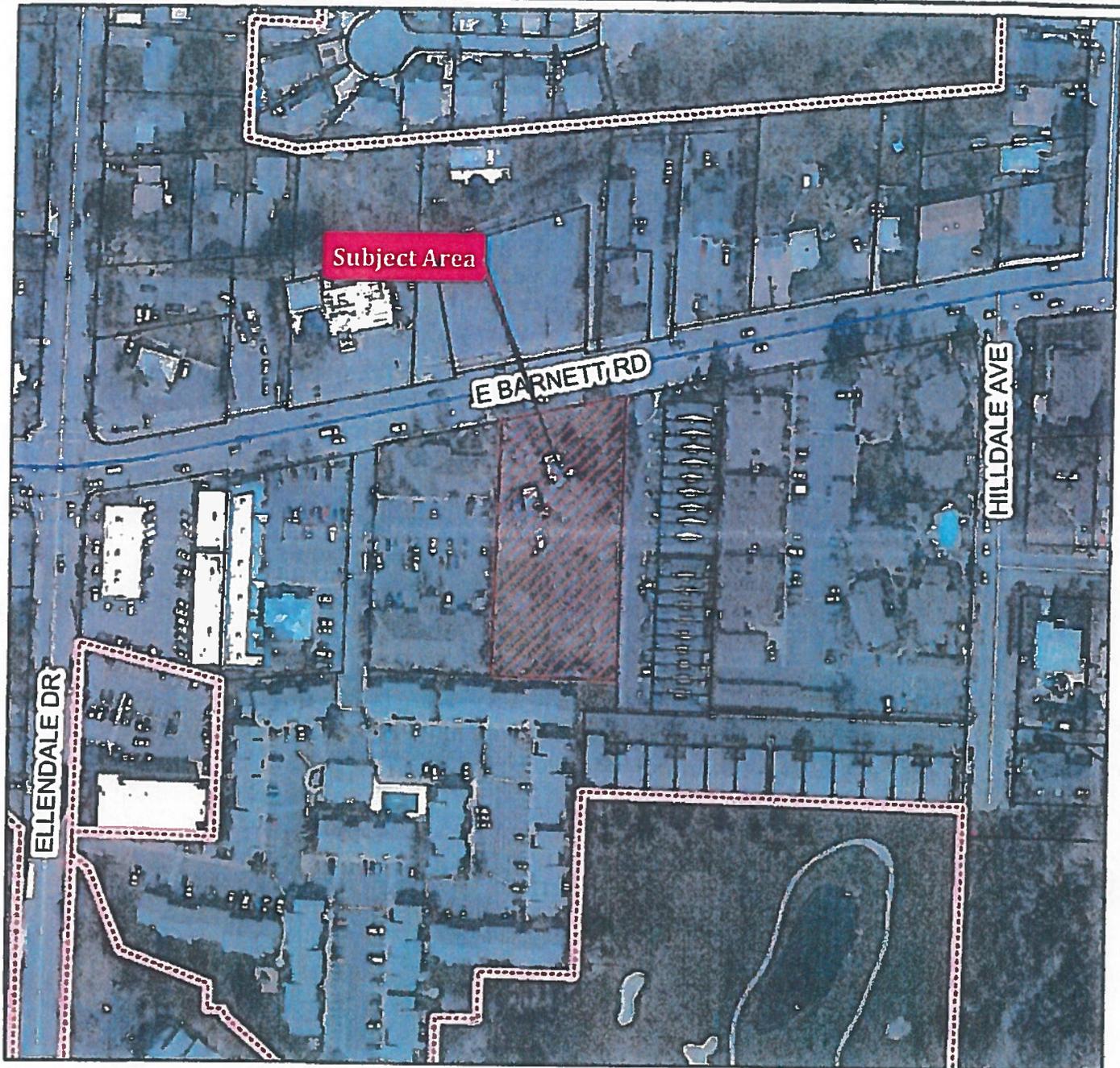
2



City of Medford
Planning Department

Vicinity
Map

File Number:
ZC-18-008



Project Name:
**Stylus Development LLC
Zone Change**

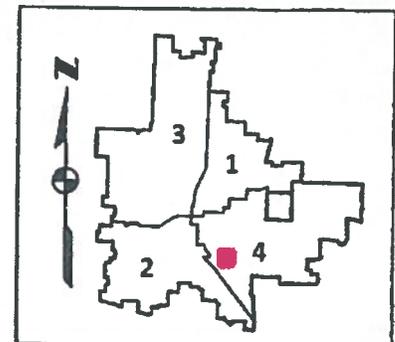
Map/Taxlot:
371W32AB TL 500



02/01/2018

Legend

-  Subject Area
-  Tax Lots





After recording return to:
Stylus Development LLC
2950 East Barnett
Medford, OR 97504

Until a change is requested all tax
statements shall be sent to the
following address:
Stylus Development LLC
2950 East Barnett
Medford, OR 97504

File No.: 7161-2973051 (PS)
Date: December 14, 2017

Jackson County Official Records **2018-002530**
R-WD
Sin=16 MORGANSS 01/24/2018 09:42:46 AM
S15 00 S10.00 S8 00 S11 00 S20 00 \$64.00

I, Christine Walker, County Clerk for Jackson County, Oregon certify
that the instrument identified herein was recorded in the Clerk
records

Christine Walker - County Clerk

that the instrument identified herein was recorded in the Clerk
records

Christine Walker - County Clerk

THIS SPACE RE

STATUTORY WARRANTY DEED

Douglas J. Van Dyck and Gregory L. Van Dyck, co-Trustees of The Eileen M. Van Dyck Trust, Grantor, conveys and warrants to **Stylus Development LLC, an Oregon limited liability company,** Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

LEGAL DESCRIPTION: Real property in the County of Jackson, State of Oregon, described as follows:

From the intersection of the east line of Donation Land Claim No. 50 in Township 37 South, Range 1 West of the Willamette Meridian in Jackson County, Oregon, with the Southerly right of way of County Road (Barnett Road), measure 500 feet Easterly along said right of way line to the point of beginning; thence South 339 feet; thence East 150 feet; thence North 369 feet to an intersection with the southerly line of said County Road; thence South 76°51' West, along said southerly line of said County Road, 150 feet to the point of beginning.

Excepting that portion of land conveyed to The City of Medford, an Oregon Municipal Corporation, by Deed recorded February 13, 1998 as Document No. 98-05466.

NOTE: This legal description was created prior to January 1, 2008.

Subject to:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **\$385,000.00.** (Here comply with requirements of ORS 93.030)

RE-RECORDED TO
CORRECT LEGAL

Page 1 of 2

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

Dated this 15 day of Dec, 2017.

Douglas J. Van Dyck and Gregory L. Van Dyck,
Successor Co-Trustees of the Eileen M. Van
Dyck Trust

[Signature]
Douglas J. Van Dyck, Co-Trustee

[Signature]
Gregory L. Van Dyck, Co-Trustee

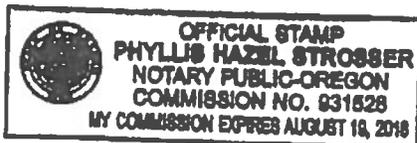
STATE OF Oregon)
County of Jackson)ss.
)

This instrument was acknowledged before me on this 15 day of Dec, 2017
by as of Douglas J. Van Dyck and Gregory L. Van Dyck, Successor Co-Trustees of the Eileen M. Van
Dyck Trust, on behalf of the .

[Signature]

Notary Public for Oregon
My commission expires:

8/19/18



CORRECTED LEGAL

From the intersection of the east line of Donation Land Claim No. 50 in Township 37 South, Range 1 West of the Willamette Meridian in Jackson County, Oregon, with the Southerly right of way of County Road (Barnett Road), measure 500 feet Easterly along said right of way line to the point of beginning; thence South 339 feet; thence East 150 feet; thence North 369 feet to an intersection with the southerly line of said County Road; thence South 76°51' West, along said southerly line of said County Road, 150 feet to the point of beginning. EXCEPTING THEREFROM the South 37.20 feet as more fully described in Warranty Deed recorded as Document No. 90-23824, Official Records, Jackson County, Oregon. ALSO EXCEPTING THEREFROM that portion of land conveyed to The City of Medford, an Oregon Municipal Corporation, by Deed recorded February 13, 1998 as Document No. 98-05466.

NOTE: This legal description was created prior to January 1, 2008.

CITY OF MEDFORD
INTEROFFICE MEMORANDUM

TO: Steffen Roennfeldt, Planning Department
FROM: Sean Metzger, Engineering Department (Survey Section)
SUBJECT: Legal Description (File No. AC-18-094)
DATE: August 23, 2018

When compared to the Tax Assessor's map, the current Deed Card, Instrument Number 2018-002530, the submitted description accurately describes tax lot 371W3AB_500.

Steffen K. Roennfeldt

From: Jon M. Proud
Sent: Wednesday, September 5, 2018 10:44 AM
To: Steffen K. Roennfeldt; Kelly A. Akin
Cc: Sean P. Metzger
Subject: RE: AC-18-094 Legal Description Review

Steffen, It appears that the applicants surveyor concurs illegal lot creation.

It is my understanding that ORS 92.176 is the fix through the permit process if it meets or met the laws in place at the time of creation. The unit of land becomes lawful when planning department "validates" and the owner records a partition plat within 90 days of the "validation". This would be a partition of the single unit of land in question and not the total parent unit (creating 2 parcels) of land as would be required if the unlawful creation was done after 2007 as outlined in ORS 92.177.

Thanks, Jon

Jon Proud, L.S.
City Surveyor
200 S. Ivy Street
Medford, Or. 97501
jon.proud@ci.medford.or.us
p.541-774-2126
f.541-774-2552

From: Andrew Owen [mailto:andrew@orwarch.com]
Sent: Tuesday, September 4, 2018 2:33 PM
To: Steffen K. Roennfeldt <Steffen.Roennfeldt@cityofmedford.org>
Cc: Jeff Bender <jeff@orwarch.com>; Jon M. Proud <Jon.Proud@cityofmedford.org>; Sean P. Metzger <Sean.Metzger@cityofmedford.org>
Subject: FW: AC-18-094 Legal Description Review
Importance: High

Hello Steffen,

Please see the response from our surveyor below. I guess we need some direction from the city on what we actually need to provide. As I see it, the legal description identifies the property boundary as it stands now & within which we are building.

- Do we need to rewrite the legal description to say 530' rather than 500' and have it recorded again?

The transfer of the southerly 37.2 feet was done in 1990 (instrument 90-23824) recorded with the county on Sept. 18, 1990 (see attached).

There was a survey done and received by the county on Mar.15, 1991, for that piece of land for the purpose of a lot line adjustment (see attached).

The county has it recorded that this southerly 37.2 feet in question is a part of, and taxed as such, of Lot 1100 (Barnett Townhomes).

The county has it recorded that this southerly 37.2 feet in question is not part of, nor is it taxed as such, of Lot 500 (2100 Barnett Road).

- What is the Planning Department requirement regarding this southerly 37.2 feet?

As soon as we know what is needed, we will get it to you.

Thank you, Steffen.

CITY OF MEDFORD
EXHIBIT # U
File # AC-18-094



Andrew Owen
AIA, NCARB
Principal
Project Architect/Manager

ORW Architecture

ph 541.779.5237 x25
fx 541.772.8472
2950 East Barnett Road
Medford, OR 97504
www.ORWarchitecture.com

From: Charles Kroning <ckroning@auslandgroup.com>
Sent: Monday, September 03, 2018 9:55 PM
To: Andrew Owen <andrew@orwarch.com>
Cc: Andy Ausand <ausland@charter.net>; Jeff Bender <jeff@orwarch.com>
Subject: AC-18-094 Legal Description Review

Hi Andrew,

Our surveyor, Andy Ausland, and I have both reviewed the legal description. Please see Andy's explanation below, and the attached exhibit depicting the areas in question:

"I'm not as concerned about the first issue of the deed call of 530' vs. 500' along the right of way of Barnett Road. The intention of this deed is to hold the deed and distances which are in harmony with established monuments surrounding the property. There are no overlaps or gaps found to exist with adjacent properties. The legal description could certainly be rewritten to be technically correct with the distance discrepancy along Barnett based upon my survey of the property."

"The other issue of whether or not the south 37.20' (now part of apartments to south) was legally adjusted is more a planning issue. My survey did not address this as I was contracted to survey the Stylus Development property as described in Deed Document No. 2018-2530 which is included in tax lot 1100 to the south. I did some research today and found that the property was conveyed by Deed Document No. 90-23824, however, did not find a corresponding lot line adjustment survey or approval. I would have to agree that the process was not followed and would have to confer with Planning as to what they need to remedy this."

I hope this clarifies what the issues are. I suppose it's up to the City to determine whether or not the Legal Description in Document No. 2018-002530 needs to be corrected again (as referred to above by Andy), or not. Also, the Planning Dept. should review the issue of the "South 37.20' feet" being conveyed without a Lot Line Adjustment, and determine what documentation may now be necessary.

Please let us know if we can be of any further assistance here, or if you need us to get involved with Steffen, Sean, or Jon at the City. Thanks.

Charlie Kroning, PE

www.auslandgroup.com

From: Charles Kroning <ckroning@auslandgroup.com>
Sent: Friday, August 31, 2018 2:19 PM
To: Andrew Owen <andrew@orwarch.com>
Cc: Nick Reid <nreid@auslandgroup.com>; Andy Ausand <ausland@charter.net>
Subject: RE: AC-18-094 Legal Description review

Hi Andrew,

Yes we can help on this, but as I'm new to Ausland, I've had to consult with Nick and Andy to bring me up to speed. We'll have a response for you early next week. Will that work for you?

Charlie Kroning, PE

www.auslandgroup.com

From: Steffen K. Roennfeldt <Steffen.Roennfeldt@cityofmedford.org>
Sent: Friday, August 24, 2018 3:34 PM
To: Jeff Bender <jeff@orwarch.com>
Subject: FW: AC-18-094 Legal Description review

Jeff,
Please see below for an email I just received from our City Surveyor. Would you do me a favor and have your surveyor take a look at this!?
If I understand the "Surveyor Language" correctly, it appears that the parcel may have been illegally created. Hopefully, your surveyor can confirm lot legality. We can continue as scheduled with the SPAC meeting, however, this will have to be resolved prior to issuance of building permits.

Have a good weekend,
Steffen

From: Jon M. Proud
Sent: Friday, August 24, 2018 3:19 PM
To: Steffen K. Roennfeldt <Steffen.Roennfeldt@cityofmedford.org>; Sean P. Metzger <Sean.Metzger@cityofmedford.org>
Subject: FW: AC-18-094 Legal Description review

Steffen, Sean was not aware of my comments from 2/18/18 on ZC 18-008. I have attached them. Once again their seems to be a material difference of 30' along the call along Barnett 500' scales 530' and computes 530+- per survey #18962. Also the property appears to have 37.2' of the property unlawfully adjusted off the south end in 1990's. Planning department might want the applicant to prove lot legality and possibly a Validation partition per ORS. Sorry for any confusion, Jon

From: Sean P. Metzger
Sent: Thursday, August 23, 2018 7:02 AM
To: Steffen K. Roennfeldt <Steffen.Roennfeldt@cityofmedford.org>

Cc: Jon M. Proud <Jon.Proud@cityofmedford.org>

Subject: AC-18-094 Legal Description review

Steffen-

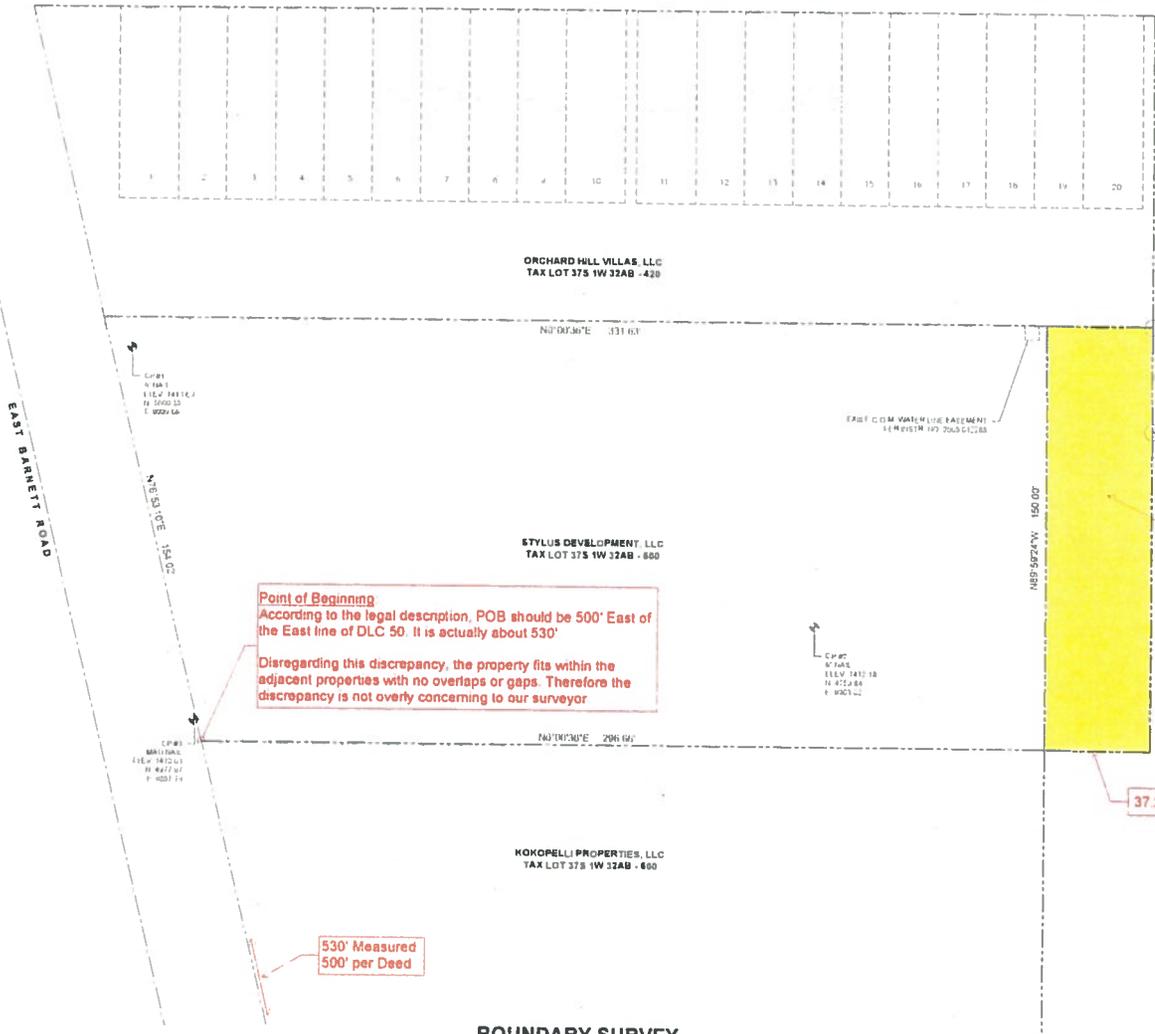
Please find the attached review of the legal description for AC-18-094.

Need anything else let me know.

Sean Metzger, PLS, CWRE

Chief of Field Survey
City of Medford-Public Works
Office: 541-774-2109
Cell: 541-821-0080

NW 1/4 OF THE NE 1/4 OF SEC 32, T. 47N., R. 11W., W.M. JACKSON COUNTY, OREGON



Illegal Lot Line Adjustment (?)
This area was conveyed from TL 500 to TL 1100 in 1990 (via Document No 90-23824), apparently without filing a proper lot line adjustment. There are residential buildings here now.

LEGEND

| | |
|-----|-------------------|
| --- | LOT LINE |
| --- | CENTERLINE |
| --- | EASEMENT (SHADED) |
| --- | FOUND MONUMENT |
| --- | CORNER POINT |

ABBREVIATIONS

| | |
|--------|-----------------|
| C.O.M. | CITY OF MEDFORD |
| C.P. | CORNER POINT |
| ELEV. | ELEVATION |
| E.S. | EXISTING |
| R.O.W. | RIGHT OF WAY |
| TL | TAX LOT |
| TRP. | TRIPICAL |

- SURVEY NOTES**
1. BASIS OF PLANS: THE EXISTING PROJECT FILE OF TL 500 THAT IS IN CONFORMANCE WITH ALL APPLICABLE ORDINANCES IS THE BASIS FOR THIS SURVEY.
 2. VERIFICATION: THIS SURVEY IS BASED ON THE CITY OF MEDFORD RECORDS AND THE CITY OF MEDFORD RECORDS.
 3. INSTRUMENT: THIS IS A TOTAL STATION SURVEY.

BOUNDARY SURVEY
SCALE: 1" = 20'

AUSLAND GROUP
www.AuslandGroup.com
Aurora 541.482.0214
Eugene 541.245.1294
Corvallis 541.476.3168
Medford 541.773.3187

MOLESKINE

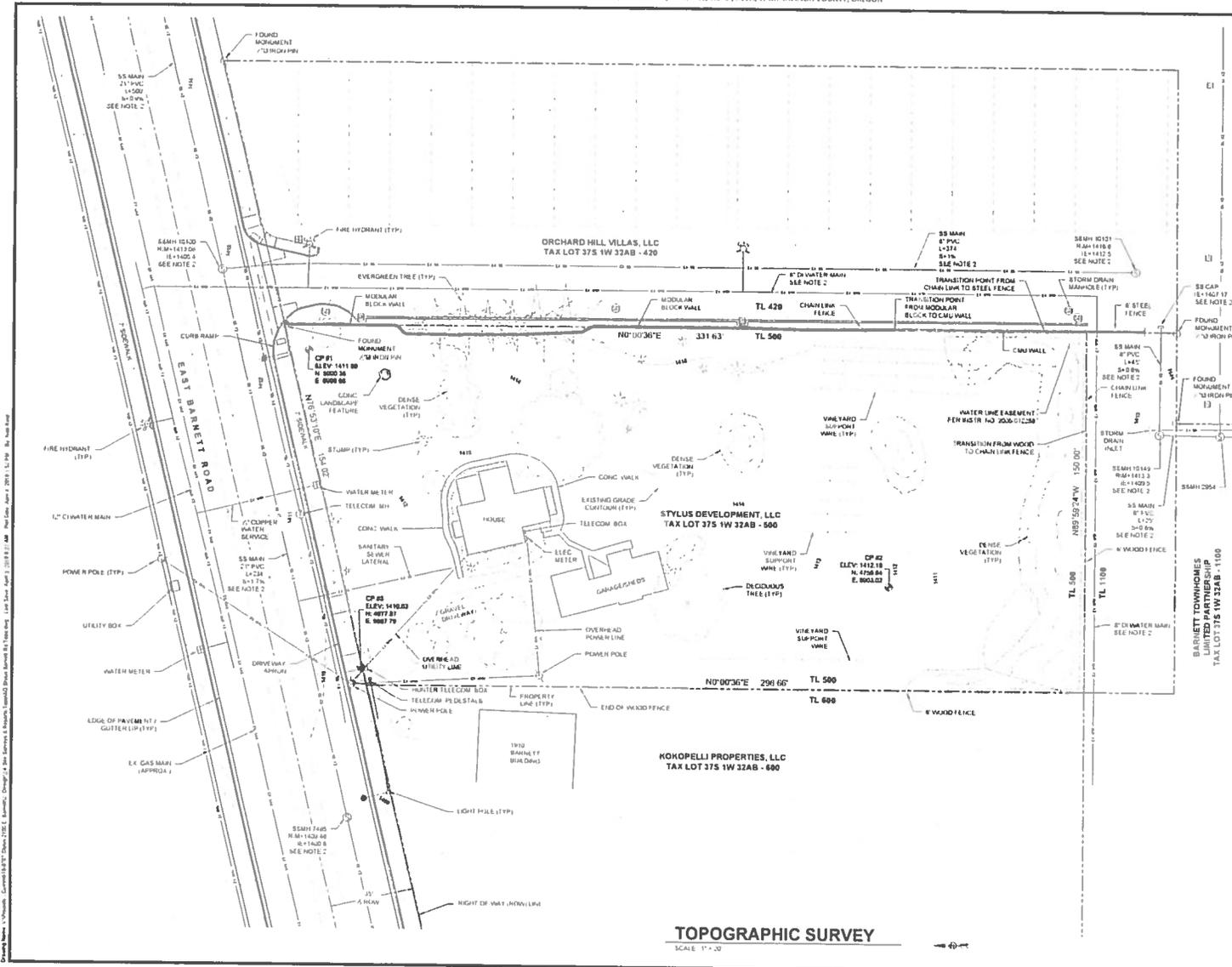
ISSUE DATE: APRIL 4, 2018
SHEET NO. 18 OF 27
REV. 18-07-18

DESIGNED BY: NER
CHECKED BY: NER
PLOTTED BY: NER

**STYLUS DEVELOPMENT, LLC
BARNETT ROAD SURVEY**
2100 EAST BARNETT ROAD
MEDFORD, OREGON 97504
WALTON
JACKSON COUNTY, OREGON

VERIFY SCALES

**SHEET NUMBER
C-100
BOUNDARY SURVEY**



LINE LEGEND

| | |
|-----------------------|-----|
| WATER LINE | --- |
| SANITARY SEWER LINE | --- |
| STONE DRAIN LINE | --- |
| GAS LINE | --- |
| OVERHEAD UTILITY | --- |
| UNDERGROUND ELECTRIC | --- |
| FIBER OPTIC LINE | --- |
| TELEPHONE LINE | --- |
| CABLE TELEVISION LINE | --- |
| CHAIN LINK FENCE | --- |
| WOOD FENCE | --- |
| STEEL FENCE | --- |
| CENTERLINE | --- |
| PROPERTY LINE | --- |
| FAREWELL BOUNDARY | --- |
| EDGE OF PAVEMENT | --- |

SYMBOL LEGEND

| | |
|--------------------|---|
| WATER METER | ⊕ |
| WATER VALVE | ⊕ |
| FIRE HYDRANT | ⊕ |
| ANNUAL RAIN RECESS | ⊕ |
| SEWER MANHOLE | ⊕ |
| CLEANOUT | ⊕ |
| STORM MANHOLE | ⊕ |
| STORM WEEBIE | ⊕ |
| LIGHT POLE | ⊕ |
| UTILITY POLE | ⊕ |
| BOX | ⊕ |
| FOUND MONUMENT | ⊕ |
| CONTROL POINT | ⊕ |
| DECIDUOUS TREE | ⊕ |
| EVERGREEN TREE | ⊕ |

MATERIAL LEGEND

| | |
|-----------|-----|
| CURB/TELE | --- |
| GRAVEL | --- |

ABBREVIATIONS

| | |
|---------|-----------------------|
| APPROX | APPROXIMATE |
| CI | CABLE INCH |
| CMU | CONCRETE MASONRY UNIT |
| CLC/C | CONCRETE |
| CP | CONTROL POINT |
| DN | DOWNSTREAM |
| ER | EXISTING |
| Q | QUANTITY |
| LE | LENGTH ELEVATION |
| LN | LENGTH |
| MH | MANHOLE |
| R/W | RIGHT-OF-WAY |
| S | SLOPE |
| SS | SANITARY SEWER |
| TELECOM | TELECOMMUNICATIONS |
| TL | TAX LOT |
| TRIP | TYPICAL |

SURVEY NOTES

1. TOPOGRAPHIC SURVEY COMPLETED ON 3/20/2018 BY AUSLAND GROUP
2. UNDERGROUND UTILITY LOCATIONS, SANITARY SEWER PIPE SLOPE AND OTHER ELEVATIONS ARE APPROXIMATE BASED ON UTILITY LOCATED FIELD OBSERVATION AND UTILITY MARKS
3. BASIS OF BEARINGS, THE EASTERLY PROPERTY LINE OF TL 500 THAT IS IN COMMON WITH TL 420 WHICH BEARS NORTH 70° 00' 00" WEST TO THE BARNETT PARTNERSHIP PLAT OF ORCHARD HILL VILLAGES, SURVEY NO. 18-0104
4. VERTICAL DATUM "NAD83" BASED ON CITY OF MEDFORD BENCHMARK B-105 ELEVATION +140.262 MET IN THE NORTH-EAST CORNER OF ELLIEMBLE AVENUE / BARNETT TRAIL ROAD INTERSECTION
5. INSTRUMENT: TRIMBLE S3 TOTAL STATION

TOPOGRAPHIC SURVEY
SCALE: 1" = 40'

AUSLAND GROUP

www.AuslandGroup.com
 Ashland 541.482.0214
 Eugene 541.345.1204
 Grants Pass 541.870.3168
 Medford 541.773.3167

MILESTONE

ISSUE DATE: APRIL 4, 2018
 PHASE: 1
 PROJECT #: 18-0107

| REV | DESCRIPTION |
|-----|-------------|
| | |

DESIGNED BY: _____
 CHECKED BY: _____
 APPROVED BY: _____

STYLUS DEVELOPMENT, LLC
BARNETT ROAD SURVEY
 2100 EAST BARNETT ROAD
 MEDFORD, OR 97501
 JACKSON COUNTY, OREGON

VERIFY SCALES

SHEET NUMBER
C-101
 TOPOGRAPHIC SURVEY

12435

MAP OF SURVEY

Located in the N.E. 1/4 of Sec.32
T.37 S., R.1 W., W.M., City of Medford
Jackson County, Oregon

M.E. CDR. D.L.C. NO. 50
FD. COUNTY SURVEYOR BRASS CAPPED
MONUMENT AND ACCESSORIES.

SURVEY FOR:

Jack Underwood
8360 Old Stage Road
Central Point, OR 97502

SURVEY BY:

L. J. Friar & Associates, P.C.
Consulting Land Surveyors
304 South Holly Street
Medford, Oregon 97501
Phone: (503) 772-2782



LEGEND:

- = Found 5/8" iron pin with plastic cap stamped
FRIAR PLS 961 per RS 12309 & 10183.
- = Set 5/8" x 24" iron pin with plastic cap stamped
PLS 2234.

BASIS OF BEARINGS:

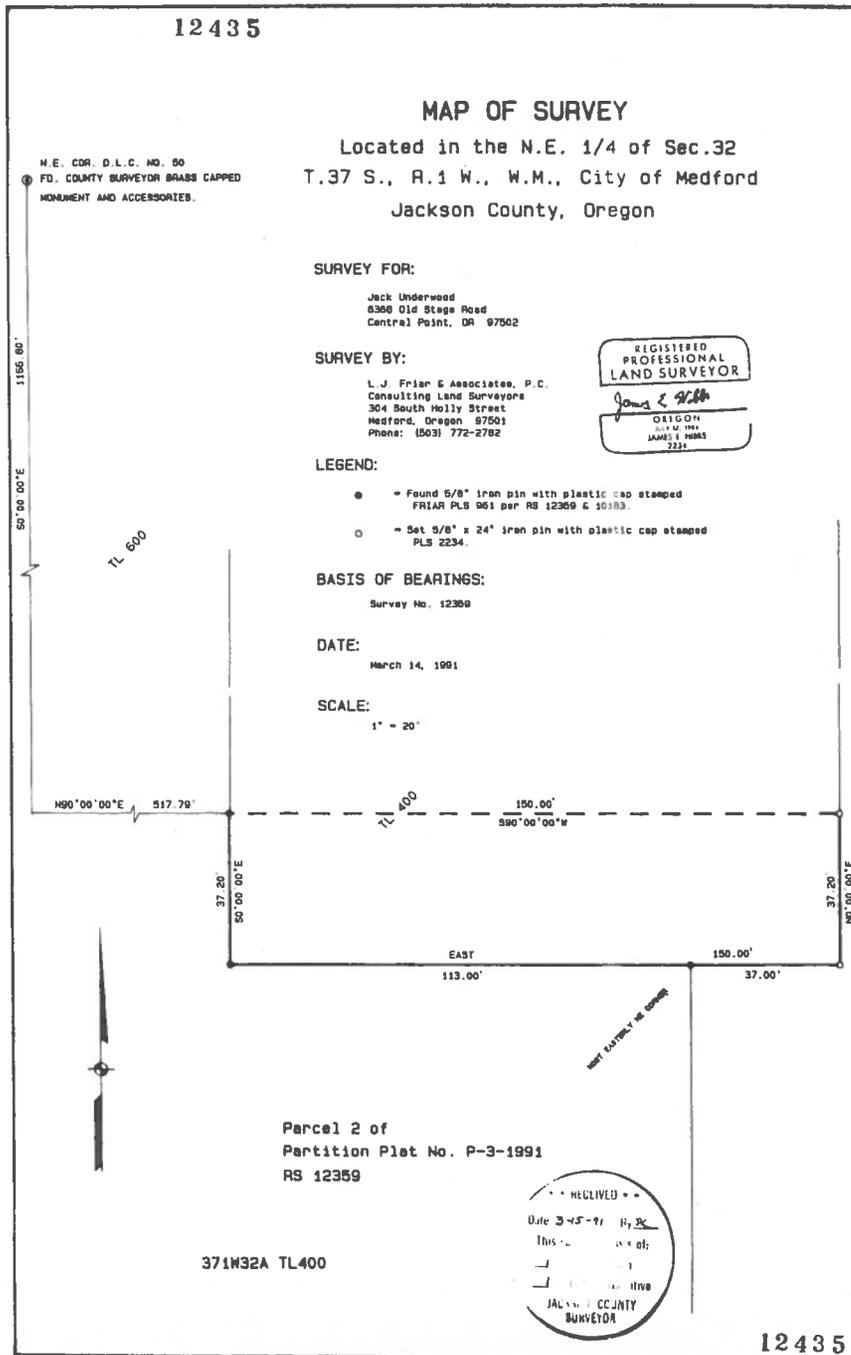
Survey No. 12309

DATE:

March 14, 1991

SCALE:

1" = 20'



Survey No. 12435

Survey Narrative To Comply With O.R.S. 209.250

Survey For: Jack Underwood
6366 Old Stage Road
Central Point, OR 97502

Location: A portion of the N.E. 1/4 of Sec. 32, T.37 S.,
R.1 W., W.M., City of Medford, Jackson County,
Oregon.

Purpose: To monument the S.E. corner of T.L. 400 and a point
on the East line thereof to be used for a possible
lot line adjustment.

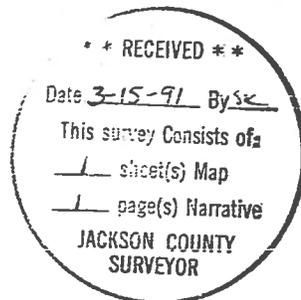
Procedure: Utilizing control and monuments established during
Survey Nos. 10183 and 12359 by this office, set the
S.E. corner of T.L. 400 and a point on the East
line thereof, as shown on the annexed map.

Basis of Bearing: Survey No. 12359.

Date: March, 14, 1991

T37S R1W SEC32A TL400

James E. Hibbs
L.J. Friar & Associates P.C.
Consulting Land Surveyors
304 South Holly Street
Medford, OR 97501
(503) 772-2782



REGISTERED
PROFESSIONAL
LAND SURVEYOR

James E. Hibbs

OREGON
JULY 17, 1986
JAMES E. HIBBS
2234

90-23824

Co

CT-78638-AC
WARRANTY DEED

331
371W32A
400

10.00
10.00
20.00

EILEEN VAN DYCK, Grantor, conveys and warrants to JOHN A. UNDERWOOD AND KATHLEEN C. UNDERWOOD, HUSBAND AND WIFE AS TO AN UNDIVIDED ONE HALF INTEREST AND PEAKS RANCHES, LTD AS TO AN UNDIVIDED ONE HALF INTEREST; Grantee, the following described real property, together with appurtenances, free of encumbrances except as specifically set forth herein, situated in JACKSON County, OR:

A tract of land located in the Northeast quarter of Section 32, Township 37 South, Range 1 West, Willamette Meridian, Jackson County, Oregon, being more particularly described as follows:

Commencing at the Northeast corner of Donation Land Claim No. 50, Township 37 South, Range 1 West, Willamette Meridian, Jackson County, Oregon; thence South along the East line of said claim 975.59 feet (record 975.8 feet) to intersect the Southerly right of way line of Barnett Road (County Road); thence along said right of way on the arc of a 1462.39 foot radius curve to the left 169.66 feet (the long chord to which bears North 80° 11' 59" East 169.57 feet); thence continue along said right of way line North 76° 52' 34" East 30.00 feet; thence leaving said right of way line South 246.01 feet; thence North 83° 46' 40" East 176.44 feet; thence East 146.08 feet to a point on the West line of that tract described in Document No. 79-02540, Official Records of Jackson County, Oregon, and the true point of beginning; thence South along said West line 37.20 feet; thence East along the South line of said tract 150.0 feet to the Southwest corner of that tract described in Volume 467, Page 498, Jackson County, Oregon, Deed Records; thence North along the West line of said tract 37.20 feet, more or less, to a point East of the point of beginning; thence West 150 feet, more or less, to the point of beginning.

90-23824

Jackson County, Oregon
Recorded
OFFICIAL RECORDS

1:03 SEP 18 1990 P.M.

KATHLEEN S. BECKETT
CLERK and RECORDER
By Blenda Cortlett Deputy

SUBJECT TO: Easements of record, Real property and/or mobile home taxes for 1990/91 are now a lien but not yet payable.

The true consideration paid for this conveyance is THIRTEEN THOUSAND NINE HUNDRED FIFTY AND 00/100 (\$13,950.00). () However, the whole consideration includes other value given or promised (check if other consideration statement applies).

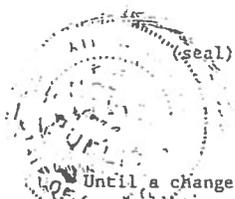
This instrument will not allow use of the property described in this instrument in violation of applicable land use laws and regulations. Before signing or accepting this instrument, the person acquiring fee title to the property should check with the appropriate City or County Planning Department to verify approved uses.

Dated this 14th day of September, 1990.

Eileen Van Dyck
EILEEN VAN DYCK

STATE OF OREGON)
)ss.
County of Jackson)

This instrument was acknowledged before me on the 14th day of September, 1990 by EILEEN VAN DYCK



Kathleen S. Beckett
Notary Public for Oregon
My commission expires: 6/10/94

Until a change is requested,
send all tax statements to:
Mr and Mrs John A. Underwood & Peaks Ranches, Ltd
6366 Old Stage Rd
Central Point, Or 97502
Return document to:

2-

OFFICIAL RECORDS

DENSITY CALCULATION FORM

For all residential LDP, LDS, PUD, and AC Application Files

SQ FT 0
 AC 0

| | |
|----------|--------------------|
| File No. | AC-18-094 |
| Planner | Steffen Roennfeldt |
| Date | August 21, 2018 |

| GROSS ACREAGE | |
|--------------------------------------|-------------|
| Tax Lot Numbers | |
| 371W32AB500 | 1.06 AC |
| | AC |
| | AC |
| | AC |
| | AC |
| Existing ROW to Centerline | 0.10 AC |
| Gross Acres | 1.16 AC |
| Effective Acres (Gross - Subtracted) | 1.16 |

| SUBTRACTED ACREAGE | |
|-------------------------------------|------|
| Large Lots for Existing Development | AC |
| Reserved Acreage | AC |
| Other ¹ | AC |
| | AC |
| | AC |
| | AC |
| | AC |
| Subtracted Acres | - AC |

| DENSITY RANGE | |
|------------------------|---------------|
| Zoning District | MFR-30 |
| Density Range | |
| Minimum | 20 |
| Maximum | 30 |
| No. DU Proposed | 32 |
| No. DU Permitted Min. | 23 |
| No. DU Permitted Max. | 34 |
| Minimum | 23.27 |
| Maximum | 34.90 |
| Percentage of Maximum | 91.69% |

Page 79

EXISTING R-O-W CALCULATION

| Street Name | LF | Width | SF | Acreage |
|-------------|--------|-------|----------|---------|
| E Barnett | 150.00 | 30.00 | 4,500.00 | 0.10 |
| | - | - | - | - |
| | - | - | - | - |
| | - | - | - | - |
| | - | - | - | - |
| | - | - | 4,500.00 | 0.10 |

File # AC-18-094
 CITY OF MEDFORD
 EXHIBIT # V

¹ Such as future ROW dedication, resource protection areas, common open space, other dedication areas, etc.

PLANNING DEPT.

SEP 27 2018

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC
319 Eastwood Drive - Medford, Or. 97504 - Phone (541) 608-9923 - Email: Kim.parducci@gmail.com

September 24, 2018

Karl MacNair, Transportation Manager
City of Medford
Public Works/Engineering Division
200 South Ivy Street, Lausmann Annex
Medford, Oregon 97501

RE: 32-Unit Apartment Complex - Access Analysis

Dear Karl,

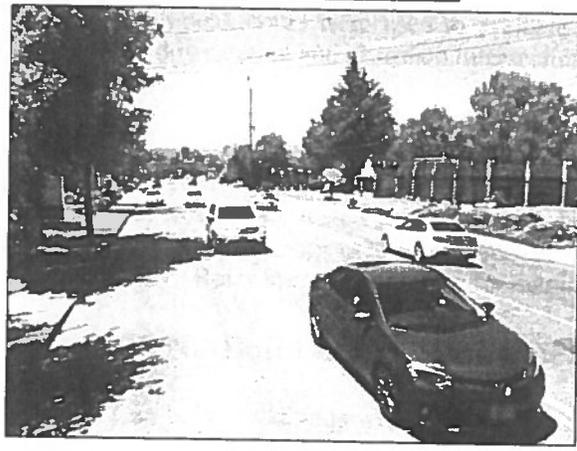
Southern Oregon Transportation Engineering, LLC evaluated a private access at 2100 Barnett Road. The subject property is a 1.06 acre parcel at 371W32AB, tax lot 500 in Medford, Oregon. Proposed development includes a 32-unit apartment complex.

Background

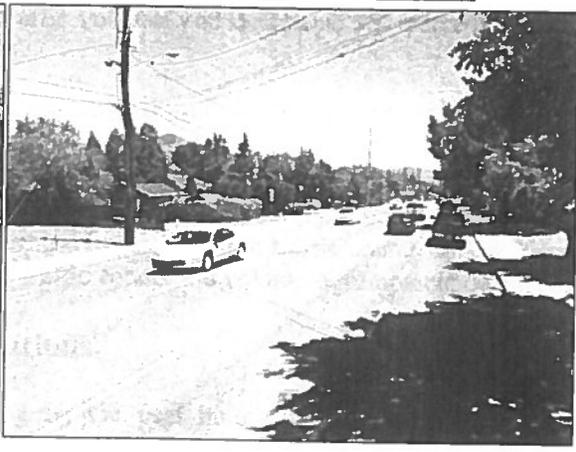
The subject property currently has a single family residence on it, and proposes to re-develop the site with a 32-unit apartment complex. The parcel is located along the south side of Barnett Road approximately 530 feet east of Ellendale Drive.

Barnett Road is classified as a major arterial in the City of Medford Transportation System Plan (TSP). It is currently a five-lane facility with curb, gutter, and sidewalks. It carries a posted speed of 35 miles per hour (mph).

Barnett Road – looking west

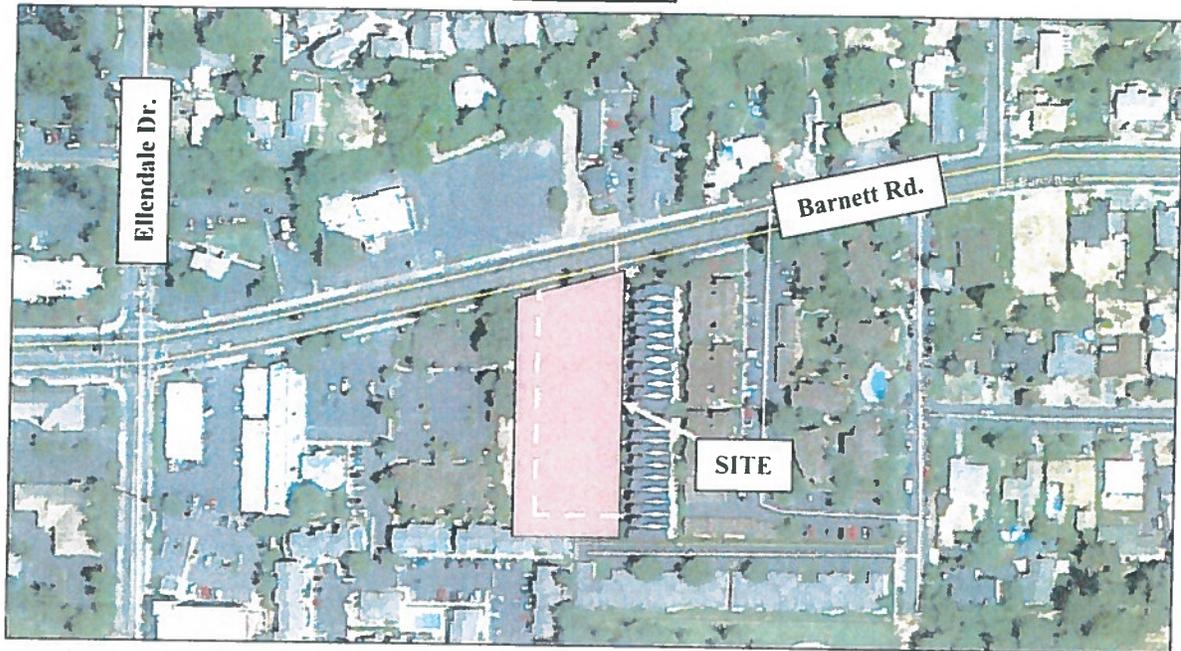


Barnett Road – looking east



CITY OF MEDFORD
EXHIBIT # W
File # Ac-18-094

Proposed Site



Traffic Data Development

Traffic counts were gathered in September of 2018 on Barnett Road at the development access (3:00-6:00 p.m.). City of Medford counts were provided from September of 2017 for the signalized intersections of Highland Drive / Barnett Road, Ellendale Drive / Barnett Road, and Black Oak Drive / Barnett Road. Short term growth was considered to be zero based upon a comparison between 2017 and 2018 counts. Traffic counts gathered in September of 2018 were taken on the same day that they were gathered in 2017 (unintentionally), and had surprisingly consistent traffic data. The peak hour was not actually the same hour in both years, but peak hour volumes in 2018 (from 4:15 to 5:15 p.m.) were very close to peak hour volumes in 2017 (from 3:15 to 4:15 p.m.). Based on this and for balancing purposes, both peak hours were used to evaluate traffic volumes and determine 95th percentile queue lengths from downstream and upstream intersections.

Pipeline traffic was added to existing traffic counts to develop adjusted conditions. The design year for the proposed apartment complex was assumed to be year 2019, and pipeline traffic was considered adequate background growth for one year because it added approximately 18% growth eastbound and 7.5% growth westbound, which is considerably higher than historical growth would show. The p.m. peak hour was the peak hour used in the analysis because it was shown in traffic counts to be the peak hour of the day. Refer to the attachments for manual traffic counts and volume development diagrams.

Year 2018 No-Build Intersection Operations

Year 2018 no-build conditions were evaluated during the p.m. peak hour at the development driveway to create a baseline for existing conditions. A synchro model was created to simulate 95th percentile queue lengths at the proposed development. The signalized intersections of Highland Drive / Barnett Road, Ellendale Drive / Barnett Road, and Black Oak Drive / Barnett Road were included in the model to create realistic downstream and upstream queue lengths. The saturation flow rate on Barnett Road in the westbound direction at Highland Drive was reduced to 1300 vehicles hour lane (vphpl) for the

westbound dual left turn movement and 1500 vphpl for the westbound through movement to make simulation output reflect field observations. Level of service is not evaluated in this scenario or design year 2019 no-build conditions because there aren't any trips under no-build conditions to/from the development driveway. A queuing analysis is provided, however, for all scenarios. Year 2018 no-build conditions are summarized in Table 2.

Table 2 – Year 2018 No-Build 95th Percentile Queue Lengths, PM Peak

| Intersection Movement | Available Link Distance (feet) | 95 th Percentile Queue Length (feet) | Exceeded Roadway |
|---------------------------------------|--------------------------------|---|---|
| Highland Drive / Barnett Road | | | |
| Westbound Dual Left | 350 | >350 | Left Turn Pocket Ellendale, Development Ellendale |
| Westbound Through | 1025, 1600, 2175, 2300 | 1725 | |
| Westbound Through/Right | 1025, 2300 | 1500 | |
| Black Oak Drive / Barnett Road | | | |
| Eastbound Left | 500 | 150 | None |
| Eastbound Through | 500, 700, 900 | 300 | None |
| Eastbound Through/Right | 900 | 325 | None |

Note: Exceeded queue lengths are shown in bold, italic

The two signalized intersections with the greatest impact at the development driveway, from a queuing standpoint, are Highland Drive / Barnett Road for westbound traffic and Black Oak Drive / Barnett Road for eastbound traffic. Eastbound traffic isn't the predominant traffic movement during the p.m. peak hour so the eastbound queue lengths at Black Oak Drive had no impact on the development driveway. Westbound traffic is the predominant traffic movement on Barnett Road during the p.m. peak hour, and queues begin to build at Highland Drive due to a high volume of westbound left turning vehicles. This queue spills back through the Ellendale Drive traffic signal and continues eastward. Field observations noted the westbound inside lane queue spilling back past the development driveway, which is approximately 1,600 feet east of Highland Drive, and reaching as far as Crestbrook Road. Simulations reported the inside westbound queue length to be 1,725 feet, which is very close to field observations. The outside lane, however, was not observed to have queue lengths nearly as long as the inside lane, and this wasn't accurately shown in simulations. Simulations showed longer outside queue lengths than what appeared to be actually occurring in the field. Refer to the attachments for a full queuing and blocking report.

Crash History

Crash data along Barnett Road for the most recent 5-year period was gathered from ODOT's Crash Analysis Unit. Results showed 12 collisions along Barnett Road within 150 feet in either direction from the subject property. The highest occurrence was in 2016 with five reported crashes. None of the collisions were at the subject property. There were slightly more crashes west of the property (7) than east of the property (5). The majority of collisions (7 of the 12) were rear-end collisions. All but one of the rear-end collisions were on weekdays in the westbound movement, and five of those occurred between 4:00-5:00 p.m., which is the peak hour of the day.

Three angle collisions occurred near the subject property within a five year period. All were east of the property and occurred on weekdays. Two of the three occurred during the p.m. peak hour and one at noon. Two were turning into or out of driveways along the north side of Barnett Road and one was turning out of a driveway on the south side. Two resulted in property damage only and one resulted in a non-fatal injury.

Crashes other than rear-end and angle collisions included one fixed object crash and one sideswipe. The fixed object crash was in the eastbound direction on a Saturday at 2:00 p.m. and involved a driver hitting the roadside curb. The sideswipe collision occurred on a weekday at 2:00 p.m. in the eastbound direction and was caused from icy conditions.

Overall, half of the reported crashes near the subject property resulted in property damage and the other half in non-fatal injuries. There is no pattern of angle collisions, but there is a pattern of rear-end collisions. The noted trend or pattern of rear-end collisions occur during the p.m. peak hour on weekdays in the westbound direction. This occurs because of westbound congestion on Barnett Road from Highland Drive to Crestbrook Road. The westbound 95th percentile queue from Highland Drive in the p.m. peak hour on a weekday was observed to be over 1,600 feet in the westbound inside travel lane, and appears to result from vehicles positioning themselves for turning left at Highland Drive. From crash records, this condition appears to have increased since 2014. Rear-end collisions are common near signalized intersections where congestion exists, however, and the number of collisions near the subject property are reasonable given the high volume of traffic on Barnett Road during the p.m. peak period. Based on this, no further investigation is shown to be necessary. Crash data is provided in the attachments.

Available Gaps of Adequate Size

Gaps were measured on Barnett Road at the subject property from 3:00- 6:00 p.m. and evaluated for the p.m. peak hour. Between 4:15-5:15 p.m., there were 311 gaps of adequate size in the eastbound direction for northbound right turning movements. There were 118 gaps of adequate size in westbound traffic, although this assumes that the center lane wouldn't be utilized. There were 28 gaps of adequate size at the same time in both directions for a northbound left turn movement from the subject property. This represents the number of gaps to make a northbound left turn movement if a driver does not want to pull into the center lane. If a driver wants to pull into the center lane then he or she would use one of the 311 gaps in eastbound traffic to do so and then wait for a gap in westbound traffic. This is referred to as a two-stage gap acceptance in the Highway Capacity Manual (HCM). Using two-stage gap acceptance is shown to increase an intersection's capacity for minor movements.

Sight Distance

Access to the proposed 32-unit apartment complex is proposed approximately 530 feet east of Ellendale Drive. The proposed development driveway is located on the south side of Barnett Road. Sight distance is shown visually to the west and east below.

Looking west on Barnett Road



Looking east on Barnett Road



Barnett Road has a posted speed of 35 miles per hour (mph). The minimum stopping sight distance (SSD) recommended by *American Association of State Highways and Transportation Officials* (AASHTO) for a facility with a posted speed of 35 miles per hour is 250 feet. The desirable intersection sight distance (ISD) is 335 feet.

Sight distance was evaluated in the field and shown to be over 750 feet to the east, which is slightly past Crestbrook Road. Sight distance to the west was shown to be over 600 feet, which is approximately to Ellendale Drive. Based on this, both minimum SSD and desirable ISD are concluded to be met on Barnett Road from the proposed 32-unit apartment complex.

Trip Generation

Trip generation calculations for the proposed 32-unit apartment complex were prepared utilizing the Institute of Transportation Engineers (ITE) *Trip Generation* 10th Edition. An ITE rate was used for land use code 221 – Mid-rise Multifamily Housing. All trips were considered new trips to the transportation system. A summary is provided in Table 3. ITE graphs are provided in the attachments.

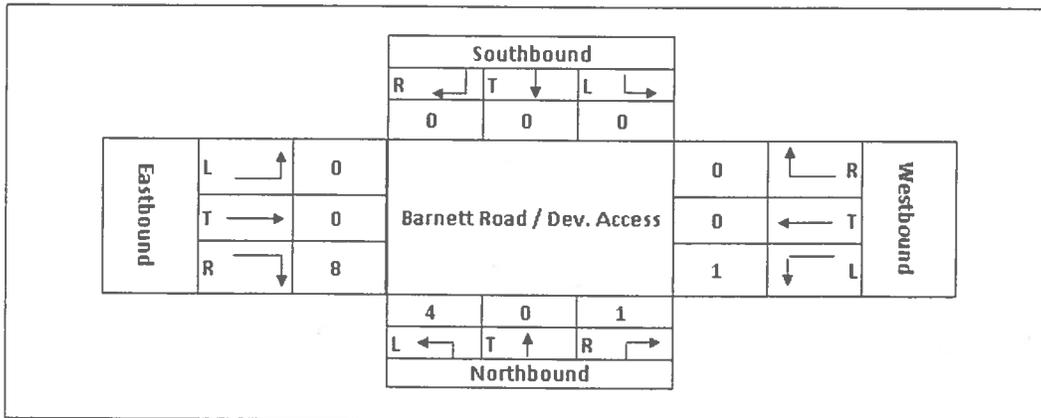
Table 3 – Development Trip Generations

| Land Use | Unit | Size | Daily Trips | PM Peak Hour | | |
|------------------------------------|-------|------|-------------|--------------|------|-------|
| | | | | Total | (In) | (Out) |
| 221 – Mid-rise Multifamily Housing | Units | 32 | 174 | 14 | 9 | 5 |

Trip Distribution and Assignment

Development trips were distributed to Barnett Road in accordance with existing traffic patterns at Ellendale Drive / Barnett Road and Black Oak Drive / Barnett Road. Distributions were shown to be approximately 85-88% to the west and 82-88% from the west. This produced four northbound left turns from the subject property and one northbound right turn. Similarly, it produced eight eastbound right turns into the site and one westbound left turn. Refer to the diagram below for more detail.

Development Trips – PM Peak Hour



Design Year 2019 No-Build and Build Conditions

Design year no-build conditions represent existing conditions with background traffic. Build conditions represent no-build conditions with the addition of proposed development trips. Proposed development trips in this analysis include 32 mid-rise apartments and are estimated for completion by the year 2019.

Design Year 2019 Build Intersection Operations

Design year 2019 build conditions were evaluated during the p.m. peak hour at the development driveway on Barnett Road. Level of service and queuing results are summarized in Tables 4 and 5.

Table 4 – Design Year 2019 Build Intersection Operations, PM Peak

| Intersection | Jurisdiction | Performance Standard | Traffic Control | Design Year 2019 Build |
|---------------------------------|-----------------|----------------------|-----------------|-----------------------------|
| Development Access / Barnett Rd | City of Medford | None | TWSC | LOS D. 26.6 sec delay (NBL) |

LOS = Level of Service. TWSC = two-way stop controlled. NBL = northbound left. sec = second
 Note: Exceeded performance standards are shown in bold, italic

Table 5 – Design Year 2019 No-Build / Build 95th Percentile Queue Lengths, PM Peak

| Intersection Movement | Available Link Distance (feet) | 95 th Percentile Queue Length (feet) | Exceeded Roadway | Exceeded Roadway |
|---------------------------------------|--------------------------------|---|------------------|------------------|
| | | No-Build, Build | No-Build | Build |
| Highland Drive / Barnett Road | | | | |
| Westbound Dual Left | 350 | >350, >350 | Left Turn Lane | Left Turn Lane |
| Westbound Through | 1025. 1600. 2175. 2300 | 1900, 1975 | Ellendale. Dev | Ellendale. Dev |
| Westbound Through/Right | 1025. 2300 | 1550, 1750 | Ellendale | Ellendale |
| Black Oak Drive / Barnett Road | | | | |
| Eastbound Left | 500 | 150. 225 | None | None |
| Eastbound Through | 500. 700. 900 | 375. 475 | None | None |
| Eastbound Through/Right | 900 | 375. 500 | None | None |
| Development / Barnett Road | | | | |
| Northbound Left/Right | 200 | NA. 25 | NA | None |
| Westbound Left | 150 | NA. 25 | NA | None |

Note: Exceeded queue lengths are shown in bold, italic

Results of the analysis show the westbound queue length on Barnett Road continues to spill back from Highland Drive in design year 2019 and block downstream intersections during the p.m. peak hour. The northbound left turn movement from the development driveway is not shown to have a long queue length, however. The northbound queue length is 25 feet or the equivalent of one vehicle waiting at any one time during the peak hour. There is currently a center two-way-left-turn-lane (TWLTL) on Barnett Road at the subject property. This center TWLTL allows northbound left turning vehicles to pull into the center lane and wait to move into westbound traffic. The right turn movement only has to find a gap in eastbound traffic before moving out into the travel lane. During the p.m. peak hour, westbound traffic is moving fairly slow due to congestion. It is expected that left turning drivers leaving the apartment complex will either pull into the center lane and wait for a westbound gap in traffic, or wait for a gap in both directions to pull directly out into westbound traffic. Drivers could also turn right and re-route to Crestbrook Road or another street if they do not want to wait to make a left turn. This is a temporary condition during the p.m. peak hour when most people are expected to be coming home so the larger movement will be the inbound movement. The inbound movement is estimated to

predominantly be eastbound right turning movements. No safety concerns are identified as a result of allowing the full-movement access from the proposed apartment complex. Refer to the attachments for synchro output sheets and a full queuing and blocking report.

Driveway Spacing and Locational Standards

Medford Land Development Code 10.550(3)(a)(1) provides driveway spacing and locational standards for arterial and collector streets. Table 10.550-3 provides minimum driveway spacing standards on arterial and collector streets. The proposed development driveway for the 32-unit apartment complex is shown to comply with most of the standards, but cannot comply with minimum driveway spacing standards in table 10.550-3 because of existing driveways east and west of the subject property.

(1)

- No alternate access location exists to a lower order street or to a street via an abutting parcel.
- No driveway access is proposed on Barnett Road within 150 feet of an intersecting street.
- It is not possible to place the development driveway adjacent to the property line of a contiguous parcel
- It is not possible to meet the minimum driveway spacing standard shown in Table 10.550-3 for arterials and collector streets in both directions because the standard is 250 feet centerline to centerline for a speed limit of 35 mph. The proposed development driveway has an existing driveway approximately 200 feet to the west and 150 feet to the east (measured centerline to centerline). The proposed location places the development driveway on the western property line, which provides the most separation from the nearest access to the east.

Turn Lane Criterion

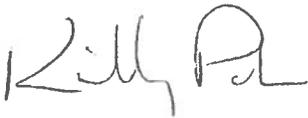
A center two-way-left-turn-lane (TWLTL) currently exists on Barnett Road at the proposed development driveway. Criterion for an eastbound right turn lane was evaluated under a.m. and p.m. peak hours, and determined to be not met as a result of proposed development.

Conclusions

The findings of the traffic analysis conclude that the proposed development access for a 32-unit apartment complex at 2100 Barnett Road can be approved without causing adverse impacts to the surrounding transportation system. Driveway delay, roadway gaps, 95th percentile queue lengths, crash history, sight distance, turn lanes, and spacing standards were evaluated. No safety concerns were identified that would preclude a full movement access at the proposed development.

Please feel free to contact me if you have any questions or concerns regarding this analysis.

Sincerely,



Kimberly Parducci PE, PTOE

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

Attachments: Site Plan
Manual Count Data
Pipeline Trips/Crash Data
Traffic Volume Development
Synchro Output/SimTraffic Output
Turn Lane Graph
Medford Land Development Code 10.550(3)(a)(1)
Scoping Letter



Cc: Client



MEMORANDUM

Date: October 4, 2018

To: Doug Burroughs, Development Services Manager
Kimberly Parducci, SOTE

From: Peter Mackprang, Associate Traffic Engineer

Subject: AC-18-094 32 Unit Apartment 2100 E Barnett Rd 371W32AB500

RECEIVED
OCT 04 2018
PLANNING DEPT.

Public Works received a Traffic Impact Report from Southern Oregon Transportation Engineering, dated September 24, 2018, titled, "32-Unit Apartment Complex - Access Analysis" for the property Identified as 371W32AB 500 (1.06 acres).

The project as proposed could potentially generate 174 ADT, 14 trips of which would be in the P.M. peak hour. The analysis focuses on access for the proposed development and studies driveway delay, roadway gaps, 95th percentile queue lengths, crash history, sight distance, turn lanes, and driveway spacing standards. The report states that a full access driveway at this location will not be a significant safety hazard and the development should be approved with full access.

Public Works concurs with the report and levies no restrictions on driveway access. The driveway shall comply with the throat width and radius standards contained in Medford Land Development Code section 10.550.

CITY OF MEDFORD
EXHIBIT # X
File # AC-18-094



Project Name:
**2100 E Barnett Road
 Multi-Family Units**

Map/Taxlot:
371W32AB TL 500

Legend

-  Subject Property
-  Zoning Districts
-  Tax Lots



07/24/2018

