

SITE PLAN & ARCHITECTURAL COMMISSION AGENDA APRIL 19, 2019



Commission Members

Jim Quinn, Chair

Bill Chmelir, Vice Chair

Jeff Bender

Jim Catt

David Culbertson

Bob Neathamer

Marcy Pierce

Milo Smith

Rick Whitlock

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

April 19, 2019

12:00 noon

Council Chambers, City Hall, Room 300
411 West Eighth Street, Medford, Oregon

-
10. Roll Call.
20. Consent Calendar.
- 20.1 AC-19-006 Final Order for consideration of plans for the construction of a 3 town-houses on one 0.17 acre parcel located at 1026 W10th Street within the MFR-20 (15 to 20 dwelling units per gross acre) zoning district. (372W25DB12800) Applicant: Rogue Valley Habitat for Humanity; Agent: John Fields; Planner: Steffen Roennfeldt.
- 20.3 AC-19-019 Final Order for consideration of plans for the construction of a 2,000 square foot standalone Starbucks to replace an existing 4,800 square foot commercial building on approximately 0.66 acres located at 2372 W Main Street within the C-C (Community Commercial) zoning district (372W26AD4200). Applicant/Agent: Oregon Architecture Inc.; Planner: Steffen Roennfeldt.
30. Minutes.
- 30.1 Consideration for approval of minutes from the April 5, 2019, meeting.
40. Oral and Written Requests and Communications for Items **Not** on the Agenda.
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.**
- Continuance Request.**
- 50.1 AC-19-028 Consideration of plans for the construction of a 370 square foot standalone coffee kiosk, a 3,300 square foot convenience store, and a 1,304 square foot car wash and gas pumps on approximately 2.5 acres located at 1380 Springbrook Road within the C-C (Community Commercial) zoning district (371W20AB3500). Applicant: Double R Products; Agent: KSW Architects; Planner: Steffen Roennfeldt.

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 For TTY, dial 711 or (800) 735-1232.

New Business.

- 50.2 **AC-19-024** Consideration of a proposal for the development of a four-story hotel composed of 92 rooms including an exception request to the maximum building height when within 150 feet of a residential zone on approximately 2.6 acres located east of Garfield Street, approximately 450 feet north of Center Drive within the Regional Commercial (C-R) zoning district (371W32B5000 & 371W32C2401); Applicant: Cascade Empire Lodging LLC; Agent: CSA Planning Ltd.; Planner: Steffen Roennfeldt.
- E-19-025**
- 50.3 **AC-19-027** Consideration of plans for Phase V of the Combined Transport complex, consisting of a 12,000 square foot metal structure on a 9.86 acre parcel located on the east side of Crater Lake Avenue, approximately 330 feet north of Justice Road, within the C-H (Heavy Commercial) zoning district and within the Cardmoore Business Park Planned Unit Development (361W32C TL 200). Agent, JB Steel Inc.; Planner Liz Conner.
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. **Adjournment.**

**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-19-006 APPLICATION FOR PROJECT REVIEW SUBMITTED) **ORDER**
BY ROGUE VALLEY HABITAT FOR HUMANITY)

ORDER granting approval of a request of File No. AC-19-006, as follows:

Consideration of plans for the construction of a 3 townhouses on one 0.17 acre parcel located at 1026 W10th Street within the MFR-20 (15 to 20 dwelling units per gross acre) zoning district. (372W25DB12800)
Applicant: Rogue Valley Habitat for Humanity; Agent: John Fields; Planner: Steffen Roennfeldt.

WHEREAS:

1. The Site Plan and Architectural Commission has duly accepted the application filed in accordance with the Land Development Code, Section 10.200.
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 April 5, 2019.
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 Rogue Valley Habitat for Humanity, stands approved subject to compliance with the conditions stated in the Commission Report dated April 5, 2019.

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 Commission Report dated April 5, 2019.

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 10.200(E) of the Land Development Code.

Accepted and approved this 19th day of April, 2019.

MEDFORD SITE PLAN AND ARCHITECTURAL COMMISSION

Site Plan and Architectural Commission Chair

ATTEST:

Debbie Stigle
Secretary



City of Medford

Planning Department

Working with the community to shape a vibrant and exceptional city

COMMISSION REPORT

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

Project West 10th Street
Applicant: Rogue Valley Habitat for Humanity; Agent: John Fields

File no. AC-19-006

Date April 5, 2019

BACKGROUND

Proposal

Consideration of plans for the construction of three attached townhouses on a 0.17-acre parcel located at 1026 W10th Street within the MFR-20 (15 to 20 dwelling units per gross acre) zoning district. (372W25DB12800).

Vicinity Map



Aerial Map



Site Visit



These photos were taken on March 27, 2019

Subject Site Characteristics

Zoning	MFR-20	Multiple-Family Residential (15 to 20 dwelling units per gross acre)
GLUP Use	UH	Urban High Density Residential Single Family Residence

Surrounding Site Characteristics

<i>North</i>	Zone:	MFR-20
	Use:	Low density residential
<i>South</i>	Zone:	MFR-20
	Use:	Low density residential
<i>East</i>	Zone:	MFR-20
	Use:	Low density residential
<i>West</i>	Zone:	MFR-20
	Use:	Low density residential

Related Projects

PA-18-012 Pre-Application for Triplex

Applicable Criteria

Medford Municipal Code §10.200(E)(2) – Site Plan & Architectural Review Criteria

The Site Plan and Architectural Commission shall approve a site plan and architectural review application for a residential development if the proposed development complies with the applicable provisions of all city ordinances, or if the Site Plan and Architectural Commission has approved either of the following:

- (a) *Any Exceptions, as provided for in MLDC Section 10.186, which resolve(s) any instances of non-compliance with those provisions.*
- (b) *Any Adjustments or Exceptions from the Special Development Standards for Multiple-Family Dwellings, as provided for in MLDC 10.715A through 10.717*

Corporate Names

Denise James is listed as the Authorized Representative and Registrant for Rogue Valley Habitat for Humanity according to the Oregon Secretary of State Business Registry.

ISSUES AND ANALYSIS

Background

The subject property is located in southwest Medford, north of West 10th Street between Canon Street and South Orange Street. Alley access to the rear is available. The property is currently developed with a single-family residence.

Project Summary

The applicant is requesting to develop the parcel with three attached townhouses. The property is zoned MFR-20 which allows for multi-family or townhouse development with density ranging from 4 to 5 dwelling units (Exhibit S). However, Medford Land Development Code (MLDC) Section 10.708(C)(4) allows the minimum density to be reduced by one unit for parcels under one gross acre in size without applying for an Exception. Therefore, three dwelling units are an acceptable density for the subject parcel.

Each dwelling unit will be two-stories in height. The two end units will be one story in height for the first 4 feet (closest to the property lines) before extending upwards for a second story. The proposed three units are comprised of two end units at 1,257 square feet and the center unit at 1,349. The three units will be on individual parcels ranging from 2,223 to 2,685 square feet in size as shown on the tentative plat (Exhibit D). It will be a condition of approval for the applicant to submit and complete a Land Division application prior to the issuance of any building permits for vertical construction in order for the townhouses to be individually owned.

The minimum lot size for MFR-20 parcels is 1,800 square feet with a maximum of 3,000 square feet. The proposed tentative plat shows all three parcels to be within the allowed range.

Vehicular & Pedestrian Access

Pedestrian access to the three dwelling units will be available via the existing sidewalk along West 10th Street. Vehicular access will be from the alley to the rear of the development. The Public Works Staff Report does include a condition for the applicant to improve the alley to Alley Standards.

Architecture

The applicant describes the architecture as follows: *Although our new proposed units are two stories in height, they make use of horizontal, traditional style siding which is compatible with the neighborhood. We have stepped the front elevation's second story back to reduce the massing and softened the verticality of the second story. We have provided good eave overhangs that complement the vernacular style of the neighborhood.*

Site Plan (Exhibit B)

Site Development Table (Townhouse Development)

	Allowed/Required	Proposed
Height	Max. 35 feet	Max. 20 feet 7 inches
Lot Coverage	Max. 50%	Max. 49.5%
Setback (front)	Min. 15 feet	22 feet
Setback (side)	Min. 4 feet	4 feet 6 inches
Setback (rear)	Min. 10 feet	22 feet

Proposed are three, two story attached townhomes with footprints of 811 square feet (End units) and 832 square feet.

All applicable site development standards per MLDC 10.712 for the proposed development are met.

Vehicular and Bicycle Parking

Parking Table (10.743-751)

	Required	Proposed
Total Spaces	Min. 6 spaces	6 spaces

Vehicular access to the garages and driveways will be provided via the existing alley to the rear of the development. Bicycle parking is not required as part of this application.

Landscaping

Frontage Landscaping Table (10.797)

	Required	Proposed
Trees	3	5
Shrubs	19	19

The submitted landscape plan conforms to Section 10.797 regarding the required amount of landscape elements.

Trash Receptacles

During the public hearing, there was discussion about where to best place the trash receptacles. The motion included a condition requiring the applicant to submit a revised site plan showing an improved surface to facilitate the garbage can movement to the front of the building including reciprocal easements to allow the use of that improved surface by all units.

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 K) and determined that the applicant addressed the criteria in MLDC 10.200(E)(1) in his findings by mistake. These criteria only apply to commercial development. Staff reviewed this application for the correct criteria found in MLDC 10.200(E)(2).

The Site Plan and Architectural Commission shall approve a site plan and architectural review application for a residential development if the proposed development complies with the applicable provisions of all city ordinances, or if the Site Plan and Architectural Commission has approved either of the following:

- (a) *Any Exceptions, as provided for in MLDC Section 10.186, which resolve(s) any instances of non-compliance with those provisions.*

The Commission can find that the proposal can be made to comply with the applicable provisions of the Code with the imposition of conditions of approval contained in Exhibit A. This criterion is satisfied.

- (b) *Any Adjustments or Exceptions from the Special Development Standards for Multiple-Family Dwellings, as provided for in MLDC 10.715A through 10.717*

The standards set forth in MLDC 10.715A through 10.717 do not apply to this application.

As demonstrated by staff in the report above, the Commission can find that that the proposed development complies with all applicable provisions of all city ordinances.

ACTION TAKEN

Adopted the findings as recommended by staff and directed staff to prepare the final order for approval of AC-19-006 per the Commission Report dated April 5, 2019, including Exhibits A-1 through U. The action includes an added condition that requires the applicant to provide an improved surface to facilitate garbage can movement including reciprocal easements to allow the use of that improved surface by all units.

EXHIBITS

- A-1 Conditions of Approval, dated April 5, 2019**
- B Roof and Site Plan, received January 8, 2019**
- C Civil Site Plan, received February 14, 2019**
- D Tentative Subdivision Map, received February 14, 2019**
- E 1st Floor Plan, received January 8, 2019**
- F 2nd Floor Plan, received January 8, 2019**
- G South Elevation, received January 8, 2019**
- H North Elevation, received January 8, 2019**
- I East Elevation, received January 8, 2019**
- J Landscape Plan, received January 8, 2019**
- K Revised Findings of Fact, received February 14, 2019**
- L Public Works Staff Report, dated March 13, 2019**
- M Building Department Memo, dated March 11, 2019**
- N Medford Water Commission Staff Memo, dated March 13, 2019**
- O Medford Fire-Rescue Report, dated March 7, 2019**
- P City Surveyor Memo, dated February 28, 2019**
- Q Warranty Deed, received January 8, 2019**
- R Code Compliance: Criterion No. 2, received February 14, 2019**
- S Density Calculation, dated January 18, 2019**
- T Letter from Nancy Hanon, received April 1, 2019**
- U Letter from G Abert Lee, received April 5, 2019**
Vicinity map

SITE PLAN AND ARCHITECTURAL REVIEW COMMISSION AGENDA:

**APRIL 5, 2019
APRIL 19, 2019**

Jim Quinn, Chair

EXHIBIT A-1
Rogue Valley Habitat for Humanity
AC-19-006
Conditions of Approval
April 5, 2019

DISCRETIONARY CONDITIONS

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

1. Receive Final Plat approval for a Land Partition application in order for the three townhouses to be on individual lots.
2. **Submit a modified site plan showing an improved surface to facilitate the garbage can movement to the front of the building including reciprocal easements to allow the use of that improved surface by all units.**

CODE REQUIRED CONDITIONS

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

3. Comply with all requirements of the Public Works Staff Report (Exhibit L);
4. Comply with all conditions stipulated by the Medford Water Commission (Exhibit N);

RECEIVED

APR 1 2019

PLANNING DEPT.

March 31, 2019

Planning Commission members

Habitat for Humanity is an incredible organization which I greatly admire. Their plan to develop a triplex at 1026 W. Tenth is a concern for the neighbors that occupy the block from Orange St. to Canon St.

There is parking only on the south side of the street which means there is limited parking. Already parking is an issue because most folks on the north side of the street don't have driveways and parking in the alley is hazardous to one's car. So the south side is often full.

A gentleman at the first hearing mentioned there would be a garage and parking behind, so there would be room for 2 to 3 cars. Most folks use their garage as storage and then most folks don't park in back of each other. Wishful thinking. The other concern is will there be space for small yards for children to play as these will be family occupied homes?

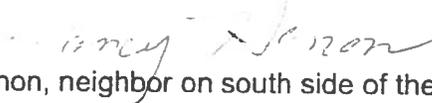
I would hope as planners in our city consideration for the neighbor would be a priority.

Two units instead of three would be ideal allowing more parking and a yard for each family.

As I drive around Medford and see units built as you are suggestion, parking is an obvious issue. A new double complex off of Lozier on Lime is perfect example.

Please look at options that make good neighbors.

Sincerely,



Nancy Hanon, neighbor on south side of the street.

CITY OF MEDFORD

EXHIBIT # 1

File # AC-19-006

April 5, 2019

To: Medford Planning Department and Habitat for Humanity

RE: Development at 1026 W 10th Street, Medford, OR 97501

RECEIVED
APR 05 2019
PLANNING DEPT.

We live next door the 1026 W 10th, the property you plan to develop and have many concerns about the proposed project.

But first, when we learned that Habitat had purchased this property, we were pleased. We support what Habitat does for families and were looking forward to an improvement in the neighborhood. Unfortunately, in the year or so that Habitat has owned this property, they have proved to be extremely bad neighbors. Despite promises to maintain and keep the fence gates locked, Habitat ignored the property. As a result we have experienced vandalism, theft, transients and squatters living in the home. Last summer the yard was neglected; weeds grew high despite repeated neighbor request that the yard be mowed. City requirements for weed control were ignored and the house went from being empty to being abandoned and an eyesore. I continue to be alarmed and surprised that Habitat showed so little concern for the neighbors and neighborhood they were planning to introduce a family into.

Now a huge, rectangular block is being proposed that is completely out of character with and will dominate the neighborhood of primarily craftsman style single family homes within a several block range of 1026 W. 10th. This neighborhood is already densely populated with little space between many homes and this addition will make it so much worse. Removing one of the few yards on the block and packing three families with children in to it is disappointing. We know that is the City of Medford is responsible for the added density, but we are the ones that will have to live with and suffer from this forced compaction and Habitat is the vehicle creating it.

Further lack of foresight can be seen in the design itself. Trash / recycling enclosures are placed at the rear of the property, but any resident on W 10th St. could tell you that Rogue Disposal picks up from the street, not the alley. Again, this indicates a complete lack of taking even a bit of time to study the neighborhood your development is going to impact.

Parking is already a serious issue since there is no parking on the north side of 10th St. Your plan offers double car parking at the back, one car in front of another. Any thinking person knows that this doesn't work; first person home is the first person to leave. No working family wants a car shuffle every morning. One car will park on the street, where parking is already limited. Repeated vandalism on the alley has occurred; paving the alley will not solve this issue. And so the parking requirements are not really being provided by these plans; the city requirements are being met on paper only, not in reality.

CITY OF MEDFORD
EXHIBIT # 11
AC-19-006

Add to this situation that this housing complex offers no yard for children to play in (and there are no parks within 8-10 blocks of the project) parents will park in front to give their kids a safe place to play. Again, City Planning rules are being met on paper, but the proposed problems are not being solved.

The Habitat proposal states that a 5 foot fence exists between 1022 and 1026; again, the Habitat project team has not done their job and didn't bother to come on-site. It's a 6 foot fence between the two properties and it's been damaged because while Habitat neglected the property someone tried to steal the greenhouse and used our fence as leverage. The greenhouse was shifted off its foundation, but not removed. Our fence was damaged, however, with boards pulled off the frame and posts set in cement broken. Additionally, the fence does not extend past the corner of our garage. The property lines supplied in the plans for this project indicate that the garage is inside our property and so there should be a fence set into 1026 W 10th lot away from the garage since we'll need to have access to maintain our property once the new development is in place. We are requesting that the Planning Department approve and in fact, require, that Habitat provide an 8 foot privacy fence that runs the length of the property line (except as required off the front sidewalk) and allows us to maintain the garage siding and roof.

We request the 8 foot privacy fence since this development will remove the small bit of privacy we now have in our west yard with housing 4'6' from our property line and a second story with windows that will look down into our yard. This second story will also block the sun from our garden, reducing the productivity of our small yard and fruit trees. All in all, this is a lose-lose situation for us and for the neighborhood.

We do wish that both the City of Medford Planning Department and Habitat for Humanity had spent more time considering the implications of their proposals and requirements, and were planning homes for families, not just houses. This development offers the very worse type of in-fill and in the long run benefits no one, but most directly harms those already in the neighborhood who will be negatively impacted by its existence.

Please believe that we are very sorry to have been forced to the above conclusion.



G Abert Lee



Debra Gates

Home owners at this property for 10 years

1022 W 10th

Medford, OR 97501



Project Name:

**Habitat for Humanity
1026 W 10th St**

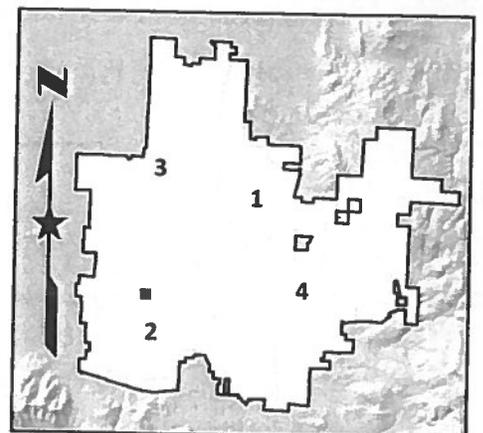
Map/Taxlot:

372W25DB TL 12800

Legend

-  Subject Area
-  Zoning Districts
-  Tax Lots

01/18/2019



**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-19-019 APPLICATION FOR PROJECT REVIEW SUBMITTED) **ORDER**
BY OREGON ARCHITECTURE INC.)

ORDER granting approval of a request of File No. AC-19-019, as follows:

Consideration of plans for the construction of a 2,000 square foot standalone Starbucks to replace an existing 4,800 square foot commercial building on approximately 0.66 acres located at 2372 W Main Street within the C-C (Community Commercial) zoning district (372W26AD4200). Applicant/Agent: Oregon Architecture, Inc.; Planner: Steffen Roennfeldt.

WHEREAS:

1. The Site Plan and Architectural Commission has duly accepted the application filed in accordance with the Land Development Code, Section 10.200.
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 April 5, 2019.
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 Oregon Architecture Inc., stands approved subject to compliance with the conditions stated in the Commission Report dated April 5, 2019.

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 Commission Report dated April 5, 2019.

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 10.200(E) of the Land Development Code.

Accepted and approved this 19th day of April, 2019.

MEDFORD SITE PLAN AND ARCHITECTURAL COMMISSION

Site Plan and Architectural Commission Chair

ATTEST:


Secretary



COMMISSION REPORT

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

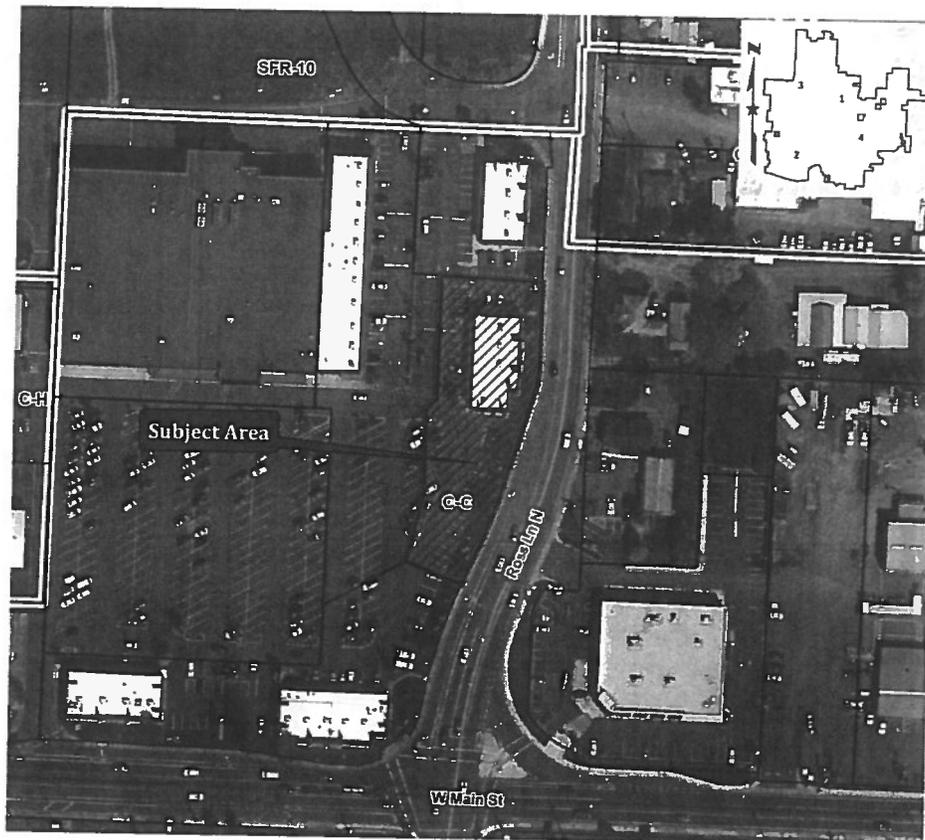
Project Jackson Creek Center Starbucks
Applicant: Jackson Creek Center, LLC; Agent: Oregon Architecture, Inc.
File no. AC-19-019
Date April 5, 2019

BACKGROUND

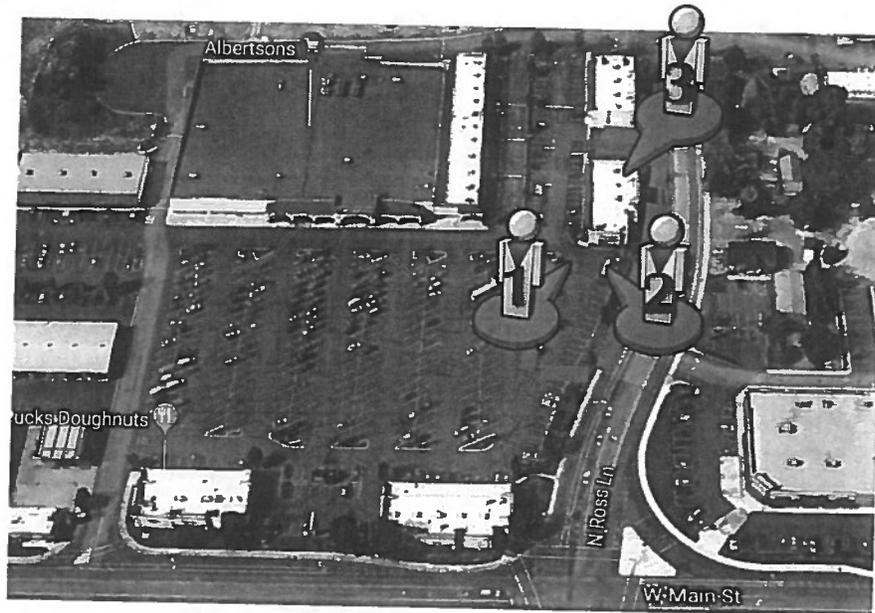
Proposal

Consideration of plans for the construction of a 2,000 square foot standalone Starbucks to replace an existing 4,800 square foot commercial building on approximately 0.66 acres located at 2372 W Main Street within the C-C (Community Commercial) zoning district (372W26AD4200).

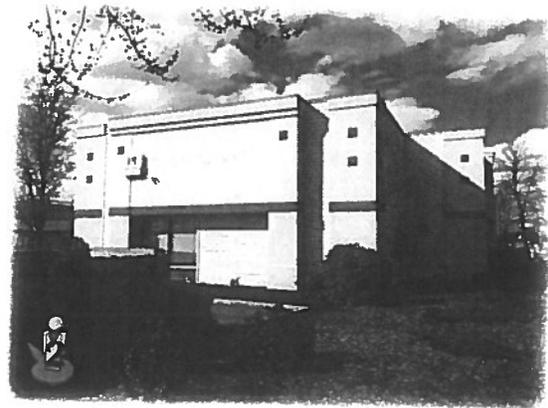
Vicinity Map



Aerial Map



Site Visit



These photos were taken by staff on March 20, 2019

Subject Site Characteristics

Zoning	C-C	Community Commercial
GLUP	CM	Commercial
Use	Commercial	

Surrounding Site Characteristics

<i>North</i>	Zone:	C-C
	Use:	Commercial
<i>South</i>	Zone:	C-C
	Use:	Commercial
<i>East</i>	Zone:	C-C
	Use:	Commercial
<i>West</i>	Zone:	C-C
	Use:	Commercial

Related Projects

A-99-149	Galpin-Schatz Annexation
ZC-13-117	County Zoning to City Zoning

Applicable Criteria

Medford Municipal Code §10.200(E)(1) – 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 § 10.186.*

Corporate Names

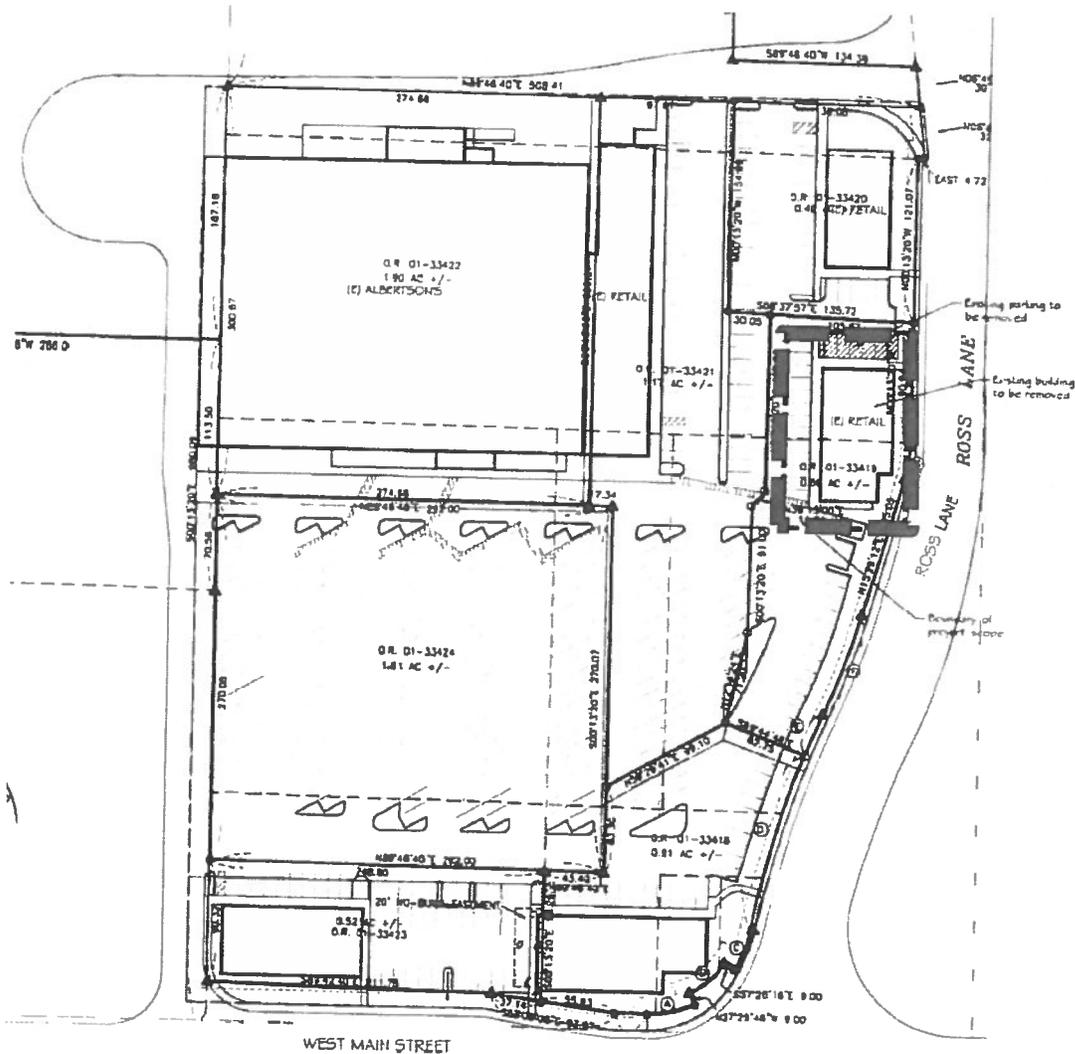
Mark McKechnie is the listed President & Registered Agent for Oregon Architecture, Inc. according to the Oregon Secretary of State Business Registry. Leah McKechnie is listed as Secretary.

C.A. Galpin is the Registered Agent & Member for Jackson Creek Center, LLC. according to the Oregon Secretary of State Business Registry.

ISSUES AND ANALYSIS

Background & Use

The subject property is located in the Jackson Creek Shopping Center development at the intersection of North Ross Lane and West Main Street. It was originally constructed in 1999. The existing building located on the subject parcel (shown on the images above) will be demolished prior to the construction of the new, 2,000 square-foot freestanding commercial building. The proposed single-story building will house a Starbucks coffee shop with an associated drive-through.



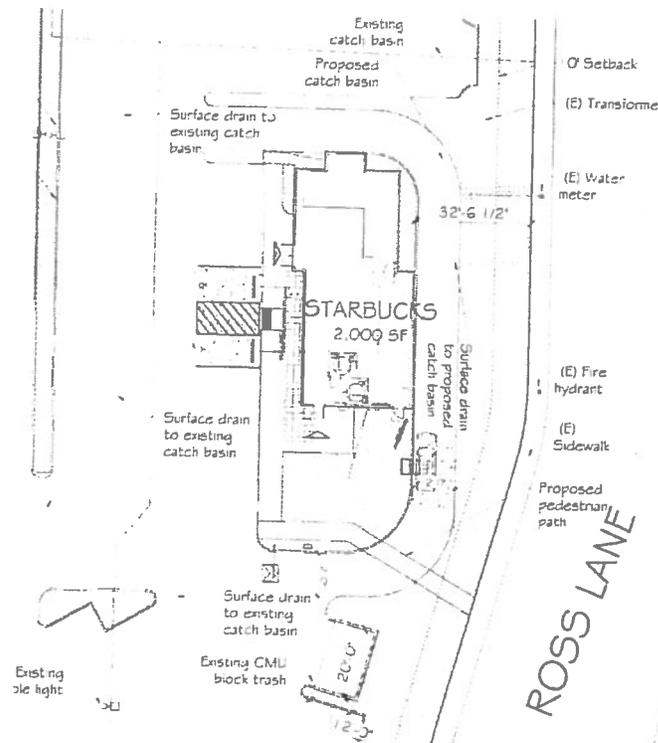
Existing Site Plan

Site Plan (Exhibits B-E)

Site Development Table

	Allowed/Required	Proposed
Height	Max.: 85 feet	20 feet
Lot Coverage	Max.:40%	7%
Setback (front)	Min.: 10 feet	30 feet
Setback (side)	Min.: 0 feet	20+ feet
Setback (rear)	Min.: 0 feet	32.5 feet

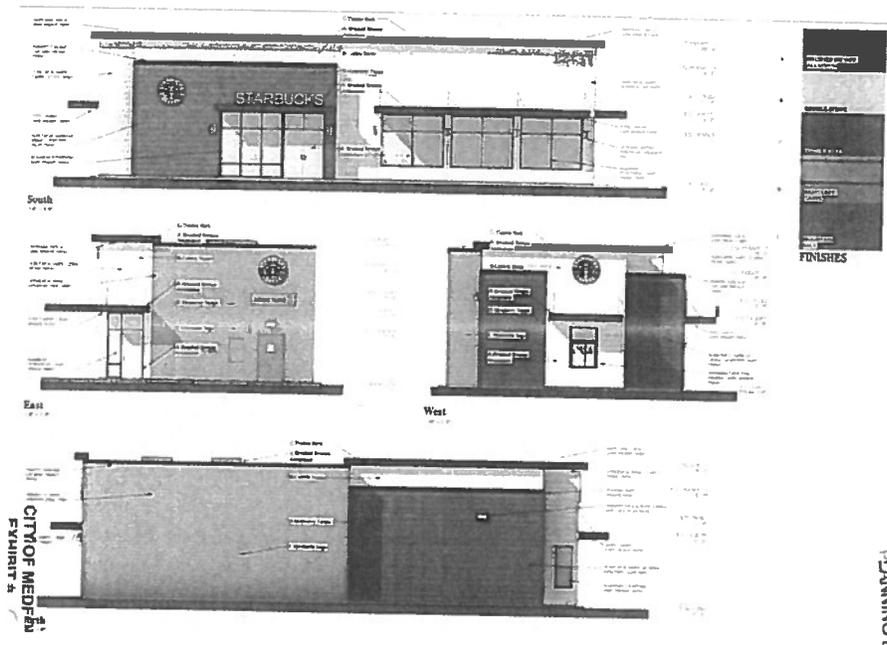
As mentioned above, proposed is a one-story building with a footprint of 2,000 square feet. The proposed building will be facing the interior parking lot and be separated from the right-of-way by a drive-through lane and street frontage landscaping. Vehicle access will be available via existing driveways which also serves the adjacent parking lot and businesses.



Proposed Site Plan

Architecture

Per the applicant, the new building is designed to be compatible with the design elements of the existing Jackson Creek Center. It will utilize the same horizontal lap siding found on the building to be demolished, as well as the rest of the retail buildings on other parcels. The building is to have breaks in the horizontal planes along all four sides, as well as different vertical heights on the parapet. The building is only 2,000 square feet, so there is not much mass to disguise, but the breaks will add visual interest to the building, very similar to other small buildings with this same tenant found around Medford.



Proposed Building Elevations

Vehicular and Bicycle Parking

Parking Table (10.743-751)

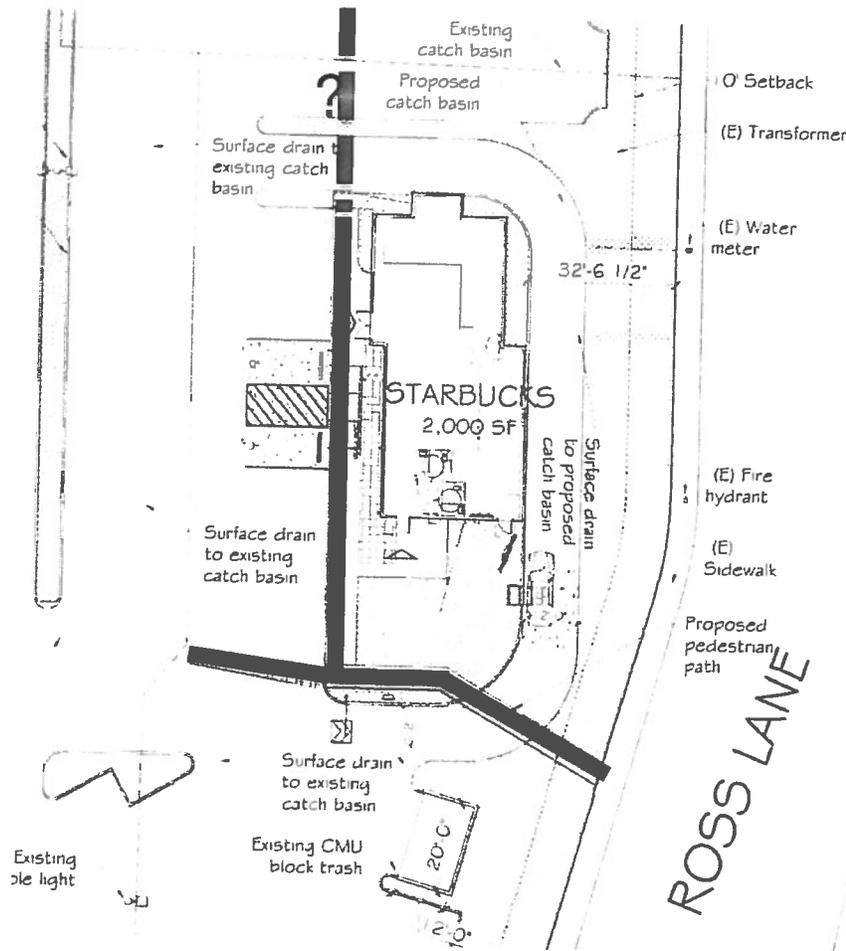
	Required	Proposed
Total Spaces	Min. 24 spaces for proposed development	412 spaces for total development
Accessible Spaces	Min. 1 space	2 spaces
Bicycle Parking	Min. 3 bike spaces	2 bike spaces

Vehicular access to the parking lot will be provided via an existing driveway from the shopping center serving all proposed parking stalls. The installation of two bike parking spaces is listed in the applicant's findings, however, a location was not identified on the site plan. In addition, the code requires three bicycle parking spaces; only two bicycle spaces are proposed. It will be a condition of approval to add one more bicycle parking space to the final design and identify the location on the site plan.

Pedestrian Walkways

Proposed is a pedestrian pathway that extends from the sidewalk along Ross Lane to a pathway along the proposed structure which then also connects to the existing retail structure to the west.

MLDC 10.773 requires pedestrian walkways to connect to adjacent properties. It will be a condition of approval to submit a revised site plan illustrating a pedestrian connection between the subject property and the property to the north.



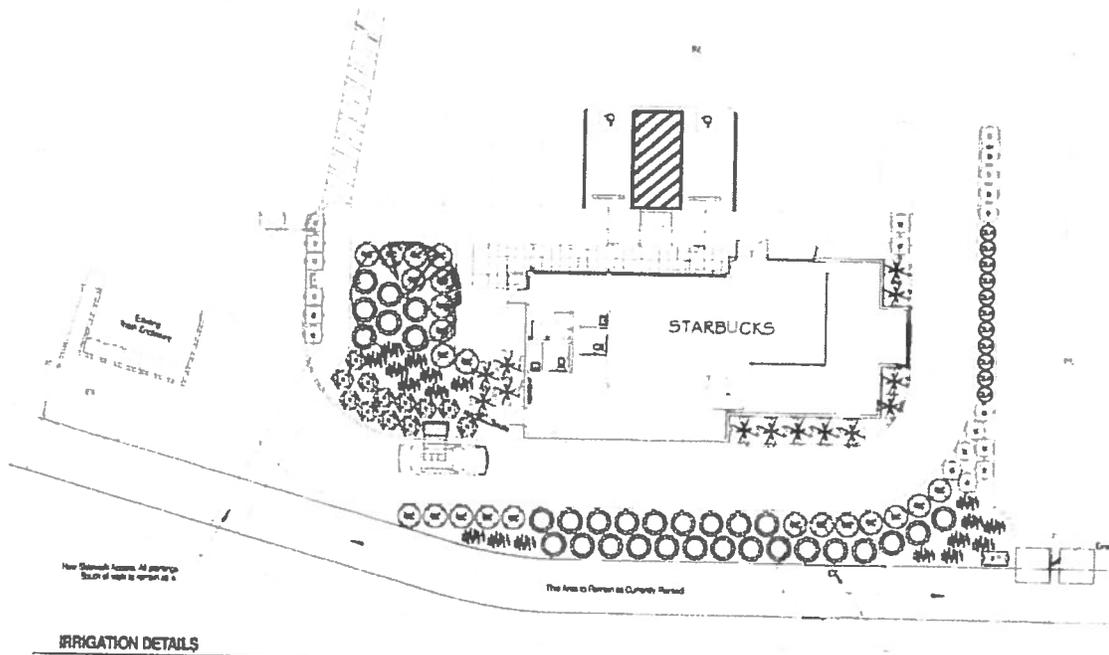
Pedestrian Connections

Landscaping

**Frontage Landscaping Table (10.797)
(Based on Project Area)**

	Required	Proposed
Trees	8	2 (existing)
Shrubs	50	50+

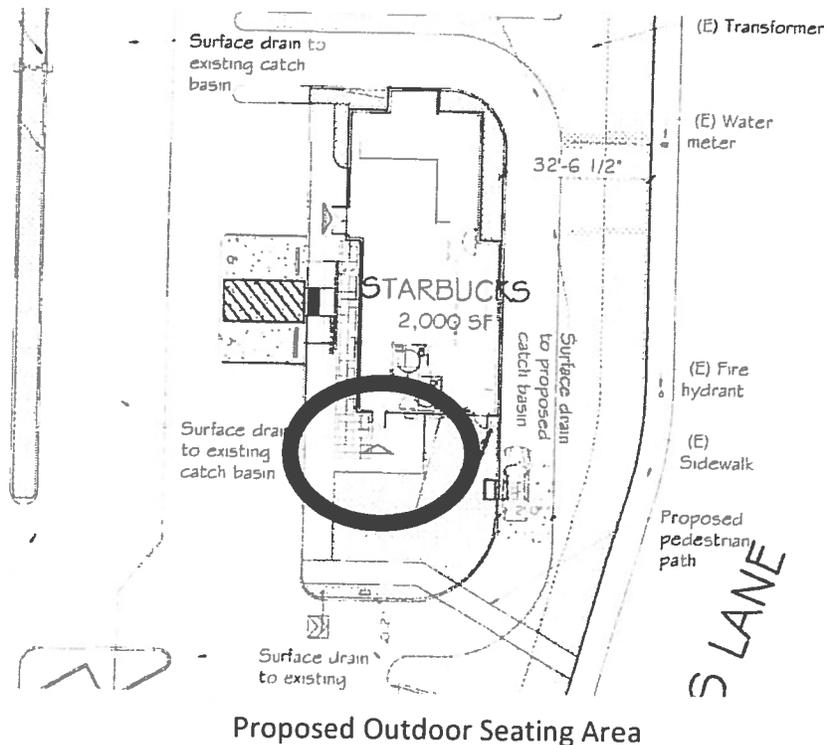
The project area stretches approximately 200 feet along Ross Lane. The submitted landscape plan does not conform to Section 10.797 regarding the required amount of street frontage landscaping trees. It will be a condition of approval for the applicant to submit a revised landscape plan conforming to Section 10.797.



Proposed Landscape Plan

Outdoor Eating Areas

MLDC 10.833 states that outdoor eating areas shall be allowed for restaurants in all commercial zoning district subject to approval by the SPAC if the outdoor eating area includes seating for more than 15 patrons. In this case, the applicant is requesting SPAC to allow for the outdoor seating of 20 patrons to the south of the proposed building.



Other Agency Comments

Rogue Valley Transportation District (Exhibit P)

RVTD states that the location will be served by a future north and south route. RVTD requests one passenger waiting area, measuring 8x18 feet, to accommodate a passenger shelter located at the north east corner of the property. RVTD would like to work with the property owner to get an easement for the private property needed to accommodate the request.

There was discussion during the public hearing regarding the location of the bus stop. Rogue Valley Transportation (RVTD) stated that the proposed location at the northeast corner of the property would be the closest they can get to the intersection without traveling into the right-turn lane. RVTD felt that the location is appropriate so they can provide good access to the shopping center for the bus passengers. RVTD added that this is also the safest location for the bus stop. The applicant stated that they think the bus stop location would be problematic because the roadway is splitting into three and four lanes and they don't want people running across the street. The applicant also stated that they would be willing to work with RVTD and come up with a bus stop location at a later point.

Committee Comments

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

No other issues were identified by staff.

FINDINGS OF FACT

MLDC 10.200(E)(1)

1. *The proposed development is compatible with uses and development that exist on adjacent land;*

The Commission can find that there is sufficient evidence contained in the Applicant's Findings and the Staff Report to determine that the proposal is compatible with the uses and development on adjacent land. This criterion is satisfied.

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.*

The Commission can find that the proposal can be made to comply with the applicable provisions of the Code with the imposition of conditions of approval contained in Exhibit A. This criterion is satisfied

FINDINGS AND CONCLUSIONS

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

ACTION TAKEN

Adopted the findings as recommended by staff and directed staff to prepare the final order for approval of AC-19-019 per the Commission Report dated April 5, 2019, including Exhibits A through U with the following considerations:

- To allow for the outdoor seating of more than 15 patrons per MLDC 10.833;
- To submit a revised landscape plan meeting all street frontage landscaping requirements, **adding six additional trees.**
- To submit a revised site plan showing a total of three bicycle parking spaces and a pedestrian walkway connection to the adjacent property to the north;
- **Grant an easement for RVTD for an 8 x 18 foot area in the general northeast corner of the property;**
- **The ability for moving that site to the north provided it is agreeable to RVTD, the applicant, and the owner of the adjacent property to the north as well as city staff.**

EXHIBITS

- A-1 Conditions of Approval, dated April 5, 2019**
- B Cover Sheet, received February 1, 2019
- C Site Plan 001, received February 1, 2019
- D Site Plan 002, received February 1, 2019
- E Site Plan 003, received February 1, 2019
- F Floor Plan, received February 1, 2019
- G Building Elevations, received February 1, 2019
- H Landscape Plan, received February 1, 2019
- I Applicant's Findings of Fact, received February 1, 2019
- J Code Compliance Criterion, received February 1, 2019
- K Title Report, received February 1, 2019
- L Public Works Department Staff Report, dated March 6, 2019
- M Medford Water Commission Memo, dated March 6, 2019
- N Building Department Memo, dated March 6, 2019
- O Medford Fire Rescue Staff Report, dated February 22, 2019
- P Rogue Valley Transportation District Letter, dated March 5, 2019
- Q Rogue Valley Sewer District Letter, dated February 22, 2019
- R Jackson County Roads Letter, dated November 20, 2018
- S E-Mail from Mark McKechnie re: bus stop location, received April 1, 2019**
- T E-Mail from RVTD, received April 5, 2019**
- U Map from RVTD with proposed bus stop location, received April 5, 2019**
Vicinity map

SITE PLAN AND ARCHITECTURAL REVIEW COMMISSION AGENDA:

APRIL 5, 2019
APRIL 19, 2019

Jim Quinn, Chair

EXHIBIT A-1
Jackson Creek Center Starbucks
AC-19-019
Conditions of Approval
April 5, 2019

DISCRETIONARY CONDITIONS

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

1. **Grant an easement for RVTD for an 8x18 foot area in the general northeast corner of the property with the ability for moving that site to the north provided it is agreeable to RVTD, the applicant, and the owner of the adjacent property to the north as well as city staff;**

CODE REQUIRED CONDITIONS

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

2. Submit a revised site plan identifying three bicycle parking spaces per MLDC 10.747;
3. Submit a revised site plan showing a pedestrian connection to the adjacent parcel to the north per MLDC 10.773;
4. Submit a revised Landscape Plan showing the required amount of street frontage landscaping elements for the project area per MLDC 10.797, **adding six additional trees;**
5. Comply with all requirements of the Public Works Staff Report (Exhibit L);
6. Comply with all conditions stipulated by the Medford Water Commission (Exhibit M);
7. Comply with all conditions stipulated by Rogue Valley Sewer Services (Exhibit Q).

Steffen K. Roennfeldt

From: Mark McKechnie <mark@oregonarchitecture.biz>
Sent: Monday, April 1, 2019 10:14 AM
To: Steffen K. Roennfeldt
Cc: Kelly Evans; 'Patrick McKechnie'
Subject: AC-19-~~109~~019

Hi Steffen,

Just wanted to let you know we have reviewed the staff report for this SPAC Application and have no issues with anything except the discretionary condition. Both the Property Owner and OAI vigorously oppose this discretionary condition and feel this is a very poor location for a transit stop, as it is right where Ross Lane widens out to 4 lanes and would be extremely unsafe. History at other locations has shown that bus riders will get off the bus and dash across traffic to get to a store without regard to their own safety. Also, there aren't five full lanes and in the afternoons traffic backs up as cars try to split into the different lanes. Adding a bus to this mix will only exacerbate the problem.

Mark McKechnie

CITY OF MEDFORD
EXHIBIT # S
File # AC-19-019

STARBUCKS

Kelly Evans

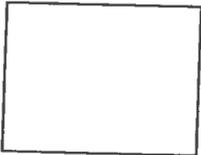
From: Steffen K. Roennfeldt
Sent: Friday, April 5, 2019 10:41 AM
To: Kelly Evans
Cc: Karl H. MacNair
Subject: FW: AC-19-~~100~~019

From: West, Paige [mailto:pwest@rvtd.org]
Sent: Friday, April 5, 2019 10:32 AM
To: mark@oregonarchitecture.biz
Cc: Steffen K. Roennfeldt <Steffen.Roennfeldt@cityofmedford.org>; Sean Eisma <seisma@rvtd.org>
Subject: AC-19-109

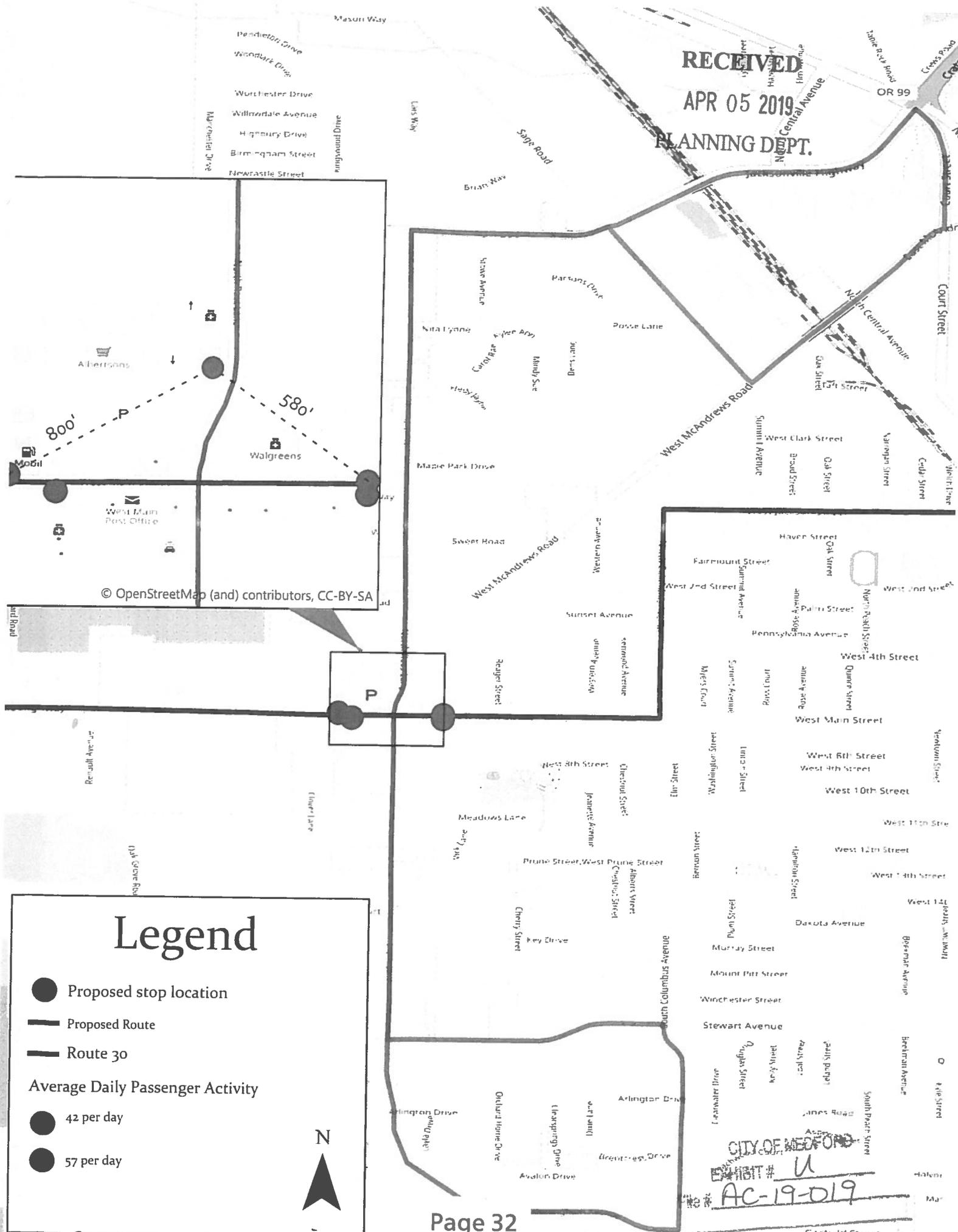
Mark,

We intend to make comment at today's hearing to approve our request. The location is not a safety hazard for bus operations and we need a stop at this location for a route starting in 2020. We ask that the property owner support local public transportation and the access to new routes.

Paige West
RVTD Planning &
Strategic Programs Manager
(541) 608-2429
www.rvtd.org



RECEIVED
 APR 05 2019
 PLANNING DEPT.



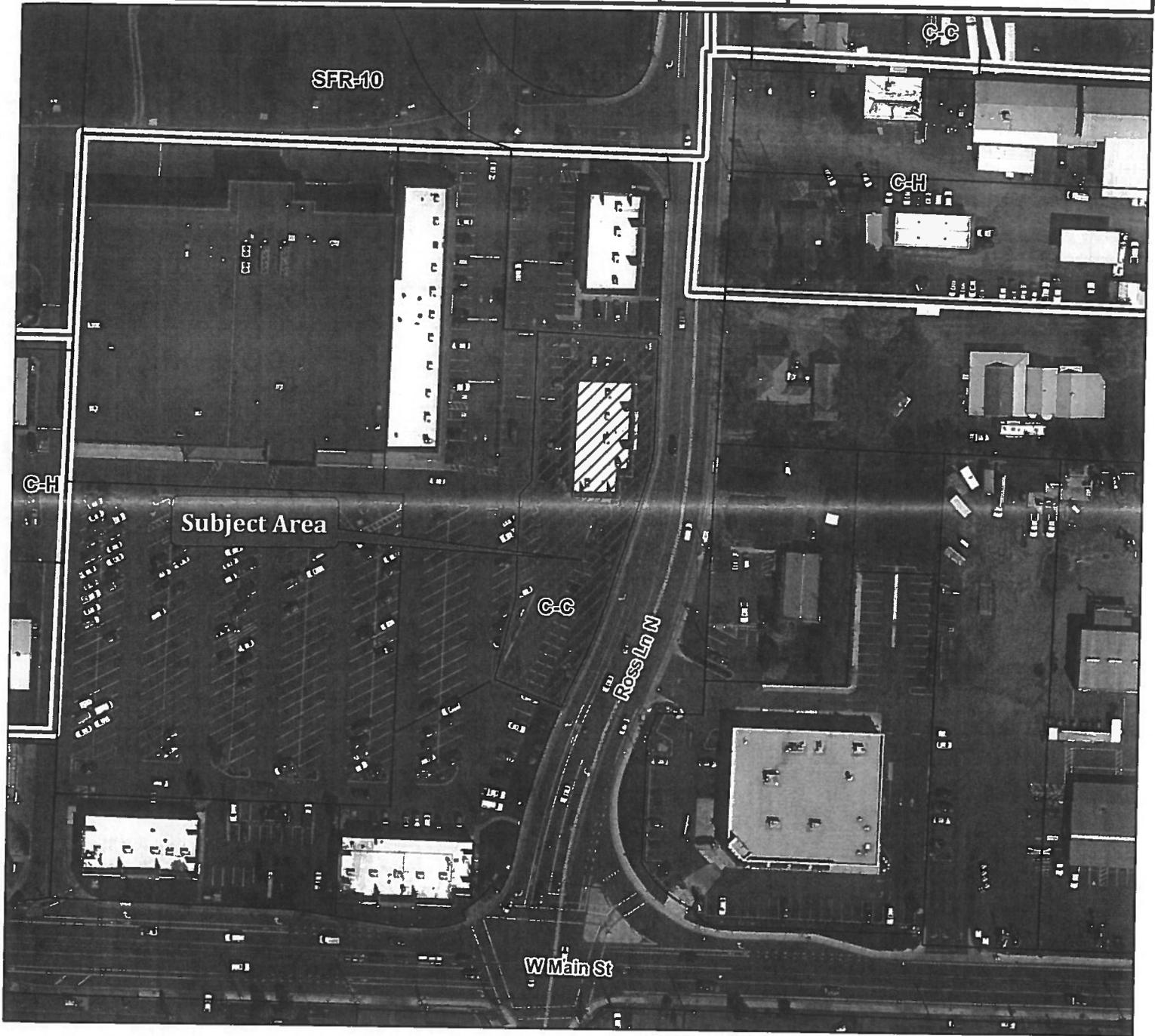
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Legend

- Proposed stop location
- Proposed Route
- Route 30
- Average Daily Passenger Activity
- 42 per day
- 57 per day



CITY OF MEDFORD
 EXHIBIT # U
 AC-19-019



Project Name:

**Jackson Creek Center
Starbucks**

Map/Taxlot:

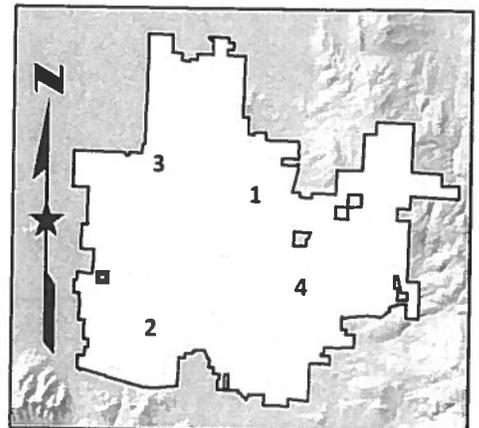
372W26AD TL 4200

0 90 180
Feet

Legend

-  Subject Area
-  Zoning Districts
-  Tax Lots

02/12/2019





Site Plan and Architectural Commission

Minutes

From Public Hearing on April 5, 2019

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

Dave Culbertson, Acting Chair
Jim Catt
Bob Neathamer
Marcy Pierce
Rick Whitlock

Staff Present

Kelly Evans, Assistant Planning Director
Katie Zerkel, Senior Assistant City Attorney
Steffen Roennfeldt, Planner III
Doug Burroughs, Public Works/Eng. Development Services Mgr.
Debbie Strigle, Recording Secretary

Commissioners Absent

Jim Quinn, Chair, excused
Bill Chmelir, Vice Chair, excused
Jeff Bender, excused
Milo Smith, excused

10. Roll Call.
20. Consent Calendar/Written Communications.
 - 20.1 **AC-18-126** Final Order for consideration of a proposal for the construction of a 2,849 square foot restaurant with a drive-thru (KFC) on two parcels totaling 0.76-acres, located at the corner of Garfield Street and Center Drive (1408 Center Drive) in the Regional Commercial (C-R) zoning district (371W32B TL 4801 & 3605); (Barry Thiriot, Applicant; Phillip Moss, Agent; Dustin Severs, Planner).

Motion: Adopt the consent calendar.

Moved by: Commissioner Whitlock Seconded by: Commissioner Neathamer

Voice Vote: Motion passed unanimously, 5-0
30. Minutes.
 - 30.1 There being no additions or corrections, the minutes for the March 15, 2019, meeting, were approved as submitted.
40. Oral and Written Requests and Communications. None.
50. Public Hearings.

Katie Zerkel, Senior Assistant City Attorney, read the rules governing the public hearings.

New Business.

 - 50.1 **AC-19-006** Consideration of plans for the construction of a 3 townhouses on one 0.17 acre parcel located at 1026 W10th Street within the MFR-20 (15 to 20 dwelling units per gross acre) zoning district.

(372W25DB12800) (Rogue Valley Habitat for Humanity, Applicant; John Fields, Agent; Steffen Roennfeldt, Planner).

Acting Chair Culbertson asked for any potential conflicts of interest, ex-parte communications, or site visits. There were none. He asked if anyone in the audience wished to question the Commission as to conflicts of interest or ex-parte contacts. There were none.

Steffen Roennfeldt, Planner III, gave a PowerPoint presentation of the March 27, 2019, Staff Report. Staff recommended approval.

Commissioner Whitlock asked for clarification regarding the minimum density that would be allowed. Mr. Roennfeldt stated that the calculation came to a minimum of four and a maximum of five but since this particular site is under one acre the density can be reduce by one so the minimum was three which is what was presented here.

The public hearing was opened and the following testimony was given:

a) John Fields, agent for the applicant, 845 Oak St, Ashland, commented that Mr. Roennfeldt had done a good job of covering everything. He spoke about the project and said he feels that reducing the mass has a positive effect for the neighbors and accommodates the increased density. Mr. Fields talked about Habitat for Humanity's mission to serve ownership housing for people who have working families that are close to 60 percent of median income.

Mr. Fields commented there's a struggle with parking as people accept different modes of transportation. There's always going to be a conflict of how density can be increased and then dealing with the impact of people dependent on cars.

Mr. Fields reserved time for rebuttal.

Commissioner Whitlock asked Mr. Fields if he had any information regarding the number of vehicles that might be associated with this type of development. Mr. Fields answered the typical family has younger children and because of income usually only one car but sometimes two. He said there is no parking on that side of the street and believed they would be parking off the alley.

b) Debra Gates, 1022 W 10th St., Medford, spoke in opposition to this project. She had concerns with density, infill, parking, the trash enclosure, access to maintain the exterior of their garage, and fencing. She requested the Commission require an eight foot privacy fence. Ms. Gates submitted a letter for the record.

Commissioner Catt asked Ms. Gates where she and her neighbors store their garbage cans during the week before they're picked up. Ms. Gates responded at the front of the house, in the front area. They are actually picked up on 10th Street.

c) Rose Holub, 1021 W 10th St., Medford, spoke in opposition to this project. Her concerns were with parking, property values going down, and multi-family units in the neighborhood.

Commissioner Catt wanted to know if the duplexes in that area had better parking and more room than this project would. Ms. Holub replied that they each have a garage and are built sideways so they pull into their garage. She believed those duplexes had no parking issue.

Mr. Fields stated he is always sympathetic to neighbors but it needs to be clarified that these are ownership houses not duplexes or rental units and are townhouse style. He commented that the desire is to increase density and allow this type of housing in the core of the city where they are close to public transportation and other services.

Mr. Fields said he had a discussion with Rogue Disposal and they had indicated they are in the planning stage of trying to utilize the alley for garbage disposal but they have no timeframe of when that change might be made. He added they could move their trash enclosure to the front if the Commission requests it and then relocate it when Rogue Disposal makes the change.

Mr. Fields said the existing fence would either be replaced or repaired. He stated they had made a conscious effort to move all the second story windows to the front and back to reduce the windows looking down into people's yards. Mr. Fields indicated they could accommodate an eight foot fence if they replace it or add additional screening to the existing fence.

Mr. Fields cited that he felt they had met all the zoning requirements and ordinances. He added that to get three units on this size lot this would be the scale and density they will be looking at in the future. He said they deliberately left the landscape open in the back if parking does become an issue there would be potential to have more parking off the alley.

Commissioner Whitlock asked Mr. Fields what he was going to do about moving the trash receptacles to the street. Mr. Fields answered they would provide a screened area oriented towards the front of the property until they have garbage collection off the back. He said they would probably build the trash enclosure in the back and they could use that as storage and keep their trash receptacle behind the gate on the side yard facing the street.

Commissioner Catt asked if there was a sidewalk along the side. Mr. Fields replied they were going to put in gravel and low landscaping but if they try and build a container it would need to be paved. He added he would have further discussion with Rogue Disposal.

Commissioner Neathamer asked if easements would be provided for the center dwelling to use the side yard. Mr. Fields responded that it would be a reciprocal easement and there would be several easements because they share the same roof structure and several things that have to be covered in order to protect the individual owners. The recorded plat will reflect these easements.

Commissioner Neathamer wanted to know if there would be a Homeowners Association. Mr. Fields stated that because they are separate tax lots it wouldn't be a Homeowners Association but there would be a joint maintenance agreement and reciprocal easement.

The public hearing was closed.

Motion: Adopt the findings as recommended by staff and direct staff to prepare the Final Order for approval of AC-19-006, per the staff report dated March 27, 2019, including Exhibits A through U, and also including the following:

- Site plan is to be modified and there is to be a requirement for an improved surface to facilitate the garbage can movement to the front of the building including reciprocal easements to allow the use of that improved surface by all the units

Moved by: Commissioner Whitlock

Seconded by: Commissioner Neathamer

Commissioner Whitlock addressed the testifiers and others in the audience explaining that with some changes in state law over recent years a lot of the discretion with respect to multi-family housing and increased density, that discretion has been removed from the cities so a lot is driven by state law. He said there is no longer a compatibility standard that the Commission can deal with. The state has removed their ability to exercise discretion about whether there is compatibility between these types of dwellings and the existing neighborhood. Regarding the loss of parking, he stated he could certainly appreciate the concern but the application does meet the requirements set forth in the code. Commissioner Whitlock added that it also meets the design and other requirements with respect to the code. If an application

meets the standards the Commission is not allowed to simply say it ought to be changed because they don't like it.

Commissioner Whitlock stated he is optimistic that Habitat for Humanity will work with neighbors especially regarding the fence when it gets rebuilt. He believes they recognize the imposition this creates for neighbors but it's not a condition this Commission can impose when it's a fence that exceeds the standard fence height.

Commissioner Whitlock ended by saying he had taken time to read the additional letter and had heard all the neighbors' concerns but to some extent the City's hands are tied regarding these types of residential applications and it's particularly problematic for neighbors when it's an infill situation.

Commissioner Neathamer stated it's not that this Commission doesn't have compassion for all the concerns, it's that the criteria has been met and there is no basis for denial or even adjustments to the application.

Roll Call Vote: Motion passed, 5-0.

50.2 **AC-19-013** Consideration of a proposal for the development of 1.45 acres, consisting of the construction of a 1,200 square foot building and 111 spaces for a rental car facility located northeast of the Biddle Road and Old Biddle Ramp intersection in the Regional Commercial (C-R) zoning district (371W18CB200). (Biddle Road Development, Applicant; Scott Sinner Consulting, Agent; Steffen Roennfeldt, Planner).

Acting Chair Culbertson asked for any potential conflicts of interest, ex-parte communications, or site visits. There were none. He asked if anyone in the audience wished to question the commission as to conflicts of interest or ex-parte contacts. There were none.

Steffen Roennfeldt, Planner III, gave a PowerPoint presentation of the March 27, 2019, Staff Report. Staff recommended approval.

Commissioner Whitlock wanted to know if there were any fenestration window requirements for a preparation and maintenance of rental car facility. Mr. Roennfeldt answered there are not.

Commissioner Whitlock wanted to know if there would be any rental transactions or accommodation of customers that would occur at this site. Mr. Roennfeldt replied that his understanding is no.

Commissioner Whitlock asked if there was any existing cross-access or cross-use agreement between this property and the Rogue Regency Hotel. Mr. Roennfeldt stated he was not aware of any.

The public hearing was opened and the following testimony was given:

a) Scott Sinner, agent for the applicant, introduced Mark Dew and then stated the applicant is currently using the Rogue Regency lobby as a Hertz rental facility and the bookings are done there. It's a great synergistic business model. People are transported from the airport in either a Hertz shuttle or Rogue Regency shuttle. They are contracted inside and have been stocking cars as of this date. The cars will be stocked on site in the new parking lot and this project is only a maintenance and prep building for the rental cars.

Commissioner Whitlock inquired about any cross-access easements or use agreements. Mr. Sinner explained the parcels are owned by the same property owner but if there's requirements for cross-access easements they will provide them.

b) Mark Dew, civil engineer, spoke about the project reiterating that it is a very synergetic relationship and they are very excited about it.

Mr. Sinner reserved time for rebuttal and stated they believe this project meets the approval criteria. He requested that the commission adopt both the findings and final order today.

c) Minesh Patel, owner of the Comfort Inn North Hotel, 2280 Biddle Road, Medford, expressed his concern with signage. If there was going to be a pedestal or monument sign at the entrance to Old Biddle Road he would like it to be a shared sign. Mr. Patel stated that currently he does not have signage on Biddle Road. He also asked that his existing sign is not obscured by any proposed landscaping or structures.

Commissioner Whitlock pointed out on the site plan a proposed monument sign. He stated he did not know if it would be shared or not and if this commission would even have the ability to impose that.

Acting Chair Culbertson clarified that the notation on the site plan indicates the standard sign is to be submitted under a separate application.

Mr. Roennfeldt commented that sign applications are reviewed administratively by the Planning Director.

Commissioner Whitlock asked if Old Biddle Road was a state, city, or county right-of-way. He wondered if the proper jurisdiction could authorize a sign within that right-of-way. Mr. Roennfeldt said the sign would have to be outside of the right-of-way no matter whose jurisdiction it is.

Mr. Sinner stated they would be submitting a sign application separately. He said he believed Old Biddle Road was under ODOT's jurisdiction.

The public hearing was closed.

Motion: Adopt the findings as recommended by staff and adopt the Final Order for approval of AC-19-013, per the staff report dated March 27, 2019, including Exhibits A through S.

Moved by: Commissioner Pierce Seconded by: Commissioner Whitlock

Commissioner Catt felt that maybe there should be a cross-access easement put into place, separate from the Rogue Regency.

Commissioner Whitlock explained the problem with that it's difficult to create easements; they merge if the properties are under ownership and those easements get created at the time the property is transferred. Nobody would buy that property unless they had an easement, which is a common business practice.

Roll Call Vote: Motion passed, 5-0.

50.3 **AC-19-019** Consideration of plans for the construction of a 2,000 square foot standalone Starbucks to replace an existing 4,800 square foot commercial building on approximately 0.66 acres located at 2372 W Main Street within the C-C (Community Commercial) zoning district (372W26AD4200). (Oregon Architecture, Inc., Applicant/Agent; Steffen Roennfeldt, Planner).

Acting Chair Culbertson asked for any potential conflicts of interest, ex-parte communications, or site visits. There were none. He asked if anyone in the audience wished to question the Commission as to conflicts of interest or ex-parte contacts. There were none.

Steffen Roennfeldt, Planner III, gave a PowerPoint presentation of the March 27, 2019, Staff Report. Staff recommended approval.

Commissioner Whitlock wanted to know if there were other bus stop waiting areas around that shopping center. Mr. Roennfeldt pointed out a major transit stop near the shopping complex but he wasn't sure of the exact location.

The public hearing was opened and the following testimony was given:

a) Patrick McKechnie, agent for the applicant, stated they would add more bicycle parking and outdoor seating but would like the discretionary condition of having to provide a bus shelter location be removed per the applicant's request. He cited traffic issues and the owner's proposal to make further improvements to the center. Mr. McKechnie pointed out the property to the north might be a better location for a bus shelter.

Mr. McKechnie asked that the Commission not require them to improve the existing asphalt sidewalk to a concrete surface because the property line stops in the middle. It would be a concrete path going halfway into a drive lane.

Mr. McKechnie requested that the applicant not be required to put in the required amount of landscaping at this time. He cited that the applicants are planning to make additional improvements for the entire center.

Mr. McKechnie asked for approval and to reserve time for rebuttal.

Commissioner Whitlock asked for clarification regarding Mr. McKechnie's request to remove the street frontage landscaping requirements. Mr. McKechnie replied there would be landscaping around the building but they didn't want to be required to do the street frontage landscaping at this phase of the project.

Commissioner Whitlock asked Mr. McKechnie what verbiage he was looking for in his exception request for the landscaping. Mr. McKechnie answered that the Commission accept the landscape plan as submitted by the applicant.

b) Paige West, Rogue Valley Transportation District (RVT), spoke about their plans to put a route in on Ross Lane probably in the summer or fall of 2020. She said the bus stop they are requesting with this project would be on the northwest route that serves Ross Lane. Ms. West stated that this property location is the closest they can get to the intersection without traveling into the right-hand turn lane. They feel this location is appropriate so they can provide good access to the shopping center for their passengers. She added that the Transportation System Plan (TSP) does have a requirement that bus stops be accommodated on properties that are within 600 feet of a major bus stop. They see the intersection and nexus of activity being incredibly important for their transportation system.

Commissioner Whitlock asked if it was possible that the parcel to the north could also accommodate RVT's needs for a bus shelter. Ms. West answered that they had no discussions on that matter and it is unclear when that parcel might develop and they do have a route that will be going in in about 15 months. She said they would not be requesting a bus stop on that property and did not know who the property owner was for that parcel. Ms. West added that if they could have the same facility within 50 feet of the one they are requesting today it could be an alternative.

c) Sean Eisma, RVT, said the closer they can get the bus stop to the intersection the safer it is for pedestrians. The farther north the bus stop goes the farther from the intersection they will be and the greater chance of pedestrian crossing lanes of vehicular travel.

d) Mark McKechnie, Oregon Architecture/agent for the applicant, said he was not rebutting but was speaking on behalf of himself. He said there is existing mature landscaping along Ross Lane which was permitted when the shopping center was done. He said he had done a calculation and the existing frontage landscaping meets the current code requirements with the exception of street trees. Mr. McKechnie stated the applicants are trying to do the landscaping in a coordinated manner.

Mr. McKechnie clarified that the shopping center is broken into a number of parcels and all the parcels are owned by the same people. He said he didn't think there was an objection to putting a bus stop in

along Ross Lane but since this is the first development to pop up this is the one that RVT D chose. Mr. McKechnie personally felt this is a problematic site to be putting this bus stop in because the roadway is splitting into three and four lanes there and they don't want people running across the street to catch the bus like the issues they have at Walmart. He thought there was a better location for the bus stop than this one.

Commissioner Whitlock commented that Mr. McKechnie's comments sounded a lot like a rebuttal.

Commissioner Catt wanted to know what the real concern was with this bus stop location. Mr. McKechnie replied it was because of public safety. He felt the applicants could work with RVT D and come up with a bus stop location once the applicants were more organized.

Acting Chair Culbertson asked if Mr. McKechnie had the latitude to stipulate that the ownership within that has the ability to say yes we will put a bus stop in, we just don't know that it's going to be on this piece or that piece? Mr. McKechnie indicated they hadn't approached them directly to ask if they're opposed to a bus stop unilaterally. He said they could present to the applicants that a bus stop needs to occur somewhere along there and would they be willing to work with RVT D to provide that bus stop somewhere.

Doug Burroughs, Public Works Department, clarified that technically the right-of-way goes to about the back of the sidewalks so the landscaping is between the right-of-way and the building. Regarding the bus stop location and the applicant's concerns, Mr. Burroughs had talked to their transportation manager and he had felt like the bus stop requested by RVT D was the best location. The transportation manager had no safety concerns whatsoever. As far as moving the location farther to the north, the concern was with vehicles stacking up behind the bus and potentially blocking the new intersection.

Commissioner Whitlock wanted to know if Mr. Burroughs had an opinion about the comments made by RVT D regarding the TSP requirement for these types of facilities in connection with the bus route and if this should be a mandatory condition or discretionary condition. Mr. Burroughs deferred the question to Ms. Zerkel or Ms. Evans.

Ms. Zerkel pointed out that the condition in the staff report only addresses the pedestrian connectivity to the north but the one to the west is not requested.

Commissioner Whitlock noted that if the condition wasn't in the staff report it was certainly in the presentation. Ms. Zerkel stated that was because the west connectivity already exists, it's just pavement with marked lines.

Ms. Evans clarified that the staff report only required the connection to the north acknowledging that the area that's asphalt and existing is really outside the development area so staff did not ask for removal and replacement at that location.

Commissioner Whitlock wanted to know if that was true regarding the portion of that east to west sidewalk that does cross the property. Ms. Evans reiterated that staff would not ask that the west portion be removed and replaced.

Ms. Evans zoomed in on the overhead screen so the Commissioners could see more clearly where the bike and turn lanes are.

Ms. Evans spoke to the Commission's authority in response to Ms. West's question as to whether or not the condition was discretionary or a code related condition. Pedestrian connections and screening trash enclosures are things where a code section can be cited but a code section cannot be cited for the placement of a bus stop. The policy documents are in the TSP and other things. This Commission does

have the authority within the code to apply discretionary conditions for transit facilities, it's just not a requirement of the code.

Mr. Patrick McKechnie stated he felt everything had been discussed clearly.

The public hearing was closed.

Motion: Adopt the findings as recommended by staff and direct staff to prepare the Final Order for approval of AC-19-019, per the staff report dated March 27, 2019, including Exhibits A through U and also including:

- Allow for the outdoor seating of 20 patrons
- Submit a revised landscape plan meeting all street frontage landscaping requirements, adding ~~two~~ six additional trees
- Grant an easement for RVTD for an 8 foot by 18 foot area in the general northeast corner of the property
- The ability for moving that site to the north provided it is agreeable to RVTD, the applicant, and the owner of the adjacent property to the north as well as city staff

Moved by: Commissioner Whitlock

Seconded by: Commissioner Neathamer

Acting Chair Culbertson clarified there are already two existing trees, it would be adding an additional six trees for a code requirement of eight trees.

Roll Call Vote: Motion passed, 5-0.

60. Written Communications. None.

70. Unfinished Business. None.

80. New Business. None.

90. Report from the Planning Department.

90.1 Ms. Evans stated there is business scheduled for the April 19th, May 3rd, and May 17th meetings.

Commissioner Whitlock wanted to know if staff had reached out and had a conversation with airport staff regarding avigation easements. Ms. Evans stated staff had communicated with the airport. They told the airport they could keep asking for the easements but city is going to keep saying "no thank you."

Ms. Zerkel added she had spoken with the airport's counsel to discuss the need for findings to address Nollan-Dolan and Barnes. She told them what was needed before the city would feel comfortable requiring as a condition. So far no change.

Commissioner Pierce wanted to know what project was going up on East Barnett Road close to North Phoenix Road. Ms. Evans thought that it's a bank going up there.

100. Messages and Papers from the Chair. None.

110. Propositions and Remarks from the Commission. None.

120. Adjournment

120.1 The meeting was adjourned at approximately 1:40 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

Jim Quinn
Site Plan and Architectural Commission Chair

Approved: April 19, 2019



STAFF REPORT – CONTINUANCE REQUEST

for a Type-III quasi-judicial decision: **Site Plan & Architectural Review**

Project Circle K Mini Store and Car Wash
Applicant: Double R Products; Agent: KSW Architects

File no. AC-19-028

To Site Plan & Architectural Commission *for April 19, 2019 hearing*
From Steffen Roennfeldt, Planner III

Reviewer Kelly Evans, Assistant Planning Director *ke*

Date April 12, 2019

BACKGROUND

Proposal

Consideration of plans for the construction of a 370 square foot standalone coffee kiosk, a 3,300 square foot convenience store, and a 1,304 square foot car wash and gas pumps on approximately 2.5 acres located at 1380 Springbrook Road within the C-C (Community Commercial) zoning district (371W20AB3500).

Request

The applicant has requested that the item be continued to May 3, 2019. All property owners within 200 feet of the subject site are entitled to receive notice of a scheduled public hearing. The mailing list for the first notice was found to be incomplete. In order to provide timely notice to all parties, the hearing has been rescheduled to May 3, 2019. The notice has been re-sent.

EXHIBITS

- A Continuanace request received April 11, 2019
Vicinity map

SITE PLAN & ARCHITECTURAL COMMISSION AGENDA:

APRIL 19, 2019

Continuance Request

To: Landmarks and Historic Preservation Commission
 Planning Commission
 Site Plan and Architectural Commission

RE: Project Name: CIRCLE K

File No(s): AC-19-028

I am the applicant authorized agent for the above referenced project. Please continue the public hearing for the above referenced file to either:

the MAY 3, 2019 meeting,
(hearing date)

for a period of _____ calendar days.

Reason for request: INCOMPLETE NOTICE

This request is made pursuant to ORS 227.178(5).

Thank you,

 4-11-19
Signature Date

Brandon Price
Print Name



Project Name:

**Circle K Mini Store &
 Car Wash**

Map/Taxlot:

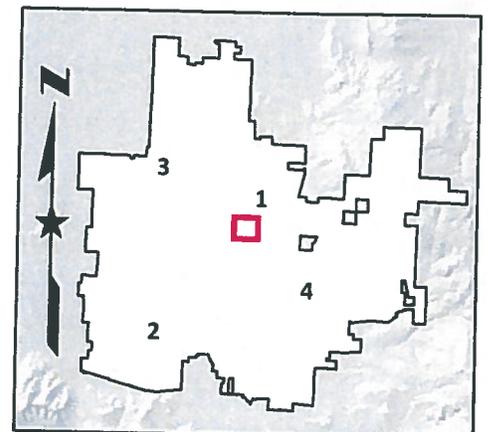
371W20AB TL 3500



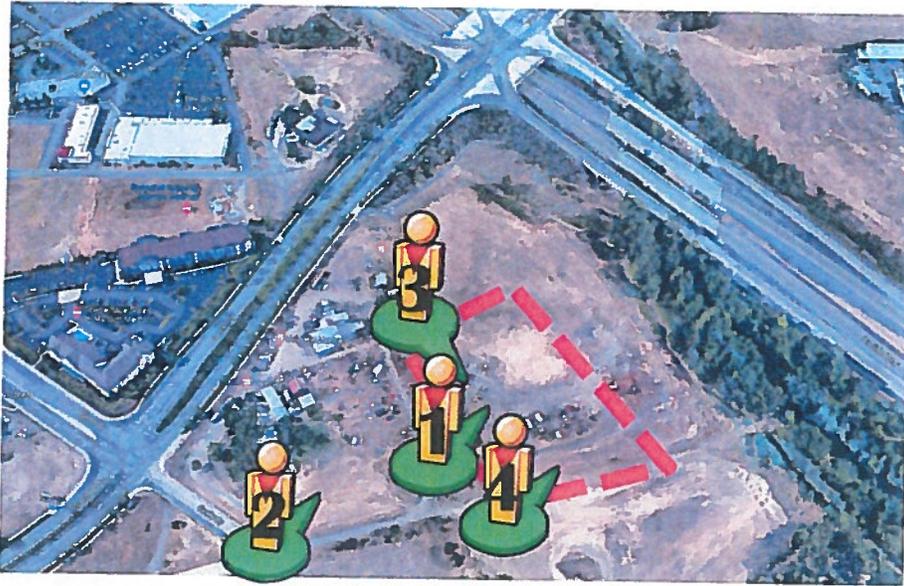
Legend

- Subject Area
- Zoning Districts
- Tax Lots

02/13/2019



Aerial Map



Site Visit



These photos were taken on April 11, 2019.

Subject Site Characteristics

Zoning	C-R	Regional Commercial
GLUP	CM	Commercial
Use	Vacant	

Surrounding Site Characteristics

<i>North</i>	Zone:	SFR-00 (Single-Family Residential – 1 dwelling unit per lot) & SFR-4 (Single-Family Residential – 2.5 to 4 dwelling units per gross acre)
	Use:	Restaurant & right-of-way
<i>South</i>	Zone:	SFR-00
	Use:	Vacant
<i>East</i>	Zone:	SFR-00
	Use:	Vacant & right-of-way
<i>West</i>	Zone:	C-R
	Use:	Various commercial uses

Related Projects

A-04-184	Nash Annexation
CP-13-032	GLUP Amendment
PLA-16-010	Property Line Adjustment Nash
PLA-16-058	Property Line Adjustment Center Drive and Garfield Street
ZC-18-190	Partial Zone Change from SFR-00 to C-R

Applicable Criteria

Medford Municipal Code §10.200(E)(1) – Site Plan & Architectural Review Criteria

The Site Plan and Architectural Commission shall approve a site plan and architectural review application for a commercial or industrial development, 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 § 10.186.*

Medford Municipal Code §10.186(B) Exception

No exception, in the strict application of the provisions of this chapter, shall be granted by the approving authority having jurisdiction over the plan authorization unless it finds that all of the following criteria and standards are satisfied. The power to authorize an exception from the terms of this code shall be sparingly exercised. Findings must indicate that:

- (1) The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located, and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources. The approving authority shall have the authority to impose conditions to assure that this criterion is met.*
- (2) The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located.*
- (3) There are unique or unusual circumstances which apply to this site which do not typically apply elsewhere in the City, and that the strict application of the standard(s) for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner.*
- (4) The need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards of this code. It must result from the application of this chapter, and it must be suffered directly by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result.*

Corporate Names

Damon M. Kluck is the Registered Agent & Member for Cascade Empire Lodging, LLC. according to the Oregon Secretary of State Business Registry.

William H. Fowler is the Registered Agent for CSA Planning, Ltd. According to the Oregon Secretary of State Business Registry. Jay Harland is listed as the President Raul Woerner is listed as Secretary.

Site Plan (Exhibit C)

Site Development Table

	Allowed/Required	Proposed
Height	Max.: 85 feet EXCEPT 35 feet if within 150 feet of a residential area	Max. of 45 feet
Lot Coverage	Max.: 40%	11% of lease area
Setback (front/street)	Min.: 10 feet	120 feet
Setback (side/rear)	Min. 12.5 feet	73.9 feet, 51.4 feet & 144 feet minimums

Proposed is a standard, modern hotel project with a footprint of 12,710 square feet and a gross building area of 51,198 square feet. There are 11 guest rooms planned for the first floor and 27 guest rooms for the upper 3 floors for a total of 92 guest units.

The southernmost corner of the proposed hotel is approximately 144 feet from the closest point abutting a residential zoning district (SFR-00). Since the building height within 150 feet of a residential district is limited to 35 feet, an Exception is required (see below).

All other applicable site development criteria per Medford Land Development Code (MLDC) 10.721 are met.

Architecture

Per the applicant, the design of the project is a standard modern hotel project. The rooms face out from an interior hallway that can be accessed via stairwells on each end and an elevator in the middle. Color palette and fenestration balances compatibility on the regional commercial area with design that attracts some attention for marketing purposes.

Vehicular and Bicycle Parking

Proposed are 102 vehicular parking spaces, including 6 handicap spaces and 4 spaces for employee parking. Also proposed are 10 bicycle spaces; the location will be determined at a later time.

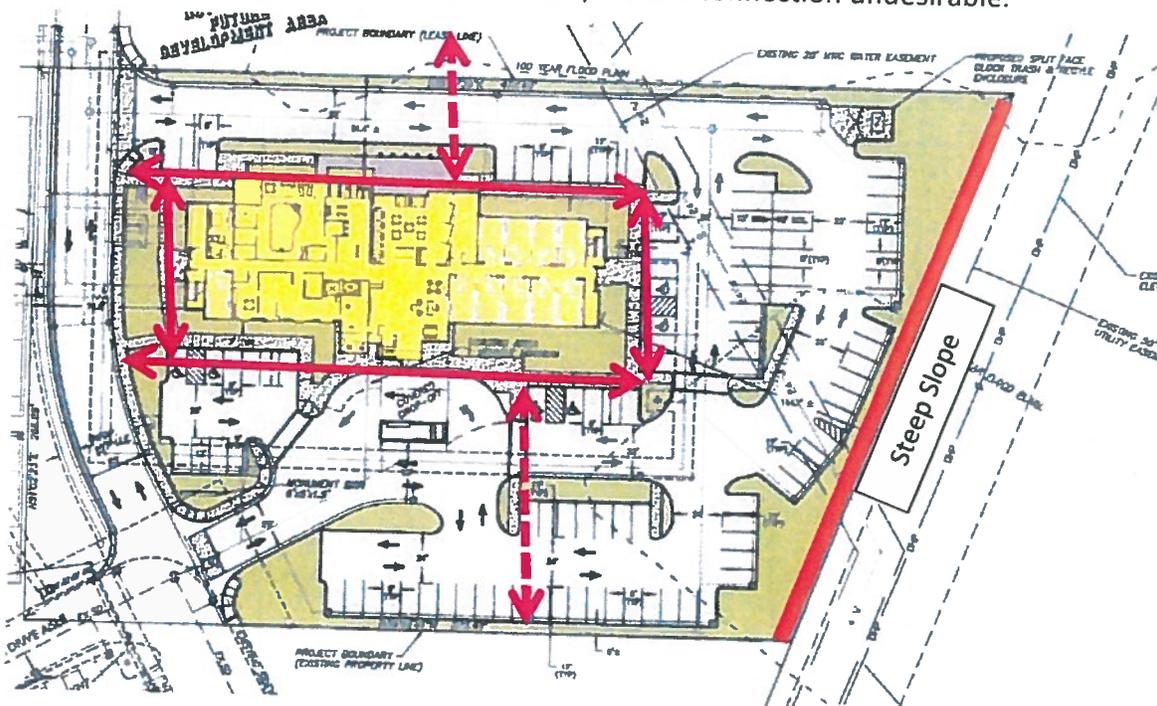
Parking Table (10.743-751)

	Required	Proposed
Total Spaces	Min. 100 spaces Max. 105 spaces	102 spaces
Accessible Spaces	Min. 6 space	6 spaces
Bicycle Parking	Min. 10 bike spaces	10 bike spaces

Staff concurs with the parking calculation provided by the applicant and concludes that sufficient parking is proposed.

Pedestrian Walkways

Proposed is a pedestrian walkway that circles the development along the building and the inside of the parking lot. A pedestrian connection is shown to the main drive aisle connecting the hotel to the rest of the development. MLDC 10.773 requires pedestrian walkways to connect to adjacent properties. No pedestrian connections are shown to future development areas located to the east and west. It will be a condition of approval to submit a revised site plan illustrating a pedestrian connection between the subject property and the property to the east and west. A connection to the south is not required as the existing site conditions (see Exhibit P) make a connection undesirable.



Floodplain (Exhibit Y)

Parts of the property are currently within a mapped AE zone with Base Flood Elevations and a designated floodway. Per the National Flood Insurance Program Regulation, any vertical structures and utilities shall comply with 44 CFR 60.3(c). The Medford Floodplain regulations are found in Section 9.701-9.707 of the Municipal Code. It will be condition of approval for the applicant to comply with all applicable floodplain requirements.

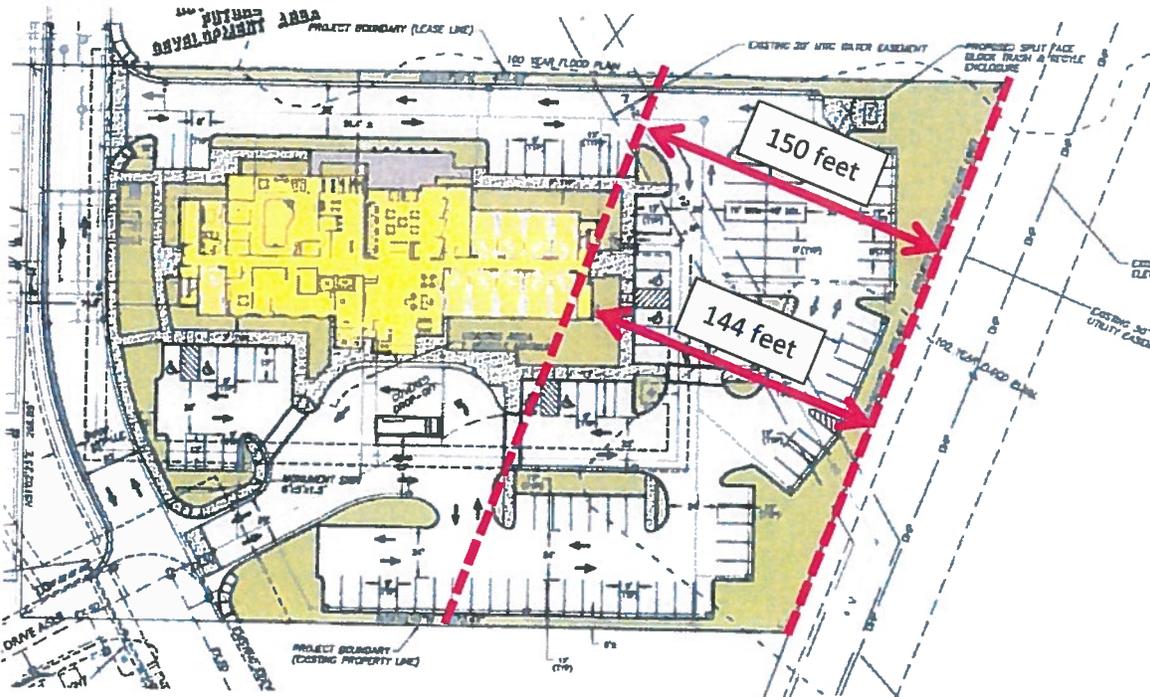
Facility Adequacy

Per the agency comments submitted to staff (Exhibits U to BB), it can be found that there are adequate facilities to serve the proposed development.

Exception Analysis

As mentioned above, the applicant is asking to an exception regarding the maximum building height of 35 feet when within 150 feet of a residential zoning district. In his narrative, the applicant sufficiently describes why the SPAC should grant the exception request.

As can be seen on the image below, the closest corner of the proposed hotel will be approximately 144 feet from the abutting SFR-00 residential zoning district. Only a small portion of the structure will be situated within the 150 feet buffer zone.



Staff concurs with the applicant's findings and recommends the commission grant the Exception request.

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 Q) and recommends the Commission adopt the findings as presented.

RECOMMENDED ACTION

Adopt the findings as recommended by staff and direct staff to prepare the final order for approval of AC-19-024 and E-19-025 per the staff report dated April 12, 2019, including Exhibits A through EE.

EXHIBITS

- A Conditions of Approval, dated April 12, 2019
 - B Title Sheet, received February 7, 2019
 - C Site Plan, received February 7, 2019
 - D Conceptual Drainage Plan, received February 7, 2019
 - E First Floor/Lobby Plan, received February 7, 2019
 - F Exterior Elevations, received February 7, 2019
 - G Site Lighting Plan, received February 7, 2019
 - H Landscape Plan, received February 7, 2019
 - I Conceptual Future Circulation Plan, received April 2, 2019
 - J Topographic Survey, received February 7, 2019
 - K General Land Use Plan Map, received February 7, 2019
 - L Zoning Map, received February 7, 2019
 - M Wetlands and Floodplain Map, received February 7, 2019
 - N Assessor Maps, received March 20, 2019
 - O Legal Description, received February 7, 2019
 - P Slopes Analysis, received February 7, 2019
 - Q Findings of Fact and Conclusions of Law, received February 7, 2019
 - R Compliance with Development Standards, received February 7, 2019
 - S Code Compliance, received February 7, 2019
 - T Detention and Water Quality Calculations, received February 7, 2019
 - U Public Works Staff Report, dated March 20, 2019
 - V Medford Water Commission Memo, dated March 20, 2019
 - W Building Department Memo, dated March 20, 2019
 - X Fire Rescue Land Development Report, dated March 18, 2019
 - Y Floodplain Manager Memo, dated March 20, 2019
-

- Z Avista E-Mail, received March 14, 2019
- AA Jackson County Roads Memo, dated March 11, 2019
- BB Rogue Valley Sewer District Memo, dated March 8, 2019
- CC ODOT E-Mail, received March 7, 2019
- DD ODFW E-Mail, received March 7, 2019
- EE City Surveyor E-Mail, received April 1, 2019
Vicinity map

SITE PLAN AND ARCHITECTURAL REVIEW COMMISSION AGENDA: APRIL 19, 2019

EXHIBIT A
Fairfield Inn & Suites
AC-19-024 & E-19-025
Conditions of Approval
April 12, 2019

CODE REQUIRED CONDITIONS

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

1. Submit a revised site plan showing the exact location of all bicycle parking spaces in compliance with MLDC 10.747 through 10.750;
2. Submit a revised site plan showing all required pedestrian connections in compliance with MLDC 10.772 through 10.776;
3. Comply with all conditions stipulated by the Public Works Department (Exhibit U);
4. Comply with all conditions stipulated by the Medford Water Commission (Exhibit V);
5. Comply with all conditions stipulated by the Medford Fire Department (Exhibit X);
6. Comply with all conditions stipulated by the Certified Floodplain Manager (Exhibit Y);
7. Comply with all comments stipulated by the Jackson County Roads Department (Exhibit AA);
8. Comply with all conditions stipulated by Rogue Valley Sewer Services (Exhibit BB);
9. Comply with all comments stipulated by the Oregon Department of Transportation (Exhibit CC);
10. Comply with all comments stipulated by the Oregon Department of Fish & Wildlife (Exhibit DD).

SPAC PLANS
FOR
**FAIRFIELD INN & SUITES
BY MARRIOTT**
LOCATED IN
SECTION 32, T. 37 S., R. 1 W., W.M.
TAX LOT 2401 & 5000
CITY OF MEDFORD
JACKSON COUNTY, OREGON



CALL 48 HOURS BEFORE YOU DIG

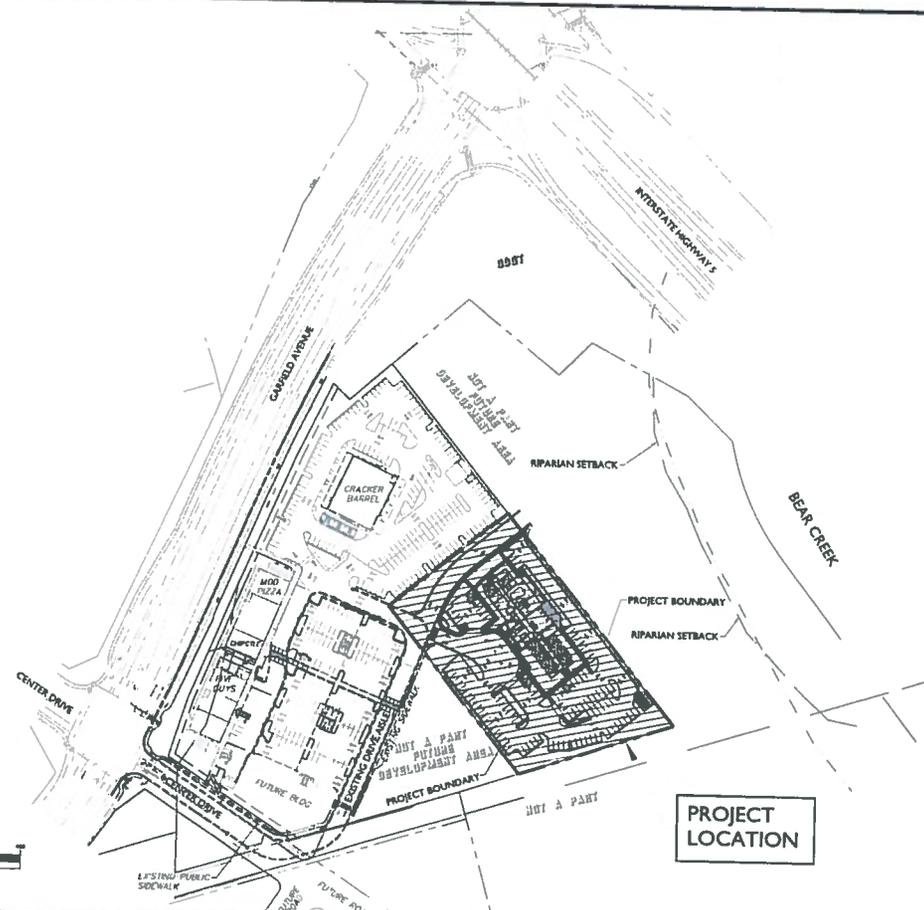


EXHIBIT "SP-1"

DATE: 11/28	DATE: 11/28	DATE:	DATE:	DATE:
CHECKED BY: MWP/MBP	APPROVED PVS:	APPROVED:	APPROVED:	APPROVED:
DATE:	DATE:	DATE:	DATE:	DATE:

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CITY OF MEDFORD
 EXHIBIT # AC-19-024

CONTACT INFORMATION

CITY OF MEDFORD ENGINEERING DEPT.
411 W. 8th
MEDFORD, OR 97501
(541) 776-2100

BARB COMPANY
ERIC JOHNSON, P.E.
411 W. 8th
MEDFORD, OR 97501
(541) 776-2100

CONCEPTUAL ENGINEERS
100 S. 10th St., Suite 103
Medford, OR 97501
(541) 776-2100

CONCEPTUAL ENGINEERS
100 S. 10th St., Suite 103
Medford, OR 97501
(541) 776-2100

ELECTRIC COMPANY
100 S. 10th St., Suite 103
Medford, OR 97501
(541) 776-2100

GAS COMPANY
100 S. 10th St., Suite 103
Medford, OR 97501
(541) 776-2100

TELEPHONE COMPANY
100 S. 10th St., Suite 103
Medford, OR 97501
(541) 776-2100

LEGEND

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--- 5664" S ---	--- 5664" S ---
--- 5688" S ---	--- 5688" S ---
--- 5712" S ---	--- 5712" S ---
--- 5736" S ---	--- 5736" S ---
--- 5760" S ---	--- 5760" S ---
--- 5784" S ---	--- 5784" S ---
--- 5808" S ---	--- 5808" S ---
--- 5832" S ---	--- 5832" S ---
--- 5856" S ---	--- 5856" S ---
--- 5880" S ---	--- 5880" S ---
--- 5904" S ---	--- 5904" S ---
--- 5928" S ---	--- 5928" S ---
--- 5952" S ---	--- 5952" S ---
--- 5976" S ---	--- 5976" S ---
--- 6000" S ---	--- 6000" S ---

SHEET INDEX

TITLE SHEET & OVERALL PLAN	NO. REVISION	DATE BY
SITE PLAN		
CONCEPTUAL GRADING & DRAINAGE PLAN		
LANDSCAPE PLANS		
LIGHTING PLAN		

CONSTRUCTION ENGINEERING CONSULTANTS, INC.

SOUTH SIDE CENTER
FAIRFIELD INN & SUITES BY MARRIOTT
SPAC TITLE SHEET
OVERALL PLAN

DATE: 11/28

DATE: 11/28

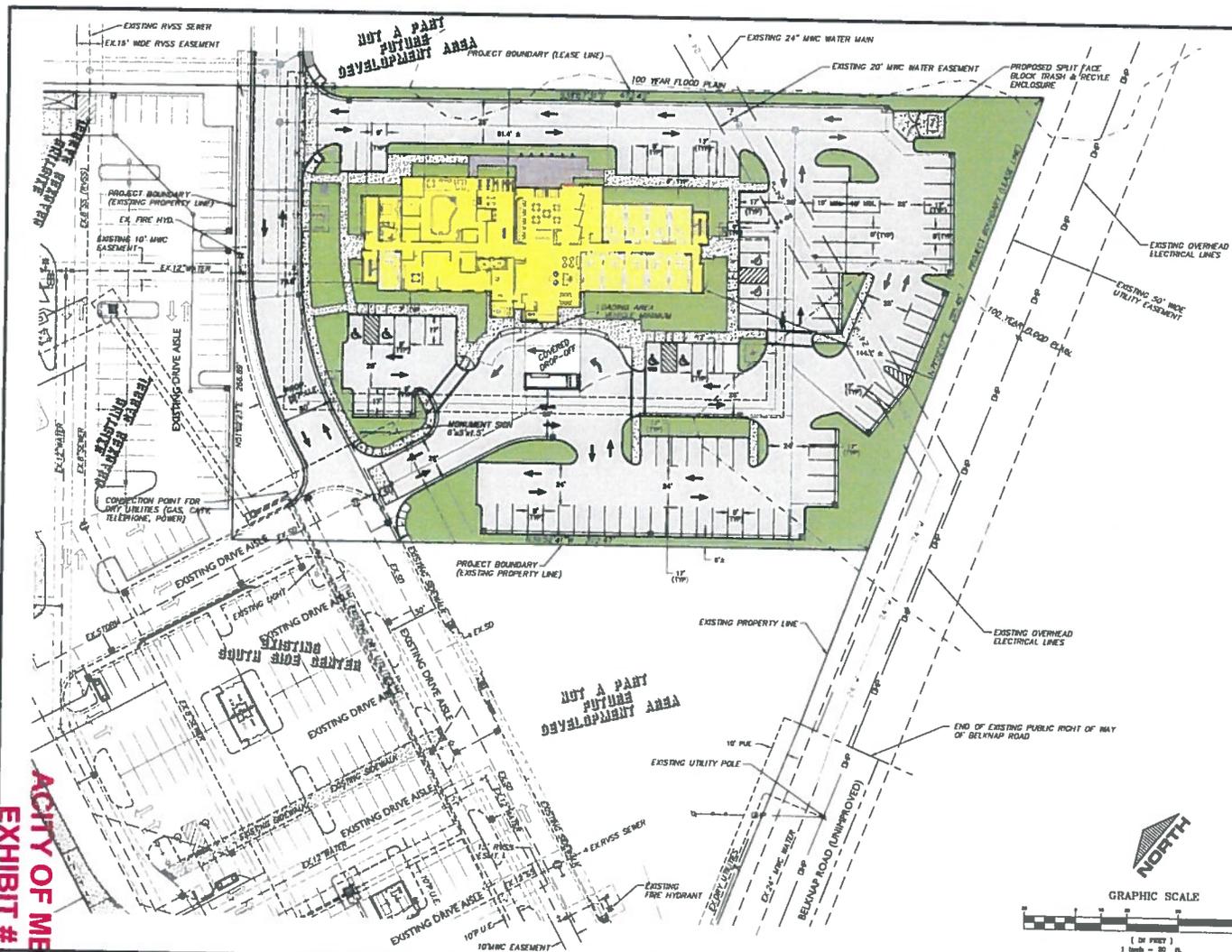
DATE:

DATE:

DATE:

RECEIVED
 11/28/19
 PLANNING DEPT

EXHIBIT #
CITY OF MEDFORD



LEGEND

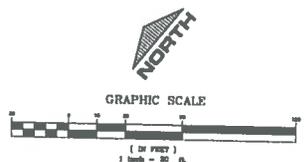
- INDICATES PROPOSED ASPHALT PAVING
- INDICATES PROPOSED BUILDING (SEE ARCHITECTURAL PLANS FOR PROPOSED SIZE, HEIGHT, ETC)
- INDICATES PROPOSED LANDSCAPED AREAS
- INDICATES PROPOSED SIDEWALKS & CONCRETE
- INDICATES PROPOSED TRASH ENCLOSURE

PROJECT STATISTICS:

BUILDING SIZE	51,198 SQUARE FEET
NUMBER OF ROOMS	92 ROOMS
PROJECT AREA (LEASE AREA)	112,683 SQUARE FEET

SITE LIGHTING
SEE SHEET E100 FOR PROPOSED LIGHT LOCATIONS AND TYPES.

UTILITIES
SEE SHEET SP-3 FOR LOCATIONS OF EXISTING AND PROPOSED UTILITIES



DRAWN BY: MJK	DATE: 11/18	NO.	REVISION	DATE	BY
CHECKED BY: MJK/AMB	DATE: 11/18				
	DATE:				



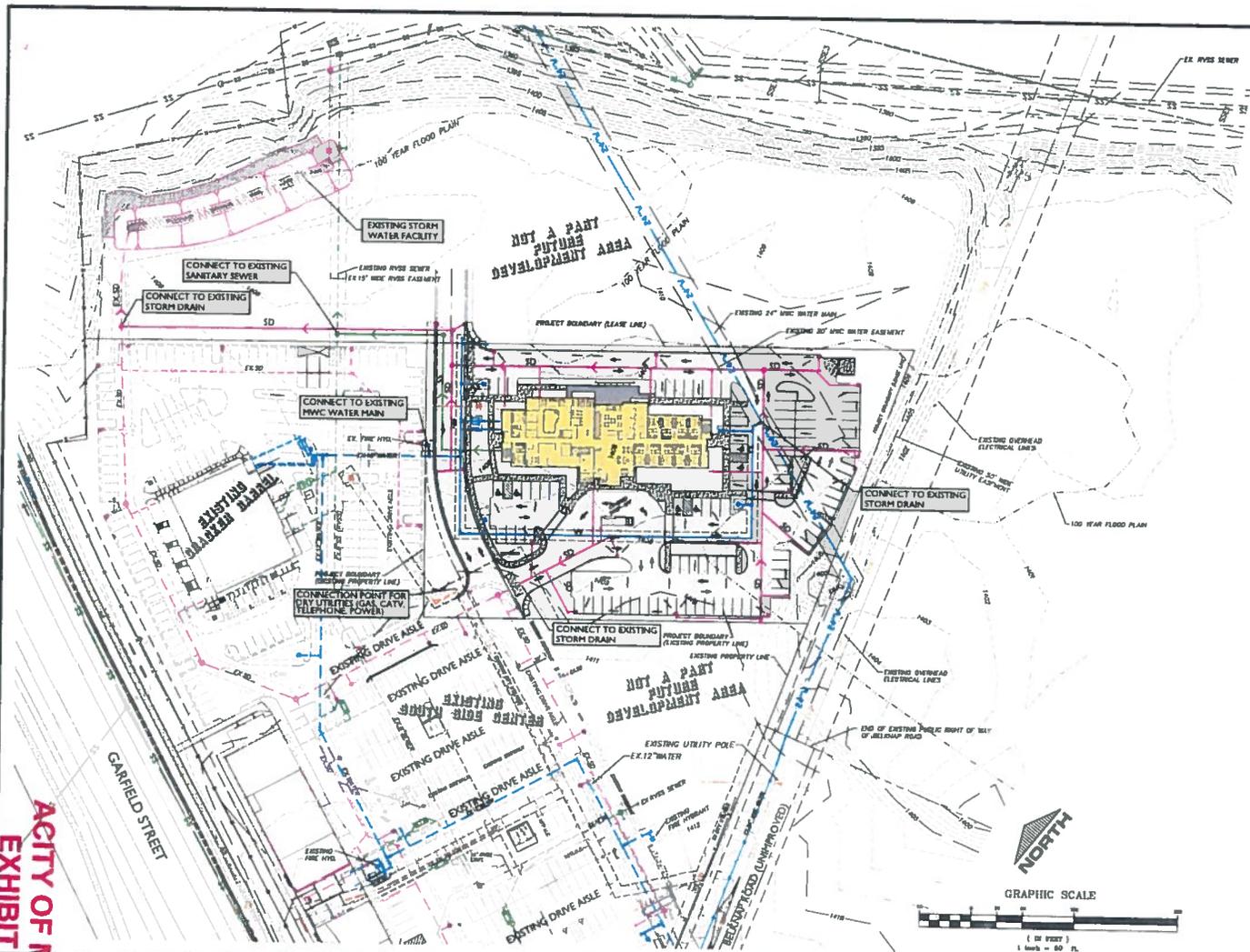
EXHIBIT "SP-2"
CONSTRUCTION ENGINEERING CONSULTANTS, INC.
SOUTH SIDE CENTER
FAIRFIELD INN & SUITES BY MARRIOTT
SPAC SITE PLAN

NAME: SPAC SITE PLAN PROJ: 18-08

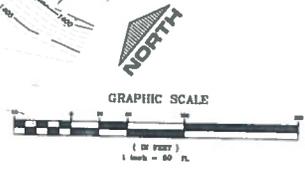
PLANNING DEPT
 7 2019

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ACITY OF MONTGOMERY
EXHIBIT # 1



- LEGEND**
- PROPOSED STORM MANHOLE OR CLEANOUT
 - Ⓜ PROPOSED CURB INLET
 - CB ■ PROPOSED CATCH BASIN
 - PROPOSED DITCH INLET
 - PROPOSED STORM MAIN
 - - - EXISTING STORM MAIN
 - ~ SURFACE DRAINAGE DIRECTION
 - - - EXISTING WATER MAIN
 - EXISTING FIRE HYDRANT
 - PROPOSED WATER MAIN
 - ▲ PROPOSED FIRE HYDRANT
 - PROPOSED SEWER MANHOLE OR CLEANOUT
 - PROPOSED SANITARY SEWER MAIN
 - - - EXISTING SANITARY SEWER MAIN



NO.	REVISION	DATE	BY

DRAWN BY: MHC	DATE: 11/18
CHECKED BY: MHC/AMB	DATE: 11/18
	DATE:
	DATE:
	DATE:



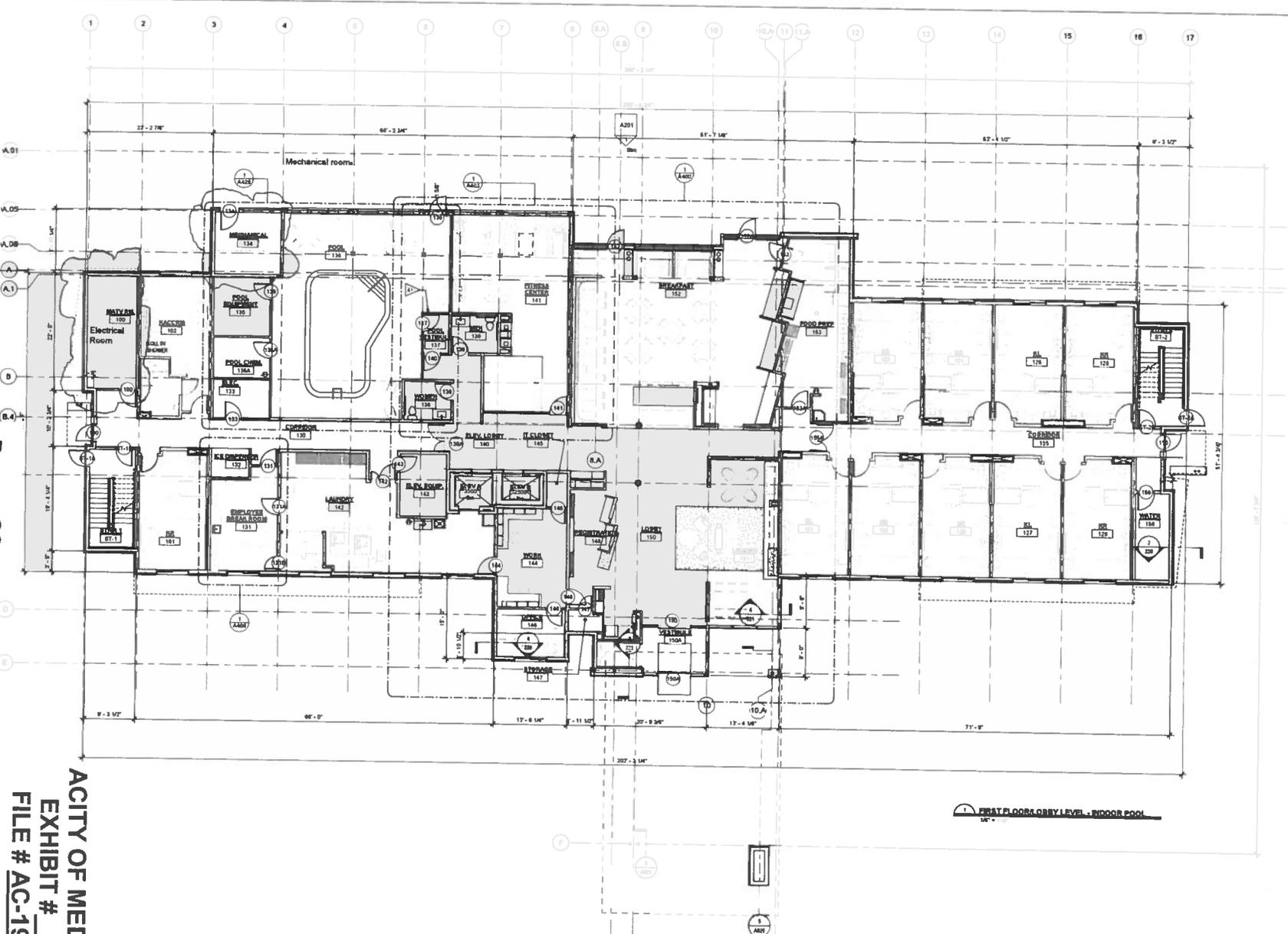
P.O. BOX 1774 MONTGOMERY, OHIO 45301
TEL. (513) 778-8000



EXHIBIT "SP-3"
CONSTRUCTION ENGINEERING CONSULTANTS, INC.
SOUTH SIDE CENTER
FAIRFIELD INN & SUITES BY HARRIOTT
CONCEPTUAL DRAINAGE PLAN
CONCEPTUAL UTILITY PLAN
DATE: 11/18/18
DRAWN BY: MHC

PLANNING DEPT
07/2019

RECEIVED



JEFFREY A. WILLIAMS
ARCHITECT
15,700 E. Hwy. Ave. Suite 300
Salem, VA 24183
Phone 246 745 8400

MEDFORD FAIRFIELD INN & SUITES
SITE ARCHITECT: Dan Gooden
CONSULTANT:
Owner

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A100
Project Status

FEB 07 2019
PLANNING DEPT

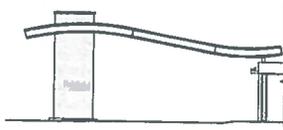
ACITY OF MEDFORD
EXHIBIT # 13
FILE # AC-19-024

10021111810024

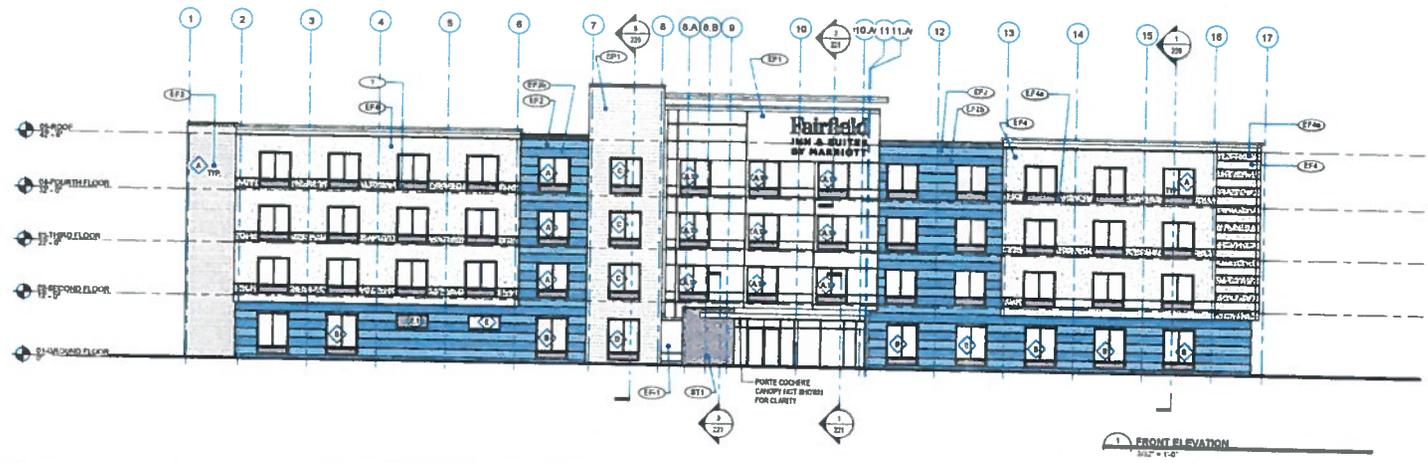
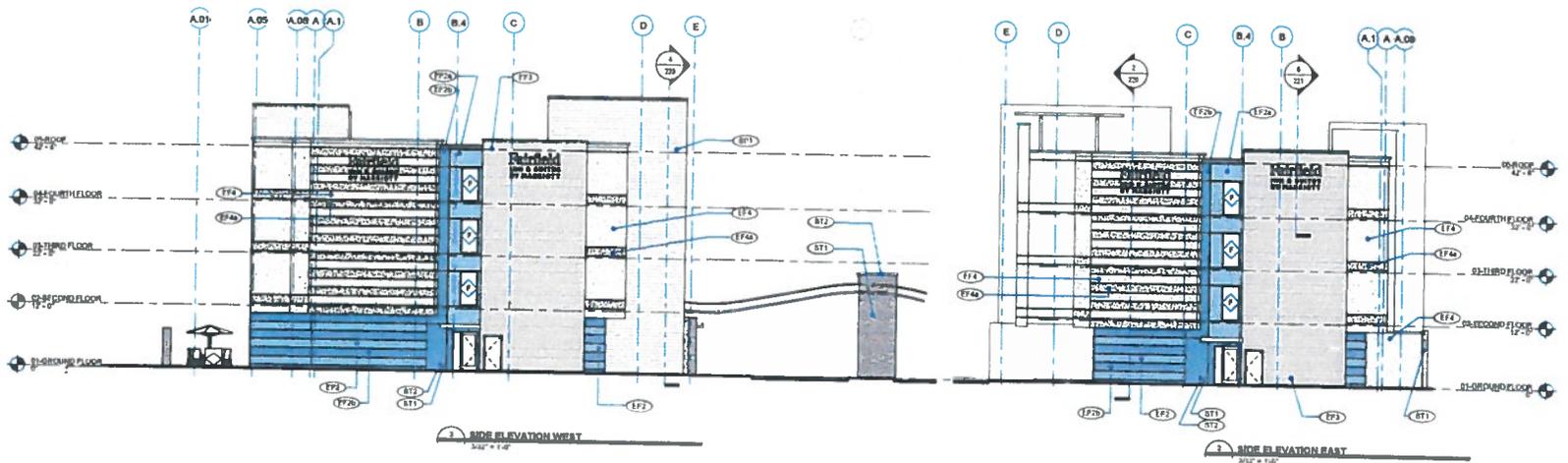
DATE	DESCRIPTION

MEDFORD FAIRFIELD INN & SUITES
SITING ADDRESS: Other information
OWNER: MEDFORD FAIRFIELD
DATE: 02/07/2019

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PLANNING DEPT
1630
Author
Checked
EXTERIOR ELEVATIONS
A200
Project Status

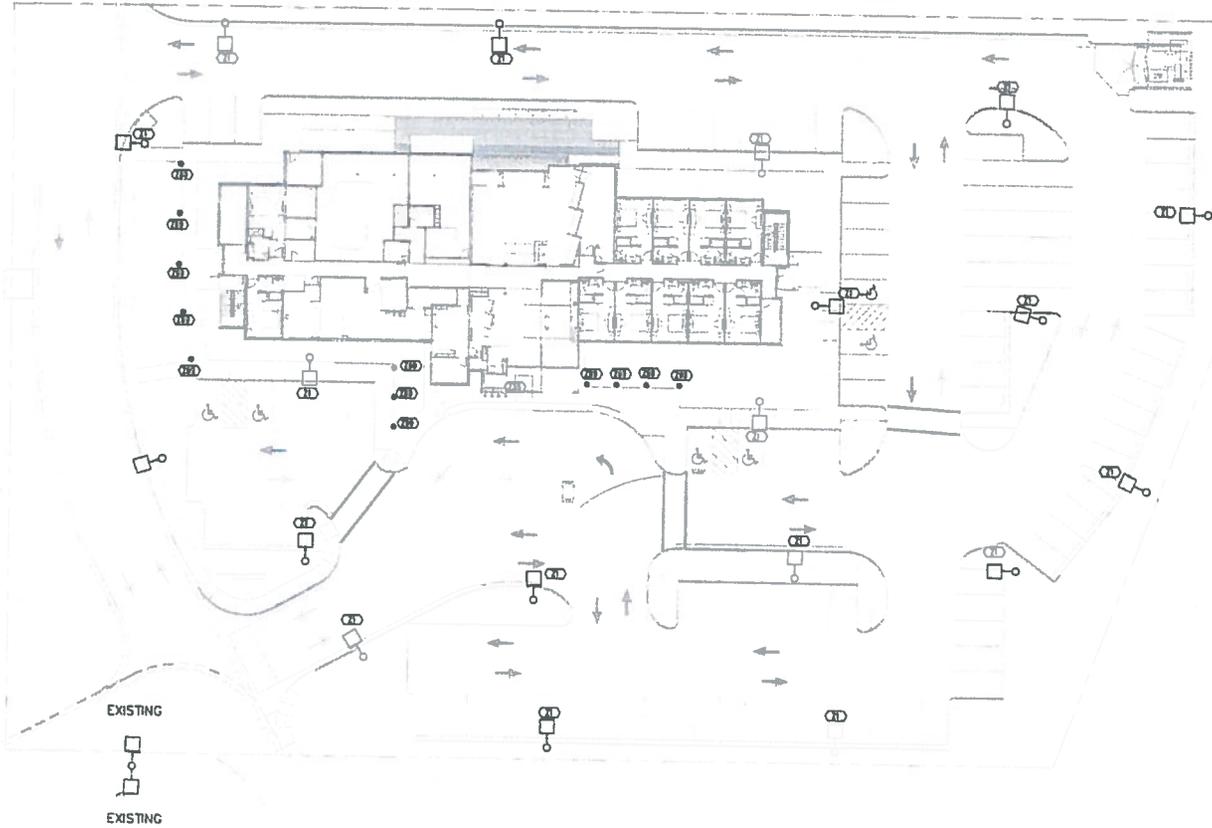


2A SIDE ELEVATION - SIGN AT PORTE COCHERE
SCALE: 3/32" = 1'-0"
Referenced from A101



- EXTERIOR FINISH KEY**
- EF1 PERMANENT ACCENT FINISH
 - EF2 DARK EPS FINISH COLORED
 - EF3 ACCENT EPS COLOR
 - EF4 DARK EPS FINISH COLORED
 - EF5 STER TYPHER EPS COLORED
 - EF6 UNPAINTED EPS COLORED
 - EF7 ACCENT EPS COLOR
 - EF8 GASTLAND STONE
 - EF9 CORRAL
 - EF10 EXTERIOR ACCENT FINISH
 - EF11 RAINSCREEN
 - EF12 SOLID PNEUMATIC BOARD FINISH
 - EF13 GLEIST BOARD - LIGHT TONE
 - EF14 PAINT COLOR - ALUM. PNEUMATIC
 - EF15 GRABBY'S OTHER MATERIALS
 - EF16 FAISKA, ETC.

ACIY OF MEDFORD
EXHIBIT # F 1022
FILE # AC-19-024



LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	DESCRIPTION	LAMP	BALLAST	MOUNTING	MODEL	INPUT WATTS	VOLTS	NOTES	OTHER NOTES
21	○	EXTERIOR FULL CUTOFF LED, TYPE II FORWARD DISTRIBUTION, 25FT POLE	(1) 102W LED 4000K	ELECTRONIC	CONCRETE BASE	LITHONIA, DEX1 LED P3 40K T3M MVOLT HS	102	MULTIPLE	EXTERIOR PARKING LOT. BUG RATING: B1 - L0 - C2	
235	•	EXTERIOR IN-GROUND AMBABLE UPLIGHT, 4000K	(1) 6W LED 4000K	ELECTRONIC	IN-GROUND	EATON LUMIERE 696-BLED-40-21-120/A2-CS	6	120V 1P 2W	SITE, BUILDING FACE ENTRY ACCENT WALL UPLIGHT	
299	•	EXTERIOR BOLLARD, FULL CUTOFF, LED 4000K, TYPE V DISTRIBUTION	(1) 28.1W LED 4000K	ELECTRONIC	CONCRETE BASE	PHILIPS-HACCO LIGHTING RFSAKTUNA	28.1	120V 1P 2W	SITE PARKING LOT	

SITE LIGHTING PLAN
SCALE: 1" = 30'

PLANNING DEPT

FEB 07 2019

JEFFREY A. WILLIAMS - ARCHITECT
4500 26th Ave. South
Suite 200
Shelton, WA 98140
Phone 360 768 6500



DATE: 12/21/2019

PROJECT NO.	
DATE	
SCALE	
PROJECT NAME	
CLIENT	
DESIGNER	
CHECKER	
DATE	

MEDFORD FAIRFIELD INN & SUITES

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FEB 07 2019
100
PROJECT STATUS

ACITY OF MEDFORD
EXHIBIT # 6
FILE # AC-19-024

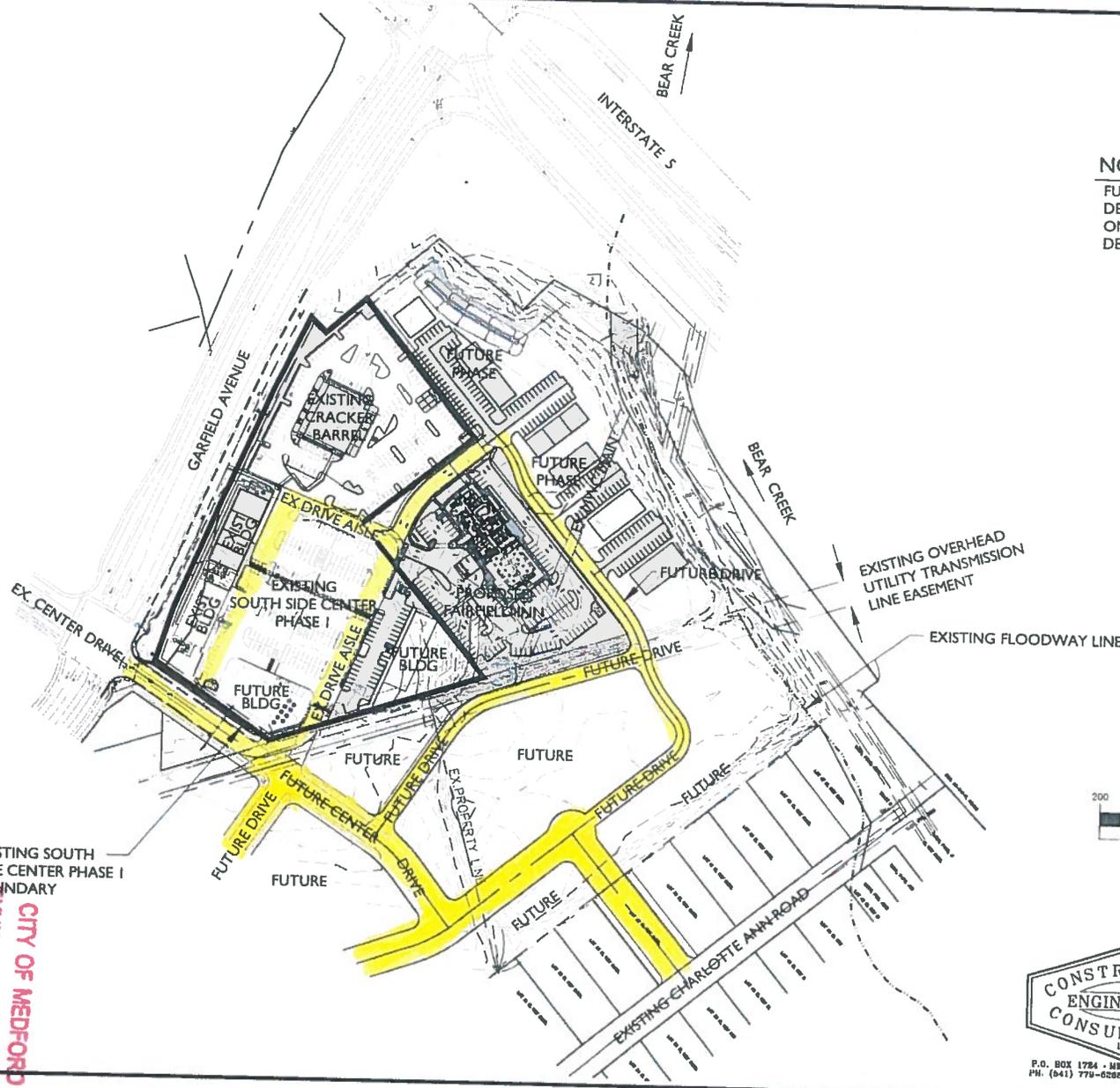
RECEIVED

APR 02 2019

PLANNING DEPT.

NOTES:

FUTURE DEVELOPMENT & ROAD ALIGNMENTS ARE INTENDED TO DEPICT POSSIBLE FUTURE CIRCULATION AND ARE CONCEPTUAL ONLY. FINAL LAYOUT TO BE DETERMINED WITH FUTURE DEVELOPMENT PHASES.



GRAPHIC SCALE



(IN FEET)
1 inch = 200 ft.



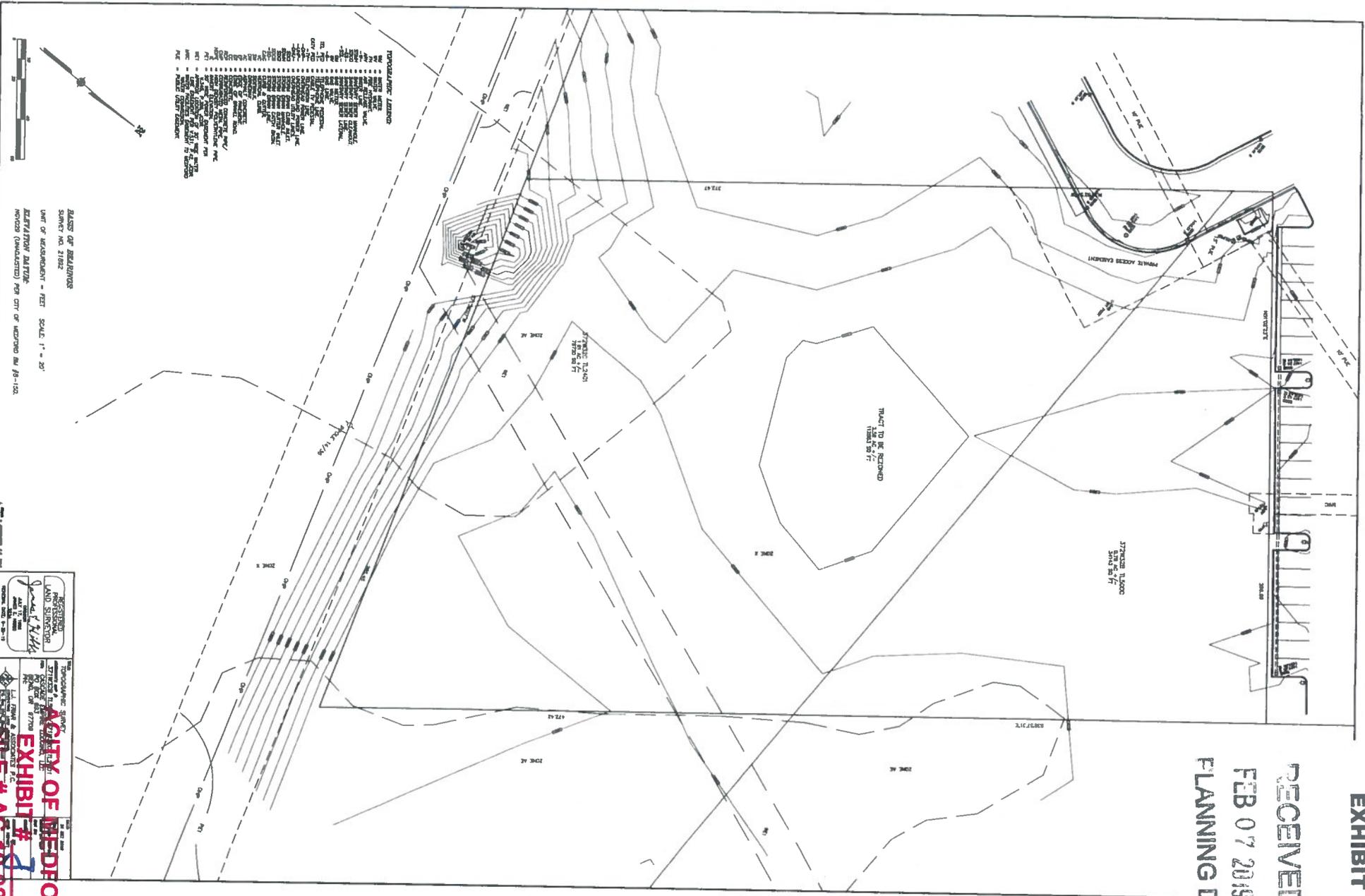
P.O. BOX 1784 • MEDFORD, OREGON 97501
PH. (541) 778-6285 FAX (541) 778-9139

CONSTRUCTION ENGINEERING CONSULTANTS, INC.
SOUTH SIDE CENTER
 CONCEPTUAL FUTURE CIRCULATION EXHIBIT
 APR 02 2019
 PLANNING DEPT.

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APR 02 2019	1 OF 1

EXHIBIT # 1
CITY OF MEDFORD
APR 19 0 24

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PROPOSED LAYOUT

1. 1" = 20' SCALE
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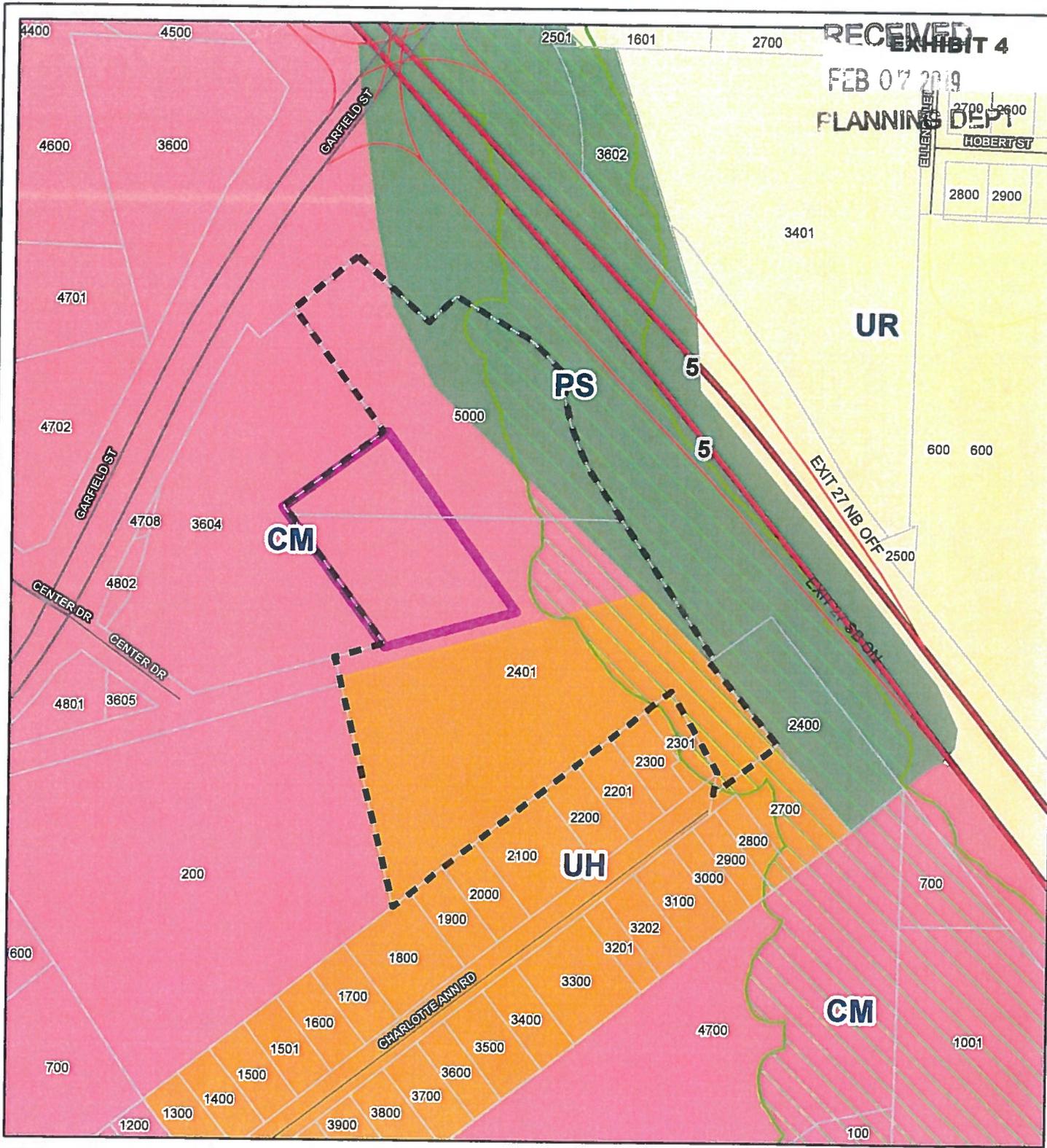
BASIS OF MEASUREMENTS
 SOURCE NO. 21822
 UNIT OF MEASUREMENT = FEET SCALE 1" = 20'
 MEASUREMENT DATE
 NOTES (REVISIONS) PER CITY OF MEDFORD MAP 25-122

REGISTERED PROFESSIONAL LAND SURVEYOR
 David J. N. N. N.
 License No. 12345
 State of Massachusetts
 Commission Expires 12-31-19

ENGINEERING REPORT
 PREPARED FOR: [Client Name]
 PROJECT: [Project Name]
 DATE: [Date]
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 SCALE: [Scale]

CITY OF MEDFORD
EXHIBIT # 1
SITE # AC 19-024

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	Subject		CM
	Tax Lots		PS
	Lease Project Area		UH
			UR
			Greenways

General Land Use Plan (GLUP) Map

Cascade Empire Lodging, LLC
 Site Plan and Architectural Review
 for the Fairfield Inn & Suites by Marriott
 37-1W-32B tax lot 5000 &
 37-1W-32C tax lot 2401



CSA Planning LTD



ACITY OF MEDFORD
EXHIBIT # ✓
FILE # AC-19-004



300 150 Feet

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EXHIBIT # 195

PLANNING DEPT

HOBERT ST

ELLENDALE

SFR-10

SFR-4

P-1

SFR-00

C-R

C-R

SFR-4

C-H

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5

EXIT 27 NB OFF
EXIT 27 SPOON

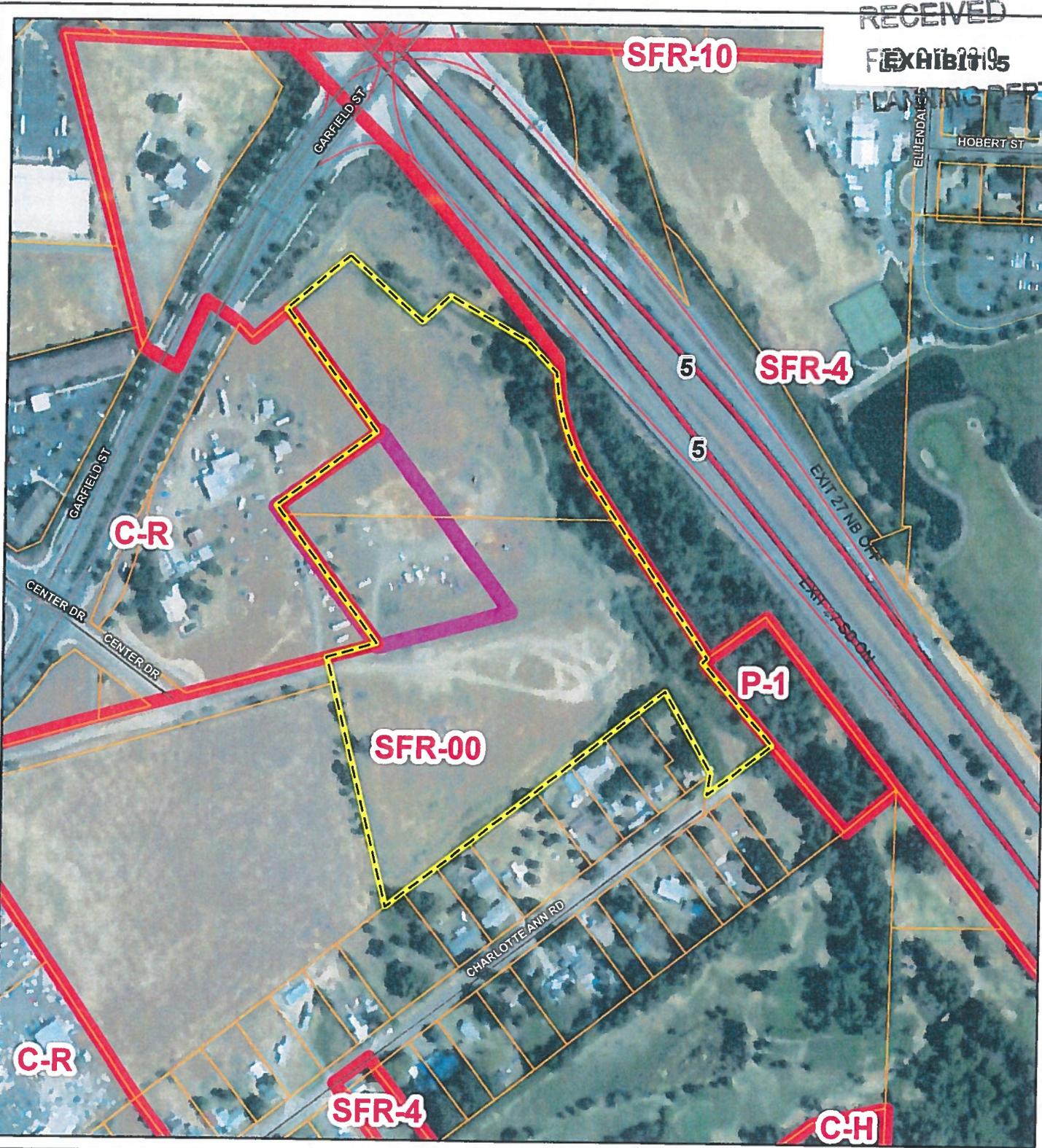
GARFIELD ST

GARFIELD ST

CENTER DR

CENTER DR

CHARLOTTE ANN RD



-  Subject
-  Tax Lots
-  Medford Zoning
-  Lease Project Area

Zoning Map

2016 Aerial

Cascade Empire Lodging, LLC
 Site Plan and Architectural Review
 for the Fairfield Inn & Suites by Marriott
 37-1W-32B tax lot 5000 &
 37-1W-32C tax lot 2401



ACITY OF MEDFORD

EXHIBIT # 195

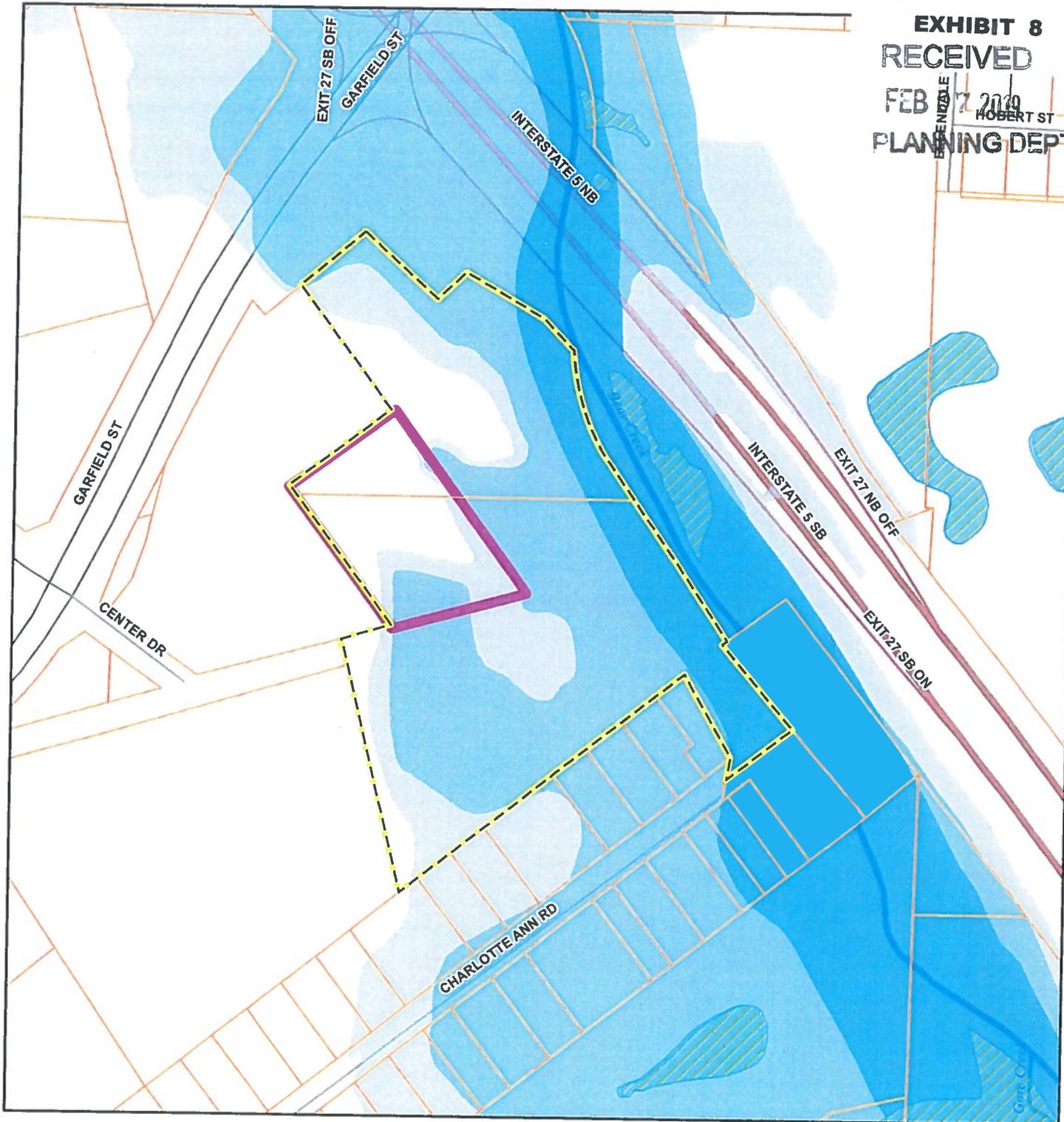
FILE # AC-19-024

300 150 300 Feet



CSA Planning LTD

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	Subject		Applegate, Rogue, Bear Creek
	Tax Lots		Named Streams
	Lease Project Area	FEMA Flood Zones	
	Wetlands		1% Annual Chance Flood Hazard
	Lakes & Ponds		0.2% Annual Chance Flood Hazard
			Floodway

CSA Planning, Ltd.

Wetlands and Floodplain Map

Cascade Empire Lodging, LLC
 Site Plan and Architectural Review
 for the Fairfield Inn & Suites by Marriott
 37-1W-32B tax lot 5000 &
 37-1W-32C tax lot 2000

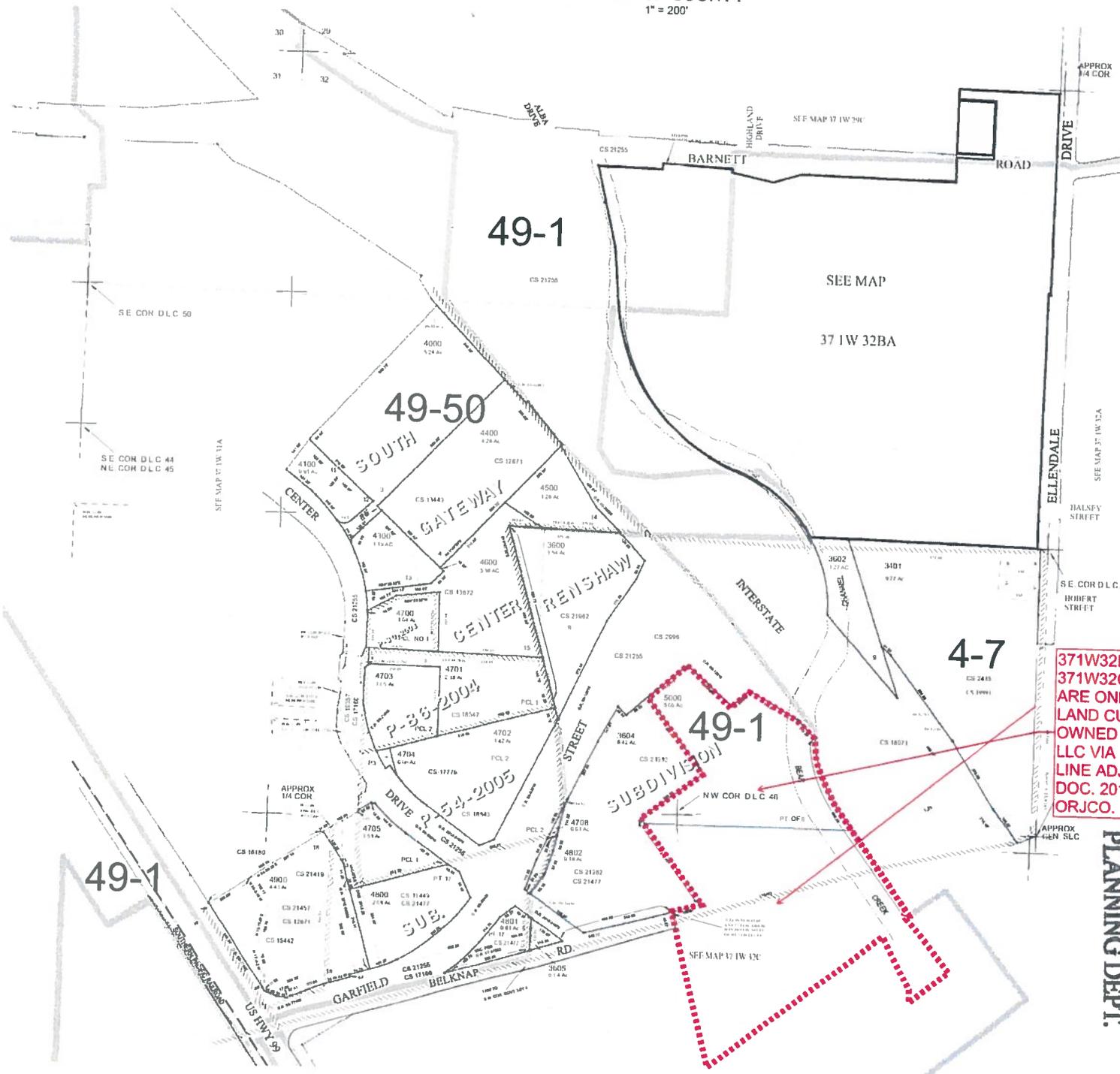
AGITON MEDFORD
EXHIBIT #
FILE # AC-19-024

300 150 0 300 Feet

FOR ASSESSMENT AND TAXATION ONLY

N.W.1/4 SEC.32 T.37S. R.1W. W.M.
JACKSON COUNTY
1" = 200'

371W32B
MEDFORD



CANCELLED TAX LOT NUMBERS
2001 ADDED TO 3600
1400 ADDED TO 3601
1500 ADDED TO 3400
1601 ADDED TO 1401
1603 ADDED TO 603
3900 REMAPPED TO 371W31A-4100
3901 ADDED TO 371W31A-1500
4300 ADDED TO 4100
4706 ADDED TO 371W31A-4101
4707 ADDED TO 371W31A-4101

371W32B TL5000 &
371W32C TL2401
ARE ONE TRACT OF
LAND CURRENTLY
OWNED BY NASH,
LLC VIA PROPERTY
LINE ADJUSTMENT
DOC. 2016-015303,
ORCO.

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MAR 20 2019
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371W32B
MEDFORD
DOR CONVERSION September 21, 1999
REV April 25, 2018

Page 70

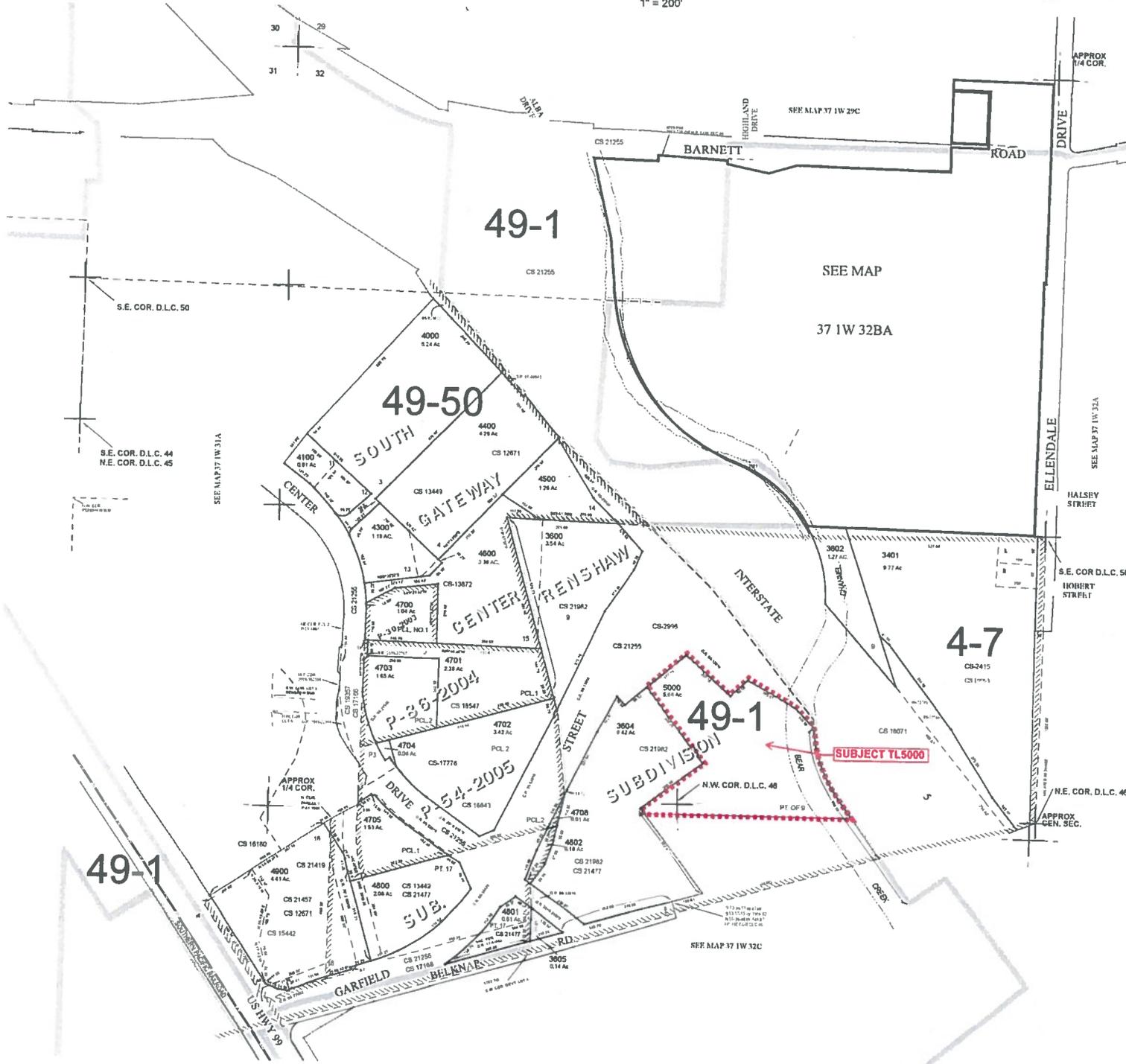
CITY OF MEDFORD
EXHIBIT # N
10-3
File # AC-19-024
E-19-05

FOR ASSESSMENT AND TAXATION ONLY

N.W.1/4 SEC.32 T.37S. R.1W. W.M.
JACKSON COUNTY
1" = 200'

EXHIBIT 6

371W32B
MEDFORD



CANCELLED TAX LOT NUMBERS
 2901 ADDED TO 3600
 3400 ADDED TO 3601
 3500 ADDED TO 3400
 3601 ADDED TO 3401
 3603 ADDED TO 603
 3900 REMAPPED TO 371W31A-4100
 3901 ADDED TO 371W31A-1500
 4200 ADDED TO 4100
 4706 ADDED TO 371W31A-4101
 4707 ADDED TO 371W31A-4101

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 PLANNING DEPT
 371W32B
 MEDFORD
 DUR CONVERSION September 21, 1999
 REV April 25, 2018

Page 71

ACITY OF MEDFORD
 EXHIBIT # N 2043
 FILE # AC-19-024

GIS DATA
 AND CS # R1020270
 DATA SIG

TELEPHONE
541-772-2782

JAMES E. HIBBS, PLS



L.J. FRIAR & ASSOCIATES P.C.

CONSULTING LAND SURVEYORS

P.O. BOX 1947
PHOENIX, OR 97535

EXHIBIT 7
RECEIVED

FAX
541-772-0400
FEB 07 2019

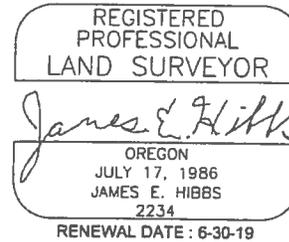
l/jfriar@charter.net
PLANNING DEPT

LEGAL DESCRIPTION

Commencing at the Northeast corner of Donation Land Claim No. 46, Township 37 South, Range 1 West, Willamette Meridian, Jackson County, Oregon; thence South 72°35'51" West (record South 72°54' West), 41.80 feet; thence South 50°57'13" West, 1358.02 feet (record South 51°16' West, 1360.2 feet) to the Southwest corner of Parcel 2 per Volume 365, Page 352, Jackson County Deed Records; thence along the West line thereof, North 15°26'46" West (record North 15°09' West), 541.83 feet to the Northeast corner of Belknap Road; thence North 71°32'07" East, 109.81 feet to the true point of beginning; thence North 38°52'57" West, 372.47 feet; thence North 51°02'23" East, 266.89 feet; thence South 38°57'31" East, 472.42 feet; thence South 71°32'07" West, 285.45 feet to the true point of beginning. Containing 112863 square feet, or 2.59 acres, more or less.

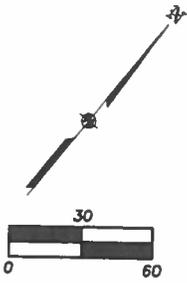
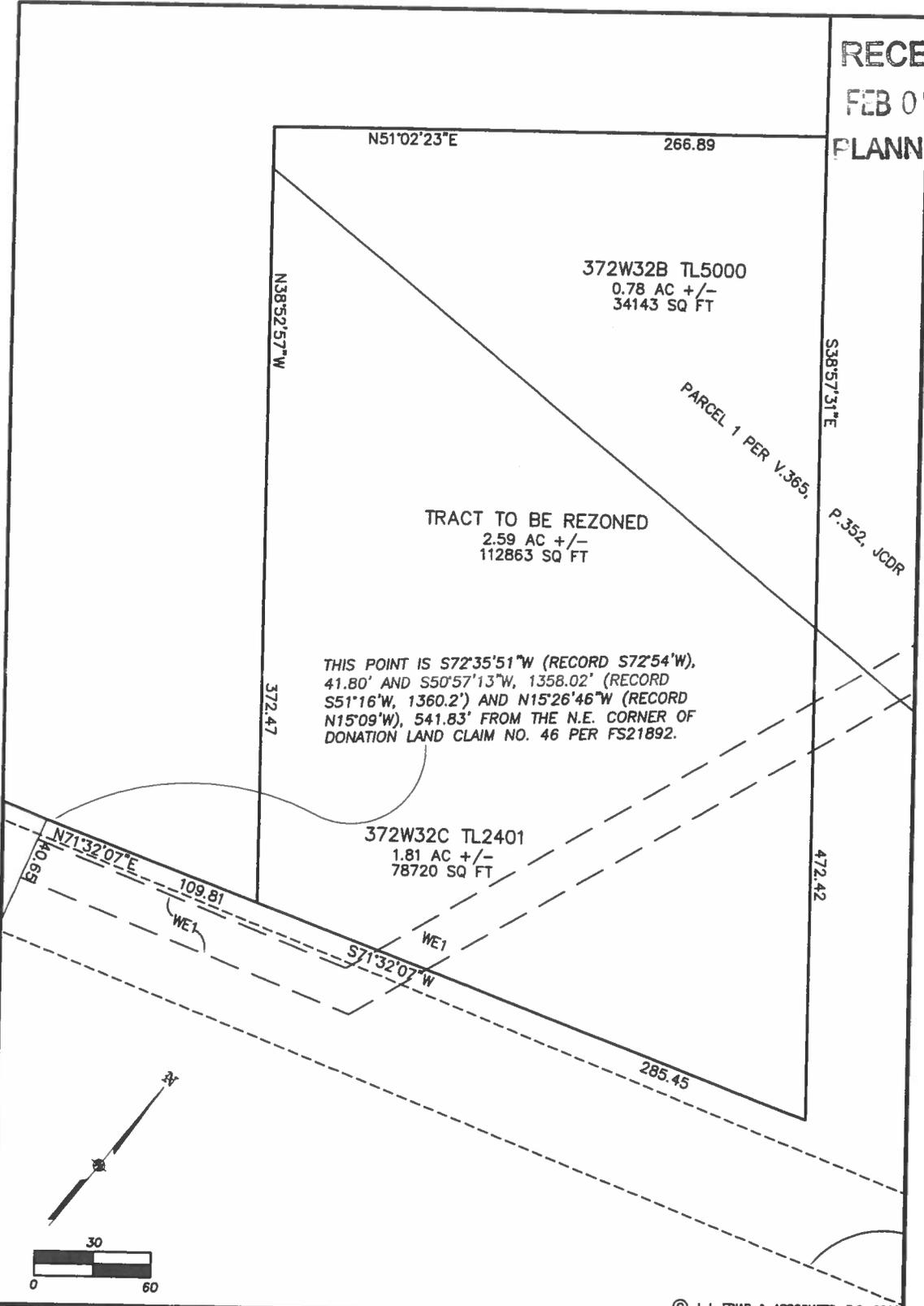
Basis of Bearings: Survey No. 21982.

TRACT TO BE ZONE CHANGED
(NEW HOTEL TRACT)
Galpin Gang, LLC
15-217
October 8, 2018



ACITY OF MEDFORD
EXHIBIT # 0 *10/2*
FILE # AC-19-024

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© L.J. FRIAR & ASSOCIATES, P.C. 2018

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

James E. Hibbs

OREGON
 JULY 17, 1986
 JAMES E. HIBBS
 2234

RENEWAL DATE: 6-30-19

TITLE: TRACT TO BE REZONED

ASSESSOR'S MAP #: 371W32B TL5000/372W32C TL2401

FOR: GALPIN GANG, LLC
 744 CARDLEY, SUITE 100
 MEDFORD, OR 97504

DATE:
 13 DEC 2018

SCALE:
 1 inch : 60 feet

DRAWN BY: JEH.
 CHK BY:

ORIGIN:

ROTATION: 38°
 JOB#: 15217FM

 L.J. FRIAR & ASSOCIATES P.C.
 CONSULTING LAND SURVEYORS
 P.O. Box 1947, Phoenix, OR 97535
 Phone: (541) 772-2782
 Email: lfriar@charter.net

CITY OF MEDFORD
 EXHIBIT # 02022
 FILE # AC-19-024



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EXHIBIT 11
FEB 07 2019
PLANNING DEPT.

P.O. BOX 1724 • MEDFORD, OR 97501 • PH (541) 779-5268

January 14, 2019

CSA Planning, Ltd.
4497 Brownridge, Suite 101
Ashland, Oregon 97504

Attn: Jay Harland

RE: South Side Center, Proposed Fairfield Inn & Suites by Marriott

Dear Jay,

Attached please review the slope analysis map for the project. Please note that the proposed hotel lease area has a small area of slopes greater than 15% which appear to be manmade. Additionally, none of the proposed paving or building improvements are located on slopes greater than 15%.

If you have any questions, comments, or need additional information, please feel free to give me a call.

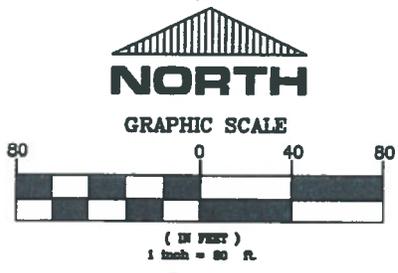
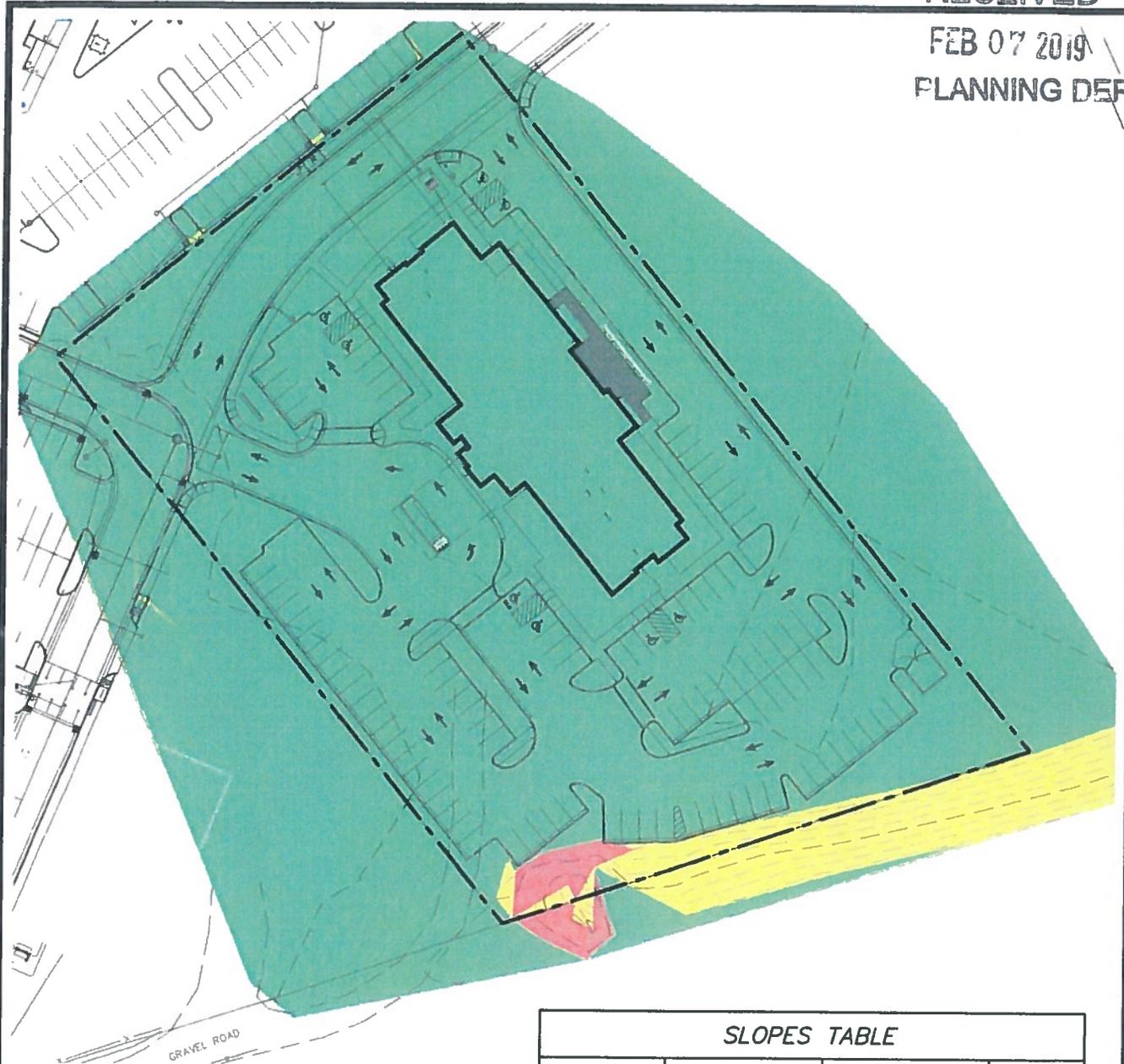
Sincerely,

Mark Kamrath, President
Construction Engineering Consultants, Inc.

ACITY OF MEDFORD
EXHIBIT # P 1 of 2
FILE # AC-19-024

121

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SLOPES TABLE			
NUMBER	MIN SLOPE	MAX SLOPE	COLOR
1	0%	15%	
2	15%	35%	
3	35%	100%	



P.O. BOX 1724 • MEDFORD, OREGON 97501
 PH. (541) 779-5288

CITY OF MEDFORD	
MARRIOT CIVIL IMPROVEMENTS SLOPES ANALYSIS	PROJECT NO. -
	EXHIBIT A.1

CITY OF MEDFORD
 EXHIBIT # P 20FZ
 FILE # AC-19-024

BEFORE THE SITE PLAN AND ARCHITECTURAL REVIEW COMMISSION

FOR THE CITY OF MEDFORD

JACKSON COUNTY, OREGON

IN THE MATTER OF AN APPLICATION)
FOR SITE PLAN AND)
ARCHITECTURAL REVIEW FOR A)
NEW 92 ROOM FAIRFIELD INN &)
SUITES BY MARRIOTT AND AN)
EXCEPTION TO HEIGHT STANDARDS)
ON REAL PROPERTY IDENTIFIED AS)
TAX LOTS 2401 AND 5000 TOWNSHIP)
37, RANGE 1W, SECTIONS 32B AND)
32C, WITHIN THE INCORPORATED)
BOUNDARY OF THE CITY OF)
MEDFORD, OR)
Owners: Nash LLC)
Applicant: Cascade Empire Lodging)
LLC)

FINDINGS OF FACT AND
CONCLUSIONS OF LAW

Applicants' Exhibit 2

I

NATURE AND SCOPE OF THE APPLICATION

The Applicant, Cascade Empire Lodging, LLC, seeks Site Plan and Architectural Review approval for a 92 room hotel. The proposed overnight accommodation, Fairfield Inn & Suites by Marriott will expand Medford's offering of quality travelers' accommodations.

The exterior of the four-story hotel building is designed with varied materials and finishes, roof heights, and color panels. A one-story porte cochere and entry vestibule welcome guests and offers a lounge/lobby area adjacent to the registration area. The small conference area opens off the entry pavilion and offers a multi-use room that can be used as a meeting area. The 92 guest rooms include King, Double Queen, and Suites. A swimming pool, fitness center, business center, guest lounge and breakfast area complete the facility.

Applicant also seeks approval of an exception to the site development standards in Article V Section 10.721 Commercial and Industrial Site Development Standards. The exception being sought is to the maximum building height of 35 feet within the Regional Commercial (C-R) zoning district when the structure is within 150 feet of a residential zoning district boundary. The 2.59 acre lease area is part of a larger 16.61 acre parcel zoned Single Family Residential (SFR-00). The lease area is requesting a zone change from SFR-00 to C-R and is proposing a building height of 45 feet. The building will be approximately 144 feet from the south lease area boundary (SFR-00) and approximately 51 feet from the east lease area boundary (SFR-00).



II

EVIDENCE SUBMITTED WITH THE APPLICATION

Applicant herewith submits the following evidence with its application:

- Exhibit 1.** Signed and Completed Site Plan and Architectural Review Application Form with Authorization from the current property owner Nash, LLC and Applicant Cascade Empire Lodging, LLC
- Exhibit 2.** These proposed findings of fact and conclusions of law, demonstrating how the application complies with the applicable criteria (this document)
- Exhibit 3.** Demonstration of Compliance with Applicable Development Standards and Applicable Conditions of Approval
- Exhibit 4.** General Land Use Plan Map
- Exhibit 5.** Zoning Map
- Exhibit 6.** Assessment Maps - 371W32B and 371W32C showing property location.
- Exhibit 7.** Survey and Map of Lease Area L.J. Friar & Associates December 13, 2018
- Exhibit 8.** Wetlands and Floodplain Map
- Exhibit 9.** Hydrology Report Construction Engineering Consultants Inc. April 13, 2017
- Exhibit 10.** Topographic Survey L.J. Friar & Associates, P.C. December 21, 2018 by
- Exhibit 11.** Slope Analysis Letter and Map Construction Engineering Consultants Inc. January 14, 2019 by Construction Engineering Consultants, Inc.
- Exhibit 12.** Project Design Plans
 - SP-1 SPAC Title Sheet Overall Plan
 - SP-2 SPAC Site Plan
 - SP-3 Conceptual Drainage Plan Conceptual Utility Plan
 - L-1 Landscape Plan
 - E100 Site Lighting Plan
- Exhibit 13.** Building Elevations with Materials and Colors
 - A100 First Floor / Lobby Level Plan
 - A200 Exterior Elevations
 - A201 Exterior Elevations

III

RELEVANT SUBSTANTIVE APPROVAL CRITERIA

The following are the relevant substantive criteria prerequisite to approving Site and Plan Review application:

MLDC 10.200 SITE PLAN AND ARCHITECTURAL REVIEW CRITERIA

(D) Site Plan and Architectural Review approval and a development permit shall be required prior to the application for a building permit.

(E) Site Plan and Architectural Review Approval Criteria.

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

(a) The proposed development is compatible with uses and development that exist on adjacent land, and

(b) 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 Section 10.186.

10.186 Exception

(A) Exception, Purpose.

The purpose of this section is to empower the approving authority to vary or adapt the strict application of the public improvement and site development standards as contained in Article III, Sections 10.349 through 10.361, and 10.370 through 10.385, as well as Articles IV and V of this chapter. Exceptions may be appropriate for reasons of:

(1) exceptional narrowness or shape of a parcel; or

(2) exceptional topographic conditions; or

(3) extraordinary and exceptional building restrictions on a piece of property; or

(4) if strict applications of the public improvement or site development standards in the above-referenced Articles would result in peculiar, exceptional, and undue hardship on the owner.

(B) Criteria for an Exception.

No exception, in the strict application of the provisions of this chapter, shall be granted by the approving authority having jurisdiction over the land use review unless it finds that all of the following criteria and standards are satisfied. The power to authorize an exception from the terms of this code shall be sparingly exercised. Findings must indicate that:

(1) The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located, and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources. The approving authority shall have the authority to impose conditions to assure that this criterion is met.

(2) The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located.



(3) There are unique or unusual circumstances which apply to this site which do not typically apply elsewhere in the City, and that the strict application of the standard(s) for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner.

(4) The need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards of this code. It must result from the application of this chapter, and it must be suffered directly by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result.

IV

FINDINGS OF FACT

1. **Property Description, Size and Ownership:** The subject development is planned on a 2.59 acre lease area out of a 16.61 acre property. The property consists of two Tax Lots described as Tax Lot 5000 (371W32B) and Tax Lot 2401 (371W32C). The lease/project area lies within both Tax Lots which crosses a quarter section line of Map 371W32. The property, Tax Lots 5000 and 2401, are in the ownership of Nash, LLC.
2. **Zoning Map Designation:** The lease/project area is currently being rezoned under file ZC-18-190 from Single Family Residential (SFR-00) to Regional Commercial (C-R). See Exhibit 5.
3. **Medford General Land Use Plan Map Designation:** The General Land Use Map designation is Commercial (CM). See Exhibit 4. The land to the east of the lease area is zoned SFR-00, which is a "holding zone" but the GLUP map designation is commercial. Land to the South is also zoned SFR-00, but again, there is a narrow strip of commercial GLUP to the south before the Urban High Density residential begins.
4. **Previous Applications and Approvals:** A Zone Change Application was submitted December 18, 2018 requesting a zone change of the lease/project area from Single Family Residential (SFR-00) to Regional Commercial (C-R). The application is currently under review, Planning File No. ZC-18-190.
5. **Existing and Abutting Uses:**
 - North:** Land northwest of the project site is zoned C-R and developed with the South Side Center commercial development. Businesses within this development include Cracker Barrel Old Country Store and Restaurant, MOD Pizza, Five Guys and Chipotle Mexican Grill. To the north and across Garfield Street commercial development includes Starbucks Coffee, Panda Express and other similar franchise businesses. Multi-story buildings with the area and north of the subject site include SpringHill Suites and TownPlace Suites both by Marriott and the Rogue Federal Credit Union. Land adjacent and to the northeast of the project area is currently undeveloped.

East: Land to the east is zoned SFR-00 and consists of vacant land that is also adjacent to Interstate Highway 5. Bear Creek lies along a portion of the east property boundary of Tax Lot 5000 and along the east property boundary of Tax Lot 2401.

South: Land adjacent and south of the lease/project area is zoned SFR-00 and is vacant and is not currently planned for development. Land further south and adjacent along the south property boundary of Tax Lot 2401 is developed residentially and identified as the "The Charlotte Ann Residential District".

West: Land adjacent and west of the lease/project area is zoned C-R and is currently vacant. Land off the northwest corner of the lease/project area is zoned C-R and developed as the South Side Center commercial area.

Project Description and Design Elements: The design of the project is a standard modern hotel project. The rooms face out from an interior hallway that can be accessed via stairwells on each end and an elevator in the middle. Color palette and fenestration balances compatibility on the regional commercial area with design that attracts some attention for marketing purposes. See Exhibits 12 and 13 for plans and elevations.

- a. **Building Size:** Building Footprint is 12,710 square feet. Gross building square footage is 51,198 square feet.
- b. **Number of rooms:** There are 11 units planned for the first floor and 27 units for the upper 3 floors for a total of 92 units and 4 floors.
- c. **Height:** The hotel is designed as a four-story structure with an average roof height of 45 feet.
- d. **Building Setbacks to Lease/Project Area Boundary**
 - North:** 73.9 feet +/-
 - East:** 51.4 feet +/-
 - South:** 144 feet +/-
 - West:** 120 feet +/-

(distances are approximate)
- e. **Building Setbacks to Property Line of Tax Lots 5000 and 2401**
 - North:** 73.9 feet +/-
 - East:** 393 feet +/-
 - South:** 503 feet +/-
 - West:** 120 feet +/-

(distances are approximate)



f. Building Setbacks to nearest property not owned by Lessor

North: 576 feet +/- to tax lot 4702 371W32B

East: 393 feet +/- to Bear Creek Greenway

South: 503 feet +/- to tax lot 2300 371W32C

West: 318 feet +/- to tax lot 200 371W32C

(distances are approximate)

g. Parking and Bicycles

The proposed design includes 102 vehicle parking spaces in a lot that surrounds the building on three sides. Included are 6 handicap accessible spaces located near the front and side entrances and 4 spaces for employee parking.

There are 10 bicycle spaces provided for employees and guests. Exact location of the bicycle parking will be determined at a later time and prior to construction. Bicycle parking will be located to be well lighted and in a secure location within 50 feet of well used entrances in compliance with the bicycle parking facilities general design requirements. See, Exhibit 12 Project Design Plans Sheet SP-2.

6. Site Access

The project site is connected to Garfield Street, a Major Arterial Road, by way of internal drive aisles within the South Side Center commercial area. The existing drive aisle adjacent to the project site will be extended along the lease/project area north boundary to provide access to the proposed development from both the northwest and northeast entrances. The property is easily accessible from the I-5 South Medford Interchange. There are no adjacent transit stops serving this area.

7. Site Description:

a. Condition and Topography: The subject site is vacant and level with very little slope. City "slopes map" indicates slopes over 15 percent. Exhibit 11 from Applicant's engineer indicates that the site does not contain slopes over 15 percent in any part of hardscape development area.

b. Vegetation: The site has little vegetation consisting of field grasses.

c. Hydrology and Wetlands: Bear Creek lies to the east of the subject lease/project area. The subject area lies outside of the creek, the floodway and the riparian setback.

8. Storm Water Facilities

A detention and water quality report detailing the detention facility and structure has been completed for the South Side Center commercial development to the northwest of the proposed hotel. The proposed project development will connect to the existing Storm Drain system which empties into the existing Storm Water Facility. See, Exhibits 9 Hydrology Report and 12 Project Design Plans Sheet SP-3.

9. Landscape Design Concept

Mixed plantings of evergreens & deciduous species are used that will show flowering throughout the season with an added accent on fragrance. All plant materials were chosen for appropriateness to the North West and the Rogue Valley.

The use of lawn has been eliminated for ease in maintenance and to conserve water and instead uses reed grasses and ground covers. Broad spreading shade trees are used to provide maximum shade throughout the parking areas. These shade trees help reduce the overall ambient temperature and reflectivity from the sun and are used to accentuate and define space around the hotel. *See*, Exhibit 12 Sheet L-1.

10. Site Lighting

The applicant proposed to install 25-foot pole lighting within the parking lot matching the lighting approved and being installed at the surrounding commercial development. Walkways will be lit with bollard lights. *See*, Exhibit 12 Sheet E100.

11. Preliminary Signage Description

Applicant has prepared a preliminary signage plan to show feasibility with respect to proposed hotel signage. Two wall signs are proposed on the north and south façades. A wall sign is proposed on the front elevation facing west. A monument sign is proposed at the private drive aisle entrance. *See*, Exhibit 13 building elevations for sign locations. Final signage plans will be submitted for review and approval prior to issuance of certificate of occupancy.

12. Fencing

No fencing is proposed.

V

CONCLUSIONS OF LAW

The Applicant herewith offers the following conclusions to the relevant substantive criteria prerequisite to approving Site Plan and Architectural Review:

10.200 Site Plan and Architectural Review

(E) Site Plan and Architectural Review Approval Criteria

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

Criterion 1

(a) The proposed development is compatible with uses and development that exist on adjacent land, and



Conclusions of Law: Based upon the Findings of Fact in Section IV and the Exhibits in Section II, SPAC concludes that the subject development is proposed as a 4-story hotel with a building height of 45 feet. Similar multi-story development on adjacent land and in the surrounding commercial area within one half mile of the proposed development include Springhill Inn & Suites, TownPlace Suites, Holiday Inn Express, Rogue Federal Credit Union and the Medford Armory. Large format commercial development includes Walmart, Fred Meyer and Harbor Freight. Numerous smaller commercial businesses include various restaurants, Harry and David Country Store, and Southern Oregon Ice Rink. These businesses, in addition to having similar uses and design features, also have parking lot areas to accommodate peak demands. Applicant contends that the proposed development and use is not dissimilar in design and scale to uses on adjacent and surrounding land in close proximity to the proposed use. Accordingly, SPAC concludes this development is compatible with nearby uses and development.

* * * * *

Criterion 2

(b) 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 Section 10.186.

Conclusions of Law: SPAC herewith incorporates and adopts Applicant's Exhibit 3 Compliance with Applicable Development Standards, and concludes accordingly, that the proposed development complies or can be made to comply through conditions of the approval. Applicant has also applied for an exception to the height limitation of 35 feet within the C-R zoning district when the structure is within 150 feet of a residential zone. The criteria and findings for approval of an exception are herein described below at Criterion 3.

* * * * *

Criterion 3

10.186 Exception

(A) Exception, Purpose.

The purpose of this section is to empower the approving authority to vary or adapt the strict application of the public improvement and site development standards as contained in Article III, Sections 10.349 through 10.361, and 10.370 through 10.385, as well as Articles IV and V of this chapter. Exceptions may be appropriate for reasons of:

- (1) exceptional narrowness or shape of a parcel; or
- (2) exceptional topographic conditions; or
- (3) extraordinary and exceptional building restrictions on a piece of property; or
- (4) if strict applications of the public improvement or site development standards in the above-referenced Articles would result in peculiar, exceptional, and undue hardship on the owner.

(B) Criteria for an Exception:

No exception, in the strict application of the provisions of this chapter, shall be granted by the approving authority having jurisdiction over the land use review unless it finds that all of the following criteria and standards are satisfied. The power to authorize an exception from the terms of this code shall be sparingly exercised.

Findings must indicate that:



- (1) The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources. The approving authority shall have the authority to impose conditions to assure that this criterion is met.

Conclusions of Law: SPAC concludes the proposed development of the hotel is a permitted use within the Regional Commercial zone. Lands to the north and west of the subject lease area are presently zoned Regional Commercial and are developed with, but not limited to, other multi-story hotels and structures. The proposed development is consistent with the design and scale of other permitted hotels and uses on the surrounding land zoned Regional Commercial. The proposed lease area is sited on a larger parcel adjacent to Bear Creek and the Bear Creek Greenway. The development is located outside the creek, its floodplain and riparian setback area as illustrated at Exhibit 12 Sheet SP-1 Overall Plan and will not affect this adjacent natural resource. The purpose of the height restriction, within 150-feet of residential zoning, is intended to deal with use compatibility issues but this issue is not relevant for an SFR-00 which is a holding zone and exists in a location that is GLUP mapped Commercial and where the future re-zonings consistent with the Comprehensive Plan are likely to eliminate the height restriction setback issue.

- (2) The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located.

Conclusions of Law: SPAC concludes that an application requesting a zone change to Regional Commercial for the subject 2.59 area lease area has been submitted under File ZC-18-190 and that the subject application can only be approved once the zone change is approved. Once the zone change is approved, hotels and motels are a permitted use within the C-R zoning district. This criteria for an exception is met.

- (3) There are unique or unusual circumstances which apply to this site which do not typically apply elsewhere in the City, and that the strict application of the standard(s) for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner.

Conclusions of Law: SPAC concludes that unique and unusual circumstance applicable to this property is the result of a mapping oddity wherein the City has no "holding zone" for commercial designations and has applied a "residential" holding zone to land that is GLUP mapped commercial around the site. Future re-zonings consistent with the GLUP map will eliminate the problem. To the south, a 6-foot strip of commercial zoning would eliminate the height restriction (probably within a drive aisle) and to the west all the land is GLUP mapped Commercial and future rezonings will eliminate the height restriction that direction as well. Medford demands rezonings demonstrate facility adequacy. Commercial land uses require extensive facility adequacy analysis with respect to transportation because they generate a lot of trips. It is a peculiar, exceptional and undue hardship to not allow the subject property to be built out to the standard height requirements only because additional land not intended for immediate development is not already rezoned consistent with the Comprehensive Plan. It is a peculiar, exceptional and undue hardship to restrict the height of the proposed development strictly due to a regulatory timing issue or else complete extensive facility adequacy analysis that is off-site and is not associated with the actual development proposed.

- (4) The need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards of this code. It must result from the



application of this chapter, and it must be suffered directly by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result.

Conclusions of Law: SPAC concludes that the lease/project area is vacant as well as is the larger parcel that the lease area has been established within and that the lease area is affected directly by the oddity of the City's holding zone mapping scheme that is not aligned with the commercial GLUP map designations that surround the property. Applicant is seeking an exception to the building height which limits buildings within the C-R zoning district to 35 feet if they are within 150-feet of a residential zone. The exception is neither the result of an illegal act nor the result of the property owner or applicant being unaware of the requirements of this code. Applicant is requesting the exception to allow a hotel which is 10-feet taller than what is permitted by this code when such building is within 150-feet of a residential zone. The Regional Commercial zone presently exists at the north and west property boundary of the subject lease area. The residential zone exists along the east and south property boundary of the lease area. The use and request for an exception to the building height is not dissimilar to other like uses within one-half mile of the proposed development and the purpose of the regulation is not served where future rezonings that are consistent with the GLUP Map for the area will eliminate the height restriction.

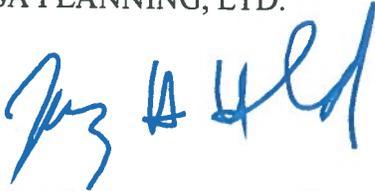
VI

ULTIMATE CONCLUSION

Based upon the record and the foregoing findings of fact and conclusions of law, it is concluded that the application is consistent with the requirements of all of the relevant substantive approval criteria which have been addressed hereinabove.

Respectfully submitted on behalf of Applicant.

CSA PLANNING, LTD.



Jay Harland
President

February 6, 2019

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APPLICANT'S EXHIBIT 3

DEMONSTRATION OF COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS

Medford Land Development Code ("MLDC"). The relevant approval standards are recited verbatim below:

10.328-1 Regional Commercial, C-R

The C-R zone provides land for the development of those service and commercial uses which serve shoppers from the surrounding region as well as from the local community. The C-R zone shall be located in areas served by adequate regional and local street systems to avoid the impact of regional traffic using neighborhood streets.

Compliance with Standards: The proposed Fairfield Inn & Suites by Marriott, a 4 story 51,198 square foot motel, will provide quality accommodations for travelers to the Rogue Valley. The motel is located in an area that is developed with two other motels by Marriott and other commercial uses including the South Side Center, Southgate Shopping Center, Harry and David Country Village and is just 2.2 mile from the Rogue Valley Mall which is accessed directly from Riverside Avenue a Major Arterial Street. Additionally, it is located in close proximity to the Rogue Valley Manor, three 9-hole golf courses and one 18-hole golf course, Medford Sports Park and the US Cellular sport fields. This motel will provide accommodations for sporting events as well as meeting the shopping needs of travelers and tourists.

10.550 Access Standards

(1) Driveway Throat Width Standards.

Driveways that connect to a public right-of-way shall be constructed according to the standards in Tables 10.550-1 and 10.550-2. See Figure 10.550-1 for driveway throat, flare and radius definitions.

For the purposes of this section, Minimum Access Easements and Alleys shall be considered driveways.

Table 10.550-1 - Driveway Throat Widths	
Street Classification	Land Use on Parcel to be served by Driveway
Arterial	COMMERCIAL
Greater than 1,000 ADT***	24 to 36* ft..

*Institutional uses shall be considered commercial uses for the purpose of this subsection.

***ADT = Average Daily Trips using the proposed driveway, determined from the latest version of the Institute of Transportation Engineering handbook based on the expected ultimate use of the site.

Compliance with Standards: The proposed project lease area does not front directly on any public street, but takes its access through the adjacent South Side Center drive aisle. The South Side Center has frontage on and direct access from Center Drive, a Major Arterial Street, by way of Garfield Street, also a Major Arterial Street. This standard is not applicable to the proposed project.

ACITY OF MEDFORD
EXHIBIT # R
FILE # AC-19-024



10.721 Commercial and Industrial Site Development Standards

The following standards apply to commercial and industrial development. See Article III, Sections 10.326 through 10.332 for detailed descriptions of each zoning district, and Section 10.337 for conditional, special, and permitted uses

COMMERCIAL AND INDUSTRIAL DEVELOPMENT		
Development Standard	C-R	Compliance
MINIMUM & MAXIMUM AREA FOR ZONING DISTRICT (ACRES)	None	-
MINIMUM LOT AREA (SQ. FEET)	15,000 SF	Complies - 112,820 SF Lease/Project Area by Survey
MAXIMUM COVERAGE FACTOR	40%	Complies Building Footprint = 12,710.68 112,820 SF= 11% of the Lease/Project Area
MINIMUM LOT WIDTH	70 feet	Complies - 266 feet+/- Lease/Project Area
MINIMUM LOT DEPTH	100 feet	Complies - 372 feet+/- Lease/Project area
MINIMUM LOT FRONTAGE	70 feet	Complies - 266feet+/-of frontage on the existing and proposed additional Drive Aisle located at the northwest Lease/Project Area Boundary
MINIMUM FRONT & STREET SIDE YARD BUILDING SETBACK	10 feet, EXCEPT 20 feet for vehicular entrances to garages or carports	Complies - Setbacks from the lease area boundary: Building setback from the Drive Aisle to the north is 73 feet+/- Building setback to the front or west is 120 feet +/-
MINIMUM SIDE & REAR YARD BUILDING SET BACK	None, EXCEPT ½ foot for each foot in building height over 20 feet	Complies – Setbacks from the lease area boundary requires 12.5 feet (45 feet – 20 feet = 25 feet x .5 = 12.5 foot setback) Building setback to the north side is 73 feet +/- and 120 feet+/- to the south side. Building setback to rear or east is 51 feet +/-
MAXIMUM BUILDING HEIGHT	85 feet, EXCEPT 35 feet if within 150 feet of a residential or Special Area Plan designation.	Applicant is seeking an Exception to the 35 foot Height Limitation to permit a 45 foot motel
MAXIMUM GROSS FLOOR AREA PER BUSINESS (SQ. FEET)	None	-
PERMITTED OUTDOOR USES	See Note 2	No unpermitted outdoor uses are planned.
Note 2: All uses, EXCEPT those customarily conducted outdoors, must be located completely within an enclosed building.		



Compliance with Standards: As illustrated on the site plan the proposed project complies with development standards above, with the exception to the 35-foot building height limitation when within 150 feet of a residential zone.

Applicant is seeking an exception to the building height limitation of 35 feet to allow a building height of 45 feet. The building height limitation applies when the structure is within 150 feet of a residential zoning district boundary. The proposed structure is within 150 feet at the south and east lease area boundary to the SFR-00 zone. The project is situated on a 2.59 acre lease area that is part of a larger parcel having an aggregate 16.61 acres, consisting of two tax lots that lie across a quarter section boundary. An application, ZC-2018-190, has been submitted requesting that the 2.59 acre lease/project area be rezoned to Commercial Regional (C-R). The remainder of the 16.61 parcel or 14.02 acres will retain the current zoning designation of SFR-00 but has a Comprehensive plan map designation of Commercial along the east and south lease area boundary. Standards for an Exception have been addressed in Applicants Findings of Fact Exhibit 2.

* * * * *

10.727 Excavation and Grading Permit

When an excavation and grading permit is required by this Chapter or by Chapter 9, the application for the permit shall be reviewed and approved by the City of Medford Building Safety Director or designee. When a permit is required, no grading or excavation shall occur prior to issuance. The permit shall not be issued until a grading plan pursuant to Section 10.728 has been reviewed and approved. Additional supporting data consisting of a soils engineering report and engineering geology report may also be required. The plans and specifications shall be signed and prepared by a registered engineer.

Compliance with Standards: Applicant will apply to the City of Medford Building and Safety Director for excavation and grading review and approval. No grading or excavation will occur prior to the issuance of the permit. This standard can and will be met.

* * * * *

10.728 Information to be Conveyed on the Grading Plan and in the Specifications

The proposed grading and drainage plan shall include the following information:

- (1) The general location of the work to be shown on a vicinity map.
- (2) The name and address of the owner/developer and the person who prepared the plans. The legal description for the property shall also be included.
- (3) Property limits and accurate contours of the existing terrain, utilizing contours at two-foot (2') intervals for slopes of less than fifteen percent (15%) and ten-foot (10') intervals for slopes exceeding fifteen percent (15%) and the location of existing drainage and direction of flow.
- (4) The plan shall also indicate, when applicable, all existing wetlands, existing natural streams, intermittent and permanent; areas of high, moderate and slight stability hazard; excessively steep slopes (15% to 35% & 35% and greater); flood-prone areas and designated flood plains, showing elevations of the 100-year flood and poorly drained areas; and areas previously used as a land fill.
- (5) Street improvements and existing and proposed public storm water facilities.



- (6) Finished contours to be achieved by the grading along with the proposed drainage channels and related construction. Areas of cut and fill shall be identified in a manner to be easily identifiable.
- (7) For grading and drainage plans concerning land development, the proposed lot configurations with finished elevations at all corners are to be shown. Proposed contours will indicate necessary grading for street improvements, delineating edge of earth work for sidewalk construction.
- (8) Detailed plans of all subsurface and surface drainage devices, walls, cribbing, dams, and other protective devices to be constructed with, or as part of the proposed work.
- (9) Location of any existing or proposed buildings or structures, including retaining walls, on the property where the work is to be performed, and the location of any proposed or existing buildings or structures, including retaining walls, on land adjacent to the project which are within 15 feet of any area affected by the proposed grading operations.
- (10) Specifications shall contain information covering construction and material requirements; describing, but not limited to, soil compaction requirements, measures to mitigate soil erosion along with the background computations made for the sizing of drainage facilities. The specifications shall describe the maintenance responsibilities of all private storm water systems.
- (11) Plans for depositing the excavated soil at a particular on-site location or transporting it from the site.

Compliance with Standards: A drainage plan has been submitted with this application for SPAC review and has been shown to comply with the above standards. A grading plan will be submitted as required.

* * * * *

10.729 Stormwater Quality and Detention Facilities, Private Property

B. Applicability. Stormwater quality and detention facilities shall be required for development and building permits, with the exception of single-family residences and duplexes, which meet any one (1) of the following conditions

- (1) Building permits for development that creates 5,000 square feet or more impervious surface; or
- (2) Building permits for development that adds or reconstructs 1,000 square feet or more of impervious surface, if that construction activity is part of a larger common plan of development that contains, or will contain, 5,000 square feet or more of impervious surface. A "common plan of development" means the overall plan for development of land, including any pre-existing development and approved plans for future development; or
- (3) Building permits for development that existed prior to adoption of City regulations requiring stormwater detention facilities that add or reconstruct 1,000 square feet or more of impervious surface. These shall provide stormwater detention for only the added or reconstructed portion; or
- (4) Subdivisions, partitions, or PUDs which will contain new private streets, Minimum Access Easements, or other easements creating 5,000 square feet or more of impervious surface.

C. Location. Stormwater detention facilities for development that does not include public rights-of-way, as per Section 10.486, shall be constructed on private property.

D. Construction and Maintenance Standards.

- (1) Stormwater detention facilities shall be constructed in conformance with Section 10.481, Improvement Standards Adopted.
- (2) Stormwater detention facilities for development that does not include public rights-of-way shall be privately maintained and shall have an *Operation and Maintenance Plan* approved by the City prior to construction of the



facility. An approved form of the *Operation and Maintenance Plan* is located in Appendix of the current adopted version of the *Rogue Valley Stormwater Quality Design Manual*.

(3) When the property owner will not be responsible for maintenance of the private stormwater detention facility or when there will be multiple responsible parties, an *Operation and Maintenance Agreement*, in a form acceptable to the Public Works Department and the City Attorney, shall be required, in addition to the *Operation and Maintenance Plan*.

Compliance with Standards: A Detention and Water Quality Report was prepared for the South Side Center development and adjacent lands in 2017 which outlines the detention and water quality calculations. The report has been submitted as Exhibit 9.

* * * * *

10.732 Fencing of Lots

(1) Fencing located within the front yard setback area of all zones, except the MFR zone, shall not exceed three (3) feet in height when measured from the grade of the street centerline. When within a MFR zone, a fence shall not exceed three (3) feet in height when located within ten (10) feet of a street right-of-way unless otherwise approved by the approving authority. (Effective Dec. 1, 2013.)

(2) Fencing located in the side or rear yards (when not a through-lot) shall not exceed eight (8) feet in height. Height shall be measured as follows:

(a) In required yards abutting a street, it shall be the effective height measured from the finished grade on the side nearest the street.

(b) In other required yards, it shall be the total effective height above the finished grade measured on the side nearest the abutting property.

(3) No fencing shall conflict with the site distance requirements of Section 10.735, Clear View of Intersecting Streets.

Compliance with Standards: No fencing is required or proposed. Landscaping will be installed along the perimeter boundary of the lease/project area in accordance with Exhibit 12 Sheet L1 Landscape Plan.

* * * * *

10.742 Off-Street Loading Standards

(1) Types of Loading Berths; Design. Required off-street loading space shall be provided in berths which conform to the following minimum specifications.

(a) Type "A" berths shall be at least 60 feet long by 12 feet wide by 15 feet high, inside dimensions with a 60-foot maneuvering apron.

(b) Type "B" berths shall be at least 30 feet long by 12 feet wide by 14 feet 6 inches high, inside dimensions with 30-foot maneuvering apron.

(2) Number of Loading Spaces Required: The following numbers and types of berths shall be provided for the specified uses. The uses specified below shall include all structures designed, intended or arranged for such use.

Use	Gross Floor Area (sq. ft.)	Berths Required	Type
b. Motel	25,000 – 150,000	1	B
	159,000 – 400,000	2	B

(3) Uses not specifically mentioned. In the case of a use not specifically mentioned, the requirements for off-street loading facilities shall be the same as the above mentioned use which, as determined by the Planning Director, is most similar to the use not specifically mentioned.

(4) Concurrent different uses. When any proposed structure will be used concurrently for different purposes, final determination of loading requirements will be made by the Planning Director but in no event shall the loading requirements be less than the total requirement for each use based upon its aggregate floor area.

(5) Location of required loading facilities. The off-street loading facilities required for the uses mentioned in this code shall be in all cases on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required off-street loading space be part of the area used to satisfy the off-street parking requirements.

(6) Manner of using loading areas. No space for loading shall be so located that a vehicle using such loading space projects into any public right-of-way. Loading space shall be provided with access to an alley, or if no alley adjoins the lot, with access to the street. Any required front, side or rear yard may not be used for loading.

Compliance with Standards: Based on a gross floor area calculation of 51,198 square feet the project requires one type “B” loading berth. The loading berth is provided in addition to the required off street parking spaces and will be located on the same lot as the proposed motel structure that the loading berth is intended to serve. Loading will not be located so that it projects into any public right of way and will have access to the street. The proposed project complies with the loading berth requirement.

* * * * *

10.743 Off-Street Parking Standards

(1) Vehicle Parking – Minimum and Maximum Standards by Use. The number of required off-street vehicle parking spaces shall be determined in accordance with the standards in Table 10.743-1.

Where a use is not specifically listed in table 10.743-1, parking requirements shall be determined by the Planning Director or designee finding that the use is similar to one of those listed in terms of parking needs.

Parking spaces that count toward the minimum requirement are parking spaces meeting minimum dimensional and access standards in garages, carports, parking lots, bays along driveways, and shared parking areas.

(2) Number of Required Parking Spaces. Off-street vehicle parking spaces shall be provided as follows:

(a) Parking Space Calculation. Parking space ratios are based on spaces per 1,000 square feet of gross floor area, unless otherwise noted.

(b) Parking Categories.

(i) Table 10.743-1 contains parking ratios for minimum required number of parking spaces and maximum permitted number of parking spaces for each land use.

A. Minimum Number of Required Parking Spaces. For each listed land use, the City shall not require more than the minimum number of parking spaces calculated for each use.

B. Maximum Number of Permitted Parking Spaces. The number of parking spaces provided shall not exceed the maximum number of parking spaces allowed for each listed land use.



APPLICANT'S EXHIBIT

Demonstration of Compliance with Applicable Development Standards

Site Plan and Architectural Review

Applicant: Cascade Empire Lodging, LLC.

Table 10.743-1 – City of Medford Minimum and Maximum Parking Standards		
Land Use Category	Minimum Number of Required Parking Spaces – All Other Zones	Maximum Permitted Parking Spaces
Hotel or Motel	1.0 space per room, plus 1.0 space per every 3.3 employees on the largest shift, plus 1.0 space per 3.3 persons at the maximum occupancy of each public meeting and /or banquet room, plus 45% of the spaces otherwise required for accessory uses (e.g., restaurants and bars)	1.0 space per room, plus 1.0 space per every 2.6 employees on the largest work shift, plus 1.0 space per 2.6 persons at the maximum occupancy of each public meeting and /or banquet room, plus 55% of the spaces otherwise required for accessory uses (e.g., restaurants and bars)

Fairfield Inn & Suites by Marriott Parking Needs – 92 Guest Rooms					
Spaces Req'd. per No. of Rooms	Minimum Spaces for Employees on the largest Work Shift	Maximum Spaces for Employees on the largest Work Shift	Spaces Required for Public Meeting and/or banquet room	Minimum Spaces Required for Accessory Uses	Maximum Spaces Allowed for Accessory Uses
92	10 employees / 3.3 = 3.0 ~ 3 spaces	10 employees / 2.6 = 3.8 ~ 4 spaces	0	Breakfast Room 1,200 SF/1000 = 1.2 * 9 = 9*45%= 4.86 ~ 5 spaces	Breakfast Room 1,200 SF/1000 = 1.2 * 9 = 9*55%= 5.94 ~ 6 spaces
		MINIMUM SPACES REQUIRED	100	MAXIMUM SPACES ALLOWED	105

(3) Exceptions to Required Off-Street Parking for Non-Residential Uses. The approving authority may allow exceptions to the number of parking spaces in Table 10.743-1 for specific uses without complying with Section 10.251 if they find that the applicant's detailed description of the proposed use demonstrates that the number of needed parking spaces is less than the minimum required or more than the maximum allowable based upon one or both of the following (effective Dec. 1, 2013):

(a) An explanation why the characteristics of the proposed use require a different off-street parking standard than what is otherwise required.

(b) An analysis providing parking data for the same business or a similar use within the city that demonstrates a need for a different off-street parking standard than what is otherwise required.

Compliance with Standards: The proposed project provides 102 spaces, which is more than the minimum and less than the maximum number of spaces allowed as shown above in Table 10.743-1 Parking Standards. This standard is met.



* * * * *

(5) Two-Wheeled Vehicle Parking.

When over twenty (20) spaces are required, a maximum of five percent (5%) of the required parking may be two-wheeled vehicle spaces (e.g. motorcycle/moped/scooter). Each two-wheeled vehicle space must be at least four (4) feet wide and eight (8) feet deep. The two-wheeled vehicle spaces shall be clearly designated by a sign posted or be marked on the pavement within the two-wheeled parking area. Two-wheeled spaces shall be grouped together in designated areas and need not be individually striped. Two-wheeled parking shall be closer to the building than fifty percent (50%) of the vehicle spaces.

Compliance with Standards: Applicant is not proposing any two-wheeled vehicle parking spaces. Therefore, this standard will not apply.

* * * * *

(6) Design Requirements for Large Parking Lots.

Large parking areas shall not exceed three (3) contiguous acres without incorporating one or more of the following components: plazas, large landscape areas, pedestrian walkways consistent with 10.725(C)(2), interior streets or driveways with street-like features. Street-like features include: a raised sidewalk of at least four (4) foot in width with a six (6) inch curb, accessible curb ramps, street trees in planter strips or tree wells, and pedestrian scale lighting.

Compliance with Standards: The parking area is less than 3 contiguous acres as the project lease area is only 2.59 acres in size. Therefore, this standard will not apply.

* * * * *

10.745 Location of Parking Facilities

All parking spaces shall be on the same lot as the main structure it serves or on an abutting lot. However, upon demonstration by the applicant that parking on the same lot or abutting lot is not available, the approving authority may authorize the parking spaces to be on any lot within 250 feet walking distance of the structure being served upon written findings of compliance with the following provisions:

- (1) There is a safe, direct, attractive, lighted and convenient pedestrian route between the parking area and the use being served;
- (2) There is assurance in the form of deed, lease, contract or other similarly recorded document that the required spaces will continue to be available for off-street parking use according to the required standards.

Compliance with Standards: All proposed parking spaces are located on the same parcel and can be accessed safely. Project complies.

* * * * *

10.746 General Design Requirements for Parking

(3) Parking Area Planters.

It is the purpose of this subsection to create shade and visual relief for large expanses of parking.

- a. Parking areas exceeding 24 parking spaces shall contain areas of interior landscaping, such as planter islands or planter projections into the parking area, which comply with the planting schedule provided in Subsection 10.746 (3)f. and Section 10.780, Landscape and Irrigation Requirements, and as approved by the approving authority.



b. Planters shall be dispersed throughout the parking area and contain, at minimum, the landscaping area square footage specified in the Planting schedule of Subsection 10.746 (3)f. Square footage of each parking area planter may vary; however, each parking area planter shall meet the soil volume requirements of Subsection 10.780 G(10)a.

c. Prior to installing plant materials in parking area planters, the developer shall remove detrimental construction materials and prepare the soil within the planters in accordance with Subsection 10.780 G(9). If structural soils are necessary, areas under planned impervious surfaces surrounding planters, shall be prepared in accordance with Subsection 10.780 G(10)(a).

d. So as to not obstruct driver vision, nothing shall be erected, placed, planted or allowed to grow in such a manner as to impede vision between a height of three (3) feet and eight (8) feet above the top of the curb. The property owner shall maintain shrub and tree growth in planter areas to ensure shrubs are kept lower than three (3) feet and tree canopies are maintained above eight (8) feet.

e. Trees planted in parking area planters shall have a moderate to broad spreading canopy.

Compliance with Standards: The proposed number of parking spaces exceeds 24 therefore section (3) applies. Parking planters have been dispersed throughout the parking area. Plant materials have been selected that can be maintained so that they do not obstruct driver vision. The trees proposed for the parking area planter have moderate to broad spreading canopies.

f. The minimum landscaped area within parking area planters and number of required plants per 24 spaces is as follows:

**Parking Area Planters
Planting Schedule**

Zoning District	Plants/per 24 Spaces Trees / Shrubs	Sq. Ft. / per 24 Spaces
MFR Zones, Commercial Zones	3 6	500

Required Materials and Square Footage						
Item	102 / 24		No.		Required	Provided
Trees	4.25	x	3	=	12.75 = 13	17
Shrubs	4.25	x	6	=	25.5 = 26	>100
Planter SF	4.25	x	500	=	2,125	2,913

Compliance with Standards: Project proposed parking area planting plan exceeds the required quantities. Project complies.

(8) Accessible Parking Space Requirements. The following rates and design regulations are derived from ORS 447.233.

(a) The number of accessible parking spaces shall be provided at these rates:



Total Parking in Lot	Required Minimum Number of Accessible Spaces	Required Minimum Number of Van-Accessible Spaces	Required minimum Number of Spaces marked "Wheelchair User Only"
102	5	-	1

(b) In addition, one in every eight accessible spaces, but not fewer than one, shall be van accessible. Where five or more parking spaces are designated accessible, any space that is designated as van accessible shall be reserved for wheelchair users. A van-accessible parking space shall be at least nine feet wide and shall have an adjacent access aisle that is at least eight feet wide.

(c) Accessible parking spaces shall be at least nine feet wide and shall have an adjacent access aisle that is at least six feet wide.

(d) The access aisle shall be located on the passenger side of the parking space except that two adjacent accessible parking spaces may share a common access aisle.

(e) A sign shall be posted for each accessible parking space. The sign shall be clearly visible to a person parking in the space, shall be marked with the International Symbol of Access and shall indicate that the spaces are reserved for persons with disabled person parking permits. A van-accessible parking space shall have an additional sign marked "Van Accessible" mounted below the sign. A van-accessible parking space reserved for wheelchair users shall have a sign that includes the words "Wheelchair User Only."

(f) Accessible parking spaces and signs shall be designed in compliance with the standards set forth by the Oregon Transportation Commission in consultation with the Oregon Disabilities Commission.

(g) No ramp or obstacle may extend into the parking space or the aisle, and curb cuts and ramps may not be situated in such a way that they could be blocked by a legally parked vehicle.

(h) Accessible parking spaces shall be located on the shortest practical accessible route to an accessible building entry. In facilities with multiple accessible building entries with adjacent parking, accessible parking spaces shall be dispersed and located near accessible entries.

(i) Parking spaces required by this section shall be maintained so as to meet the requirements of this section at all times and to meet the standards established by the state building code.

[Amd. Ord. No. 7022, Nov. 7, 1991; Amd. Sec. 10, Ord. No. 2012-32, March 1, 2012.]

Compliance with Standards: Parking spaces including accessible spaces are nine feet wide with adjacent access aisle that is at least six feet wide. Adjacent accessible parking spaces will share a common access aisle. Signs shall be posted for each accessible parking space and van-accessible parking space in compliance with the standards set forth by the Oregon Transportation Commission. Accessible parking spaces are dispersed and located within the shortest practical accessible route to an accessible building entry. Parking spaces will be maintained to meet the requirements of this section and will meet the standards established by the state building code. This standard can and will be met. See, Exhibit 12 Project Design Plans.

(9) Screening. Where parking, vehicle maneuvering, or loading areas abut a public street, there shall be provided a minimum ten (10) foot wide landscaping buffer.

Compliance with Standards: Belknap Road is an unimproved local access road from Garfield Road to the west property line of tax lot 2401. Belknap Road is not adjacent or abutting the lease area within tax lot 2401. The project site does not abut any public street. Therefore, this standard does not apply.

(16) Parking Space Minimum Dimension Standards.

<u>Parking Angle</u>	<u>Space Width</u>	<u>Space Length</u>	<u>Aisle Width (1-way)</u>	<u>Aisle Width (2-way)</u>
90 deg.	9'0"	19'0"	24'0"	24'0"
60 deg.	9'0"	19'0"	16'0"	24'0"
45 deg.	9'0"	19'0"	12'0"	24'0"
0 deg/Parallel	8'0"	24'0"	12'0"	24'0"

Compliance with Standards: All parking spaces are designed at 90 degrees. Parking space width is a minimum 9 feet and minimum 17 feet length with 2 foot overhang. Aisle width is 26 feet. The proposed project meets the parking space minimum dimension standards.

(17) Compact Cars. A maximum of twenty (20) percent of the total required parking may be improved as compact parking spaces. All compact parking spaces must be identified for compact parking only. Compact parking space shall have the following minimum dimensions: 9 feet wide by 16 feet long

Compliance with Standards: All parking spaces are planned to be 9 feet wide by 17 feet or 19 feet long. No compact spaces are being proposed

(18) Parking Encroachment. Vehicle encroachment and a reduction in the length of a standard parking space by two feet is permitted when adjacent to a seven-foot pedestrian walkway. Vehicle encroachment and a reduction in the length of a standard parking space by two feet is permitted into a required landscape yard if an additional two feet of landscape yard is provided. No vehicle encroachment is permitted into a bufferyard area.

Compliance with Standards: All standard spaces within the proposed parking area are planned to encroach two feet onto the adjacent walkway or landscape planter, in effect reducing the paved length of the space to 17 feet and the landscaped area is 2 feet deeper.

10.748 Bicycle Parking Standards

Bicycle parking spaces shall be provided in accordance with the following:

Commercial: 10% of the number of spaces provided for automobiles, to be calculated by rounding up to the nearest whole number.

Compliance with Standards: 102 spaces are proposed for the parking lot. Commercial projects require bike spaces require 10% of the number of parking spaces, which calculates to be 102 ~ 10 spaces. Location of the bicycle parking will be determined prior to construction and will comply with the location and general design requirements found in MLDC Section 10.749 and 10.750. The project can and will comply.



10.773 Pedestrian Walkway Connections and Routing

A pedestrian walkway shall be provided:

- (1) To each street abutting the property, and for every 300 feet of street frontage not including limited access freeways.
- (2) To connect with walkways, sidewalks, bike paths, and other bicycle or pedestrian connections on adjacent properties.
- (3) To connect building entrances to one another, to existing or planned transit stops and to connect the pedestrian circulation system to other areas of the site such as parking lots, children's play areas, required outdoor areas and any pedestrian amenities such as plazas, resting areas and viewpoints.

Compliance with Standards: Walkways are provided on all sides of the building and allow pedestrian connection to building entrances, parking areas, walkways and sidewalks within the project boundaries. Walkways and sidewalks provide pedestrian and bicycle access to adjacent drive aisles, sidewalks and adjacent properties within the South Side Center commercial development. The proposed lease/project area does not abut any street. The project complies.

* * * * *

10.790 Bufferyards

A. Purpose.

Bufferyards are utilized in order to minimize potential conflicts caused by in types and intensity of uses on adjacent properties. Factors to be mitigated include nuisances, such as visual impacts of buildings or parking areas, glare, views from upper story windows, dirt, litter, noise and signs.

B. Location.

Bufferyards shall be located along property lines which define the boundary between one zoning district and another, or along the boundary between a zoning district and a General Land Use Plan Map (GLUP) designation where there is not yet city zoning. The specific location of the bufferyard, relative to the property line, is governed by Subsections C-E. Bufferyards are not required along any portion of a public right-of-way or private street.

Subject Site Zoning	Zoning on Abutting Land	
	Vac	SFR
C-R	1	A

1 A type-A bufferyard shall be provided at the time of development of the site

E. Bufferyard Standards.

(1) This Subsection provides the width of the bufferyard, type of wall required, and the required planting scheme to provide effective screening between adjacent properties having dissimilar land use. For an administratively approved bufferyard, the Standard Planting Scheme as required by 10.790 (E)(1)(a) shall be used unless the applicant wishes to submit a Site Plan and Architectural Review application to have the Commission consider modifying the requirement.

(a) Planting Scheme: In addition to compliance with other landscaping provisions in this chapter, bufferyards shall include a variety of plant sizes and shapes and provide effective visual screening between the adjacent properties having dissimilar land uses. The bufferyard shall be planted with trees and shrubs of the appropriate size, shape and spacing to provide a continuous canopy between the top of the wall and a height of 20 feet within ten (10) years. A minimum of 60 percent of the trees used to provide visual screening shall be non-deciduous species. The planting plan shall take into account the nature of the impacts specific to the two sites, particularly building height and locations of windows and lighting.



- (2) The wall shall typically be placed on the property line between the two uses; however, the approving authority may authorize its location anywhere within the bufferyard. Walls shall be constructed of a material and design that is sight-obstructing, compatible with adjacent uses, and accepted by the approving authority.
- (3) Any part of the bufferyard may be located on the adjoining property provided it is planted with a proportionate share of the required plants and, for any part located outside of the standard setback, a perpetual bufferyard easement is recorded by the property owner. The easement shall allow for the installation and perpetual maintenance of the bufferyard and restrict use of the area to only the bufferyard.
- (4) Encroachments into bufferyards: The bufferyard is intended to provide a minimum amount of space for the required plants to grow and for aesthetic separation between uses. Therefore, this area shall be reserved exclusively for such use. Encroachment of driveways, parking and maneuvering areas, sidewalks, patios, or structures (other than the required fence or wall) are prohibited in the bufferyard area.
- (5) Bufferyard credits: Existing plant materials within the bufferyard area may be counted toward the bufferyard requirement.
- (6) Adjustments to bufferyards: The approving authority shall have the discretion to make adjustments to the bufferyard requirements if an unusual circumstance exists and a finding is made that adequate buffering will be provided to avoid significant adverse impacts to the livability or value of the adjoining properties. Adjustments shall not be made simply for the convenience of site design. Adjustments to the bufferyard requirements may include, but are not limited to, the following:
 - (a) Where a building wall with no openings below eight (8) feet abuts the bufferyard, the building wall may be counted in place of a required wall or fence.
 - (b) Where there is existing development on the site, such as paving or a building, which affects or precludes implementation of the bufferyard standard.
 - (c) Where a proposed project abuts existing development, and the adjacent uses are the same (i.e., apartment parking lot adjacent to commercial parking lot) or are sufficiently compatible that the full buffering, otherwise required, is not necessary and the uses are not expected to change significantly over time.
 - (d) Where a project abuts an irrigation canal, natural waterway, railroad right-of-way, or other such element.

Compliance with Standards: The lease/project site is a 2.59 acre area described separately out of a 16.61 acre parcel consisting of two tax lots. A pending application (ZC 18-190) proposes a zone change of the lease area from SFR-00 to C-R. The zoning designation on the remaining 16.61 acre parcel and which is adjacent to the project site along the east and south lease area boundary will retain the SFR-00 designation. The lease area and the adjacent land (the remainder of tax lots 5000 and 2401) are in the same ownership of Nash LLC therefore, the bufferyard could be provided outside of and adjacent to the east and south lease area boundary. If required applicant will stipulate to providing the required bufferyard adjacent to the east and south lease area boundaries.

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10.809 Vanpool and Carpool Preferential Parking Requirements

All new industrial, commercial and institutional development shall provide preferential parking for vanpools and carpools as follows:

- (1) Number: Industrial, commercial, institutional and office developments shall designate at least 10% of the employee parking spaces for vanpool or carpool parking.
- (2) Marking: The vanpool/carpool spaces shall be clearly marked "Reserved - Vanpool/Carpool Only". (3) Location: Designated vanpool/carpool spaces shall be the closest employee parking spaces to the building entrance normally used by employees except for any accessible spaces provided.



Compliance with Standards: There are 4 parking spaces provided for employees. Ten percent of the employee parking would require less than one half space for vanpool or carpool parking. General provisions for parking and loading in Section 10.741(A)(2) provide that any use requiring one-half or more of a parking or loading space shall be deemed to require the full space. It can be construed that if the required space equates to less than one half space no space is required. The proposed development does not propose any vanpool/carpool parking.

* * * * *

10.922 Riparian Corridors, Applicability

A. The provisions of Sections 10.920 through 10.928, "Riparian Corridors," shall be applied to:

(1) Those waterways, or portions thereof, identified by the Medford Comprehensive Plan as being fish-bearing streams, and any other waterways, or portions thereof, specified in the Medford Comprehensive Plan as having riparian areas determined to be significant.

(a) Those portions of streams designated fish-bearing in the *Comprehensive Plan* include: Bear, Elk, Swanson, Lone Pine, Lazy, Larson, Gore, and Crooked Creeks. Specifically:

i. Bear Creek: all of Bear Creek in the city limits of Medford.

* * * *

(2) The provisions shall apply regardless of whether or not a building permit, development permit, or land use approval is required, and do not provide any exemption from state or federal regulations.

(3) Where riparian corridors are located within the Southeast (S-E) overlay zoning district, the provisions of Sections 10.920 through 10.928, "Riparian Corridors," shall take precedence.

(4) When a locally significant wetland is located within or adjacent to a riparian corridor, the riparian corridor setback will be applied, and shall be measured from the boundary of the wetland.

B. Applications for land use review (except Annexations), development permits, or building permits, and plans for proposed public facilities on parcels containing a riparian corridor, or a portion thereof, shall contain a to-scale drawing that clearly delineates the top-of-bank and riparian corridor boundary on the entire parcel or parcels.

C. When reviewing land use applications or development permit applications for properties containing a riparian corridor, or portion thereof, the approving authority should consider the purpose statements in section 10.920, "Riparian Corridors, Purposes" in determining the extent of the impact on the riparian corridor.

D. The Planning Commission shall be the approving authority for applications for exceptions to the provisions herein pertaining to Riparian Corridors. In addition to the provisions of Section 10.186 such a request shall be submitted to the Oregon Department of Fish and Wildlife for a habitat mitigation recommendation pursuant to O.A.R. 635-415 "Fish and Wildlife Habitat Mitigation Policy."

E. In lieu of the provisions of this section, the significance of individual stream reaches may be determined per the provisions in OAR 660-023-0090. Such a proposal shall be pursued through a Comprehensive Plan Amendment, consistent with Sections 10.214 - 10.228.

Compliance with Standards: Bear Creek is adjacent along the northeast property boundary of tax lots 5000 and 2401, the two parcels which the lease/project area is within. Applicant has provided a Site Plan (Sheet Exhibit SP-2) that delineates the boundaries of the floodway, 100-year floodplain and riparian setback in relation to the lease/project area. The site plan clearly illustrates that the lease/project area is not within or adjacent to Bear Creek, the riparian corridor or the riparian setback



area. This section does not apply to the proposed development or the lease/project area. See, Exhibit 12 Project Design Plans.

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10.929 Hillside Ordinance, Purpose; Applicability

Sections 10.929 to 10.933 establish procedural requirements for development on Slopes in excess of fifteen percent (15%) to decrease soil erosion and protect public safety. Sections 10.929 to 10.933 apply in addition to all other requirements set forth by ordinance. In the case of conflict between Sections 10.929 to 10.933 and other requirements set forth by ordinance, Sections 10.929 to 10.933 shall govern.

10.931 Hillside Ordinance, General Standards

A. Application of Provisions.

- (1) Sections 10.929 to 10.933 apply to any proposed development containing an area of at least one-thousand (1,000) square feet with Slopes in excess of fifteen percent (15%), if the Slope Analysis demonstrates that development, including streets, will occur on those portions of the proposed development area with Slopes in excess of fifteen percent (15%).
- (2) Sections 10.929 to 10.933 shall not apply to any proposed development containing an area of less than one-thousand (1,000) square feet with Slopes in excess of fifteen percent (15%), or if the Slope Analysis demonstrates that development on that proposed development area, including streets, will not occur on Slopes in excess of fifteen percent (15%).
- (3) Type III land use reviews (except for zone changes) shall comply with Sections 10.929 to 10.933; building permit applications shall comply with Sections 10.929 to 10.931.

B. Requirement for Slope Analysis.

For parcels containing Slopes greater than fifteen percent (15%), as shown on the 2009 City of Medford Slope Map, a copy of which is maintained on file in the Planning Department, a Slope Analysis is required to be submitted with:

- (1) Type III land use applications (except for zone changes); and,
- (2) Building permit applications, if a Slope Analysis of the parcel was not previously submitted with a development application.

The Slope Analysis shall be reviewed by the City Director of Public Works or designee.

C. Pre-Existing Approvals of Development on Slopes of Fifteen Percent (15%) or Greater.

(1) Unexpired Type III Land Use Approvals. Unexpired Type III land use approvals granted prior to enactment of Sections 10.929 to 10.933 ("Pre-Existing Approvals") shall not be subject to Sections 10.929 to 10.933. Subsequent Type III land use applications related to a Pre-Existing Approval and filed after enactment of Sections 10.929 to 10.933 shall be subject to Sections 10.929 to 10.933, provided that the application of Sections 10.929 to 10.933 to the subsequent Type III land use application does not result in an irreconcilable conflict with the Pre-Existing Approval. For purposes of this Section, an irreconcilable conflict includes, but is not limited to, the following:

- (i) the creation of unbuildable lots; or,
- (ii) the reduction in density for the subject phase of five percent (5%) or more.

(2) Previously Submitted Development Applications. Development applications submitted prior to enactment of Sections 10.929 to 10.933 shall be governed by the *Land Development Code* in effect on the date of submission of the development application.

D. Excavation and Grading Permits.

Issuance of an Excavation and Grading permit shall be required prior to any excavation or grading, except for the types of excavation or grading exempted in Appendix J of the 2007 *Oregon Structural Specialty Code*, a copy of which is



maintained on file in the Planning Department. The permit application shall be reviewed and approved by the City Building Official or designee. An application for an Excavation and Grading Permit shall be subject to the requirements set forth in Sections 10.727 and 10.728.

Compliance with Standards: A slope analysis map and accompany letter confirms that the lease/project area has a small area containing slopes in excess of fifteen percent (15%). This area is located at the southwest corner of the site, outside the development area of the project. The vast majority of the site is comprised of slopes which are 0 to 15% slopes and which, as stated, appear to be manmade. Applicant is unaware of any previous slope analysis or approval for development on slopes of fifteen percent (15%) or greater that exist for the subject lease/project area. Excavation and grading permits will be sought prior to any excavation or grading as determined by the City Building Official to be required. This standard can be met.

E. Standards for Streets, Private Access Drives and Other Vehicular Ways.

(1) Grading on Slopes in excess of fifteen percent (15%) for streets, private access drives, and other vehicular ways shall be designed to reduce the extent of cuts and fills necessary for installation of the roadways, curbs, gutters, planter strips, sidewalks and utilities. Landscaping and other design elements may be incorporated to accomplish this objective where the approving authority finds the proposed design elements will serve this end.

Compliance with Standards: Grading is not being proposed on slopes in excess of fifteen percent (15%) for any streets, private access drives planter strips, sidewalks or utilities. This standard is met.

F. Standards for Erosion Control.

All disturbed soil surfaces on Slopes in excess of fifteen percent (15%) shall be covered from November 1 to April 1. If planned impervious surfaces (i.e., streets, access drives, etc.) are not installed prior to November 1, a temporary treatment adequate to prevent erosion shall be installed on disturbed soil surfaces until the impervious surfaces are installed or April 1, whichever is sooner. Alternatively, for disturbed soil surfaces in areas in which impervious surfaces are not planned to be installed, a temporary treatment adequate to prevent erosion shall be installed on disturbed soil surfaces or such surfaces shall be replanted with plants and/or trees with erosion control characteristics that are listed in the August 2006 version of the Oregon State University Extension Service publication *Fire-Resistant Plants for Oregon Home Landscapes*, a copy of which is maintained on file in the Planning Department.

Compliance with Standards: If soil surfaces are to be disturbed on slopes that exceed fifteen percent (15%) Applicant agrees to cover the soils from November 1 to April 1. If impervious surfaces are not installed prior to November 1, temporary measures will be taken to prevent erosion until the impervious surfaces are installed or April 1 whichever comes first. For areas not planned for impervious surfaces a temporary treatment to prevent erosion will be installed on disturbed soil surfaces or will be replanted with plants and/or trees with erosion control characteristics as listed in the August 2006 version of the Oregon State University Extension Service Publication *Fire-Resistant Plants for Oregon Home Landscapes*. The project can and will comply with this standard.

* * * * *

10.933 Hillside Ordinance, Constraints Analysis

Prior to submitting a Type III land use application (except for zone changes), a Constraints Analysis identifying physical constraints and proposing mitigation measures shall have been submitted and deemed "complete" by the City Engineer or designee within 10 working days of submission. A "complete" Constraints Analysis is one that contains all items in Sections 10.933(A) (1)-(7) and 10.933(B) (1)-(4).

A. Geology and Soils Report.



APPLICANT'S EXHIBIT

Demonstration of Compliance with Applicable Development Standards

Site Plan and Architectural Review

Applicant: Cascade Empire Lodging, LLC.

A Geology and Soils Report shall be prepared by both an Oregon-licensed geotechnical engineer, and either an Oregon-licensed geologist or engineering geologist. The geotechnical engineer shall focus on appropriate grading and foundation design; the geologist or engineering geologist shall focus on mitigation of geologic hazards. The report shall include:

- (1) The purpose and scope of the investigation;
- (2) A description of the geological characteristics of the site;
- (3) A description of the nature, distribution, and strength of the existing soils on the site relative to their adequacy for the proposed development;
- (4) A determination of the suitability of the geology and soils on the site for the proposed development;
- (5) A determination of geological hazards that present a risk to life and property or adversely affect the use or stability of a public facility or utility;
- (6) A determination of grading procedures needed to assure minimal disturbance to the natural state of the soils on the site;
- (7) Conclusions and mitigation measures, if necessary.

B. Hydrology and Grading Report.

A Hydrology and Grading Report shall be prepared by an Oregon registered civil engineer and shall include:

- (1) A description of the hydrological conditions of the site;
- (2) A determination of the effect of the hydrologic conditions on the proposed development and adjoining lands;
- (3) A determination of hydrological and erosion hazards that present a risk to life and property or adversely affect the use or stability of a public facility or utility; and,
- (4) A grading plan as required by Sections 10.727 and 10.162(D), including proposed grades, and cuts and fills for streets.

Compliance with Standards: No development is being proposed on slopes in excess of fifteen percent (15%). A slope analysis map locating the slope area in excess of fifteen percent (15%) and accompany letter identifying the slope area as most likely being manmade and confirms that no development will occur on slopes in excess of fifteen percent (15%). Slopes analysis map and letter have been prepared by Mark Kamrath of Construction Engineering Consultants, Inc.

* * * * *

10.1020 Permits Required; Violation

- (1) Except as otherwise provided in this chapter, it shall be unlawful for any person to construct, erect, alter or re-locate a sign, or direct an employee or agent to do same within the city without first obtaining a permit for each separate sign from the Planning Department as required by this chapter.
- (2) No person shall construct, erect, alter or relocate a sign except as authorized in Article VI of this chapter.

Compliance with Standards: Applicant stipulates to obtaining sign permits as a separate matter and as required through the Planning Department in compliance with MLDC 10.1700 Basic Regulations. The standard can and will be met.



SITE PLAN AND ARCHITECTURAL REVIEW APPLICATION – Type III

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Section II – Code Compliance: Criterion No. 2

PROJECT SITE		
	PROPOSED	REQUIRED
• Zoning District	C-R	
• Overlay District(s)	N/A	
• Proposed Use	Hotel	
• Project Site Acreage	2.59	
• Site Acreage (+ right-of-way)	N/A	
• Proposed Density (10.708)	N/A	
• # Dwelling Units	N/A	
• # Employees	10	

STRUCTURES		
	EXISTING	PROPOSED
• # Structures	N/A	1
• Structure Square Footage (10.710-10.721)	N/A	Gross Bldg 51,198

SITE DESIGN STANDARDS		
	PROPOSED	REQUIRED
• Front Yard Setback (10.710-721)	SEE APPLICANTS	FINDINGS OF FACT
• Side Yard Setback (10.710-721)		
• Side Yard Setback (10.710-721)		
• Rear Yard Setback (10.710-721)		
• Lot Coverage (10.710-721)		

PARKING		
	PROPOSED	REQUIRED
• Regular Vehicular Spaces (10.743)	96	
• Disable Person Vehicular Spaces (10.746[8])	6	5
• Carpool/Vanpool Spaces (10.809)	0	0
• Total Spaces (10.743)	102	
• Bicycle Spaces (10.748)	10	
• Loading Berths (10.742)	1	1

SITE PLAN AND ARCHITECTURAL REVIEW APPLICATION – Type III

LANDSCAPING		
	PROPOSED	REQUIRED
• Total Landscape Area (square feet)	23,988	
• Total Landscape Area in High Water Use Landscaping (square feet)	0	
• Total Landscape Area in High Water Use Landscaping (percentage)	0%	
• Total % Landscape Coverage	21/%	
• Required Organic Content (cu.yd.)	See Sheet L-1, Exhibit 12	
• Frontage Landscaping (10.797)		
• Street:	N/A	
• Feet:		
• # Trees:		
• # Shrubs:		
• Street:		
• Feet:		
• # Trees:		
• # Shrubs:		
• Bufferyard Landscaping (10.790)		
• Type:	N/A	
• Distance (ft):		
• # Canopy Trees:		
• # Shrubs:		
• Fence/Wall:		
• Parking Area Planter Bays (10.746)		
• Type:	See Exhibits 12 & 3	
• # Bays:		
• Area:		
• # Trees:		
• # Shrubs:		

STRUCTURE	
	PROPOSED
• Materials	Rainscreen, EIFS & Cultured Stone
• Colors	Neutral Earth Tones

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.

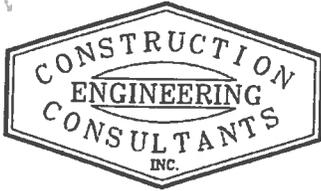


EXHIBIT 9
RECEIVED

FEB 07 2019

PLANNING DEPT

P.O. BOX 1724 • MEDFORD, OR 97501 • PH (541) 779-5268 • FAX (541) 779-5269

DETENTION AND WATER QUALITY

CALCULATIONS

FOR

South Side Center

Prepared by

Construction Engineering Consultants, Inc.

April 13, 2017



Table of Contents

Storm Sewer Methodology	1-3
Drainage Basin Map	4-5
Detention & Water Quality Calculations	6-31

ACITY OF MEDFORD

EXHIBIT # T

FILE # AC-19-024

12

STORM SEWER HYDRAULICS METHODOLOGY

SITE DETENTION

City of Medford requirements were used in the design of the detention facility for this project. . The detention was determined by using the City of Medford approved method of pre vs. post calculations and the Santa Barbara Urban Hydrograph Method.

ABSTRACT

Design and analysis is done using *Hydraflow Storm Sewers Extension for AutoCAD Civil 3D 2016*. For detailed information on hydraulic/hydrologic theory and applications used in the program, see the engineering reference as supplied by the manufacturer. The following provides a basic overview of the computations performed for the storm drain system design and assumes the reader has a basic understanding of hydrology and hydraulics as they pertain to the design of urban storm drainage systems.

GENERAL PROCEDURE

Hydraflow employs the standard method of calculating flows using the Santa Barbara Urban Hydrograph Method (SBUH) for design of the detention facility and detention structure. All calculations done using Hydraflow are intended to meet the requirements of the Rogue Valley Sewer Services Design Manual for stormwater quality.

Hydraflow was also used in design and modeling of the pipe capacity and pipe sizing calculations. The pipe sizing calculations were modeled using the Rational Method. All pipe calculations are intended to meet the Rogue Valley Sewer Services Design Manual and City of Medford design standards.

LIMITATIONS

Although the analysis of the storm drain conveyance system is carried to nearly the highest degree of accuracy under the principles of open channel hydraulics, the quality of the results can only be as good as the hydrologic model. Experience has shown that when applied properly, the Rational Method can provide satisfactory estimates for peak discharges. When combined with the basic principles of open channel flow, a system can be designed that will provide a level of protection appropriate for the land use. The results as shown should not be interpreted as a dynamic routing of an actual storm event. Additionally, minor laterals may have poor velocities due to the fact that downstream pipes with larger flow may cause the depth of flow to be greater than the normal depth of flow. As a minimum, laterals are designed with a minimum pipe size of 12" (public) and 8" (private) with a slope of 0.50%.

Table 2-2a Runoff curve numbers for urban areas ^{1/}

Cover description	Average percent impervious area ^{2/}	Curve numbers for hydrologic soil group			
		A	B	C	D
Open space (lawns, parks, golf courses, cemeteries, etc.) ^{3/} :					
Poor condition (grass cover < 50%)		68	79	86	89
Fair condition (grass cover 50% to 75%)		49	69	79	84
Good condition (grass cover > 75%)		39	61	74	80
Impervious areas:					
Paved parking lots, roofs, driveways, etc. (excluding right-of-way)		98	98	98	98
Streets and roads:					
Paved; curbs and storm sewers (excluding right-of-way)		98	98	98	98
Paved; open ditches (including right-of-way)		83	89	92	93
Gravel (including right-of-way)		76	85	89	91
Dirt (including right-of-way)		72	82	87	89
Western desert urban areas:					
Natural desert landscaping (pervious areas only) ^{4/}		63	77	85	88
Artificial desert landscaping (impervious weed barrier, desert shrub with 1- to 2-inch sand or gravel mulch and basin borders)		96	96	96	96
Urban districts:					
Commercial and business	85	89	92	94	95
Industrial	72 > 75%	81	88	91 > 92	93
Residential districts by average lot size:					
1/8 acre or less (town houses)	65	77	85	90	92
1/4 acre	38	61	75	83	87
1/3 acre	30	57	72	81	86
1/2 acre	25	54	70	80	85
1 acre	20	51	68	79	84
2 acres	12	46	65	77	82
Newly graded areas (pervious areas only, no vegetation) ^{5/}		77	86	91	94
Idle lands (CN's are determined using cover types similar to those in table 2-2c).					

¹ Average runoff condition, and $I_a = 0.2S$.² The average percent impervious area shown was used to develop the composite CN's. Other assumptions are as follows: impervious areas are directly connected to the drainage system, impervious areas have a CN of 98, and pervious areas are considered equivalent to open space in good hydrologic condition. CN's for other combinations of conditions may be computed using figure 2-3 or 2-4.³ CN's shown are equivalent to those of pasture. Composite CN's may be computed for other combinations of open space cover type.⁴ Composite CN's for natural desert landscaping should be computed using figures 2-3 or 2-4 based on the impervious area percentage (CN = 98) and the pervious area CN. The pervious area CN's are assumed equivalent to desert shrub in poor hydrologic condition.⁵ Composite CN's to use for the design of temporary measures during grading and construction should be computed using figure 2-3 or 2-4 based on the degree of development (impervious area percentage) and the CN's for the newly graded pervious areas.

Roughness Coefficient (n):

Roughness coefficient used depends on the pipe material and the corresponding value as published by ASCE or the pipe manufacturer as shown below.

Values of Manning Coefficient for Various Materials (ASCE 1982)	
Conduit Material	Manning (n)
Closed Conduits	
Asbestos-cement pipe	0.011-0.015
Brick	0.013-0.017
Cast Iron	
Cement-lined & seal coated	0.011-0.015
Concrete (monolithic)	
Smooth forms	0.012-0.014
Rough Forms	0.015-0.017
Concrete pipe	0.011-0.015
Corrugated-metal pipe (½"x ½" corrugations)	
Plain	0.022-0.026
Paved invert	0.018-0.022
Spun asphalt lined	0.011-0.015
Plastic pipe (smooth)	0.011-0.015
Polyvinyl chloride pipe, as published by J-M Manufacturing Company, Inc.	0.010
High density polyethelene, as published by Hancor, Incorporated	0.011
Vitrified clay	
Pipes	0.011-0.015
Liner plates	0.013-0.017
Open Channels	
Lined channels	
Asphalt	0.013-0.017
Brick	0.012-0.018
Concrete	0.011-0.020
Rubble or riprap	0.020-0.035
Vegetal	0.030-0.40
Excavated or dredged	
Earth, straight and uniform	0.020-0.030
Earth, winding and fairly uniform	0.025-0.040
Rock	0.030-0.045
Unmaintained	0.05-0.14
Natural Channels (minor streams, top width at flood stage < 100 ft.	
Fairly regular section	0.030-0.070
Irregular section with pools	0.040-0.10

TR55 Tc Worksheet

BASIN "A" PRE-DEVELOPMENT

Hydraflow Storm Sewers Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. v10.50

Line No. 1

Curb-Horiz

Description

	<u>A</u>	<u>B</u>	<u>C</u>	<u>Totals</u>
Sheet Flow				
Manning's n-value	=	0.150	0.011	0.011
Flow length (ft)	=	300.0	0.0	0.0
Two-year 24-hr precip. (in)	=	2.30	0.00	0.00
Land slope (%)	=	1.50	0.00	0.00
Travel Time (min)	=	31.23	+ 0.00	+ 0.00 = 31.23
Shallow Concentrated Flow				
Flow length (ft)	=	800.00	0.00	0.00
Watercourse slope (%)	=	1.00	0.00	0.00
Surface description	=	UnPaved	Paved	Paved
Average velocity (ft/s)	=	1.61	0.00	0.00
Travel Time (min)	=	8.26	+ 0.00	+ 0.00 = 8.26
Channel Flow				
X sectional flow area (sqft)	=	0.00	0.00	0.00
Wetted perimeter (ft)	=	0.00	0.00	0.00
Channel slope (%)	=	0.00	0.00	0.00
Manning's n-value	=	0.015	0.015	0.015
Velocity (ft/s)	=	0.00	0.00	0.00
Flow length (ft)	=	0.0	0.0	0.0
Travel Time (min)	=	0.00	+ 0.00	+ 0.00 = 0.00
Total Travel Time, Tc				39.49 min

TR55 Tc Worksheet **BASIN "B"** **PRE-DEVELOPMENT**

Hydraflow Express by Intelisolve

Rational

<Name>

<u>Description</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>Totals</u>
--------------------	----------	----------	----------	---------------

Sheet Flow

Manning's n-value	= 0.150	0.011	0.011	
Flow length (ft)	= 300.0	0.0	0.0	
Two-year 24-hr precip. ((in))	= 2.30	0.00	0.00	
Land slope (%)	= 1.50	0.00	0.00	

Travel Time (min) = 31.23 + 0.00 + 0.00 = 31.23

Shallow Concentrated Flow

Flow length (ft)	= 750.00	0.00	0.00	
Watercourse slope (%)	= 1.00	0.00	0.00	
Surface description	= Unpaved	Paved	Paved	
Average velocity (ft/s)	= 1.61	0.00	0.00	

Travel Time (min) = 7.75 + 0.00 + 0.00 = 7.75

Channel Flow

X sectional flow area ((sqft))	= 0.00	0.00	0.00	
Wetted perimeter ((ft))	= 0.00	0.00	0.00	
Channel slope (%)	= 0.00	0.00	0.00	
Manning's n-value	= 0.015	0.015	0.015	
Velocity (ft/s)	= 0.00	0.00	0.00	
Flow length (ft)	= 0.0	0.0	0.0	

Travel Time (min) = 0 + 0 + 0 = 0.00

Total Travel Time, Tc 39.00 min

TR55 Tc Worksheet

BASIN "C" PRE DEVELOPMENT

Hydraflow Storm Sewers Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. v10.50

Line No. 1

Curb-Horiz

Description

	<u>A</u>	<u>B</u>	<u>C</u>	<u>Totals</u>
Sheet Flow				
Manning's n-value	= 0.150	0.011	0.011	
Flow length (ft)	= 300.0	0.0	0.0	
Two-year 24-hr precip. (in)	= 2.30	0.00	0.00	
Land slope (%)	= 1.50	0.00	0.00	
Travel Time (min)	= 31.23	+ 0.00	+ 0.00	= 31.23
Shallow Concentrated Flow				
Flow length (ft)	= 500.00	0.00	0.00	
Watercourse slope (%)	= 1.00	0.00	0.00	
Surface description	= UnPaved	Paved	Paved	
Average velocity (ft/s)	= 1.61	0.00	0.00	
Travel Time (min)	= 5.16	+ 0.00	+ 0.00	= 5.16
Channel Flow				
X sectional flow area (sqft)	= 0.00	0.00	0.00	
Wetted perimeter (ft)	= 0.00	0.00	0.00	
Channel slope (%)	= 0.00	0.00	0.00	
Manning's n-value	= 0.015	0.015	0.015	
Velocity (ft/s)	= 0.00	0.00	0.00	
Flow length (ft)	= 0.0	0.0	0.0	
Travel Time (min)	= 0.00	+ 0.00	+ 0.00	= 0.00
Total Travel Time, Tc				36.39 min

TR55 Tc Worksheet

BASIN "D" PRE-DEVELOPMENT

Hydraflow Express by Intellisolve

Rational

<Name>

<u>Description</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>Totals</u>
Sheet Flow				
Manning's n-value	= 0.150	0.011	0.011	
Flow length (ft)	= 300.0	0.0	0.0	
Two-year 24-hr precip. ((in))	= 2.30	0.00	0.00	
Land slope (%)	= 1.50	0.00	0.00	
Travel Time (min)	= 31.23	+ 0.00	+ 0.00	= 31.23
Shallow Concentrated Flow				
Flow length (ft)	= 500.00	0.00	0.00	
Watercourse slope (%)	= 1.00	0.00	0.00	
Surface description	= Unpaved	Paved	Paved	
Average velocity (ft/s)	= 1.61	0.00	0.00	
Travel Time (min)	= 5.16	+ 0.00	+ 0.00	= 5.16
Channel Flow				
X sectional flow area ((sqft))	= 0.00	0.00	0.00	
Wetted perimeter ((ft))	= 0.00	0.00	0.00	
Channel slope (%)	= 0.00	0.00	0.00	
Manning's n-value	= 0.015	0.015	0.015	
Velocity (ft/s)	= 0.00	0.00	0.00	
Flow length (ft)	= 0.0	0.0	0.0	
Travel Time (min)	= 0	+ 0	+ 0	= 0.00
Total Travel Time, Tc				36.00 min

APPROXIMATE POND VOLUME

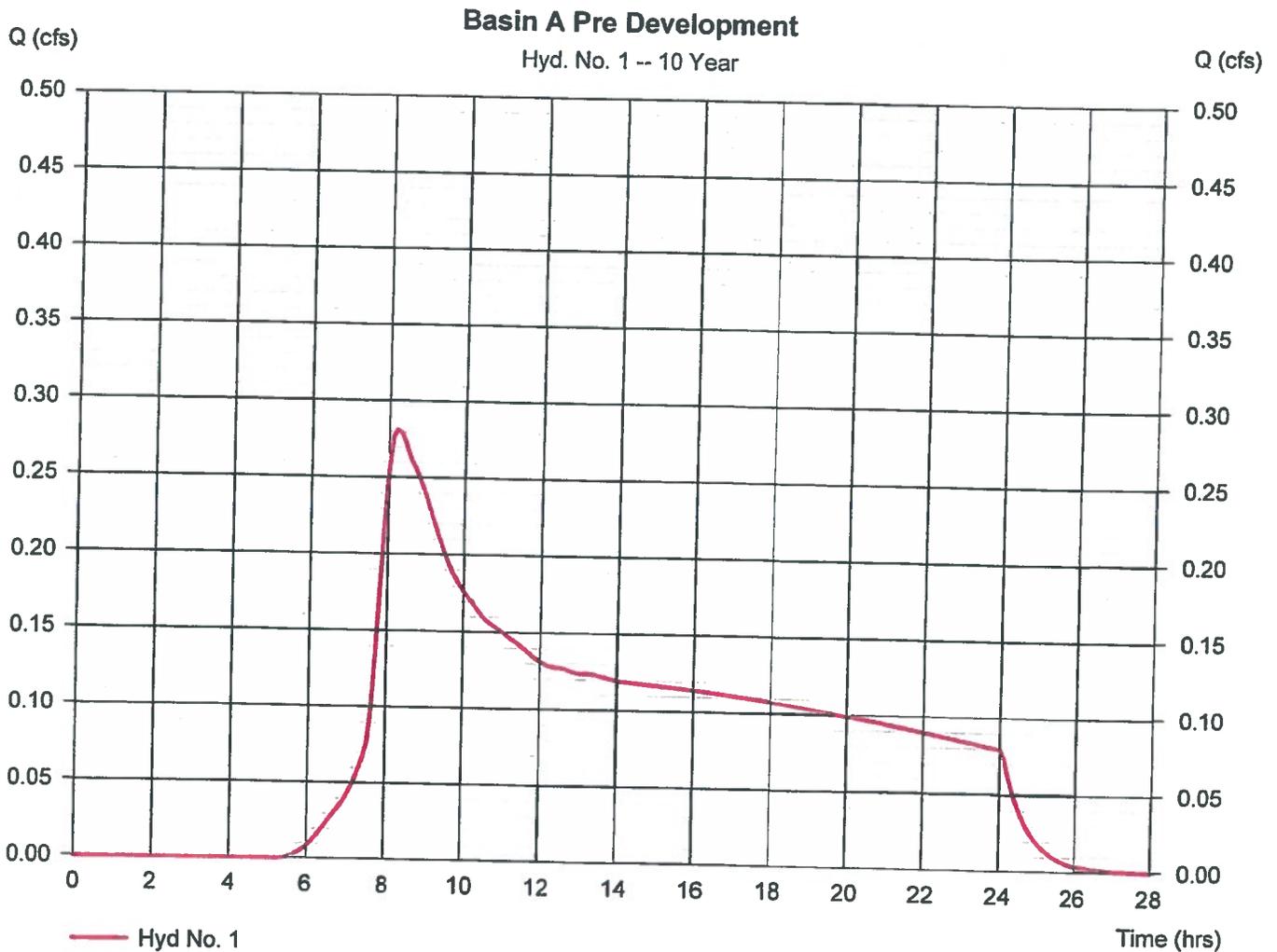
<u>ELEV</u>	<u>AREA</u>	<u>AVG</u>	<u>H</u>	<u>V</u>	<u>V_T</u>
1,401.00	10.00				
		577.50	0.50	288.75	288.75
1,401.50	1,145.00				
		1,942.50	0.50	971.25	1,260.00
1,402.00	2,740.00				
		3,420.00	1.00	3,420.00	4,680.00
1,403.00	4,100.00				
		4,806.50	1.00	4,806.50	9,486.50
1,404.00	5,513.00				
		6,247.00	1.00	6,247.00	15,733.50
1,405.00	6,981.00				
		8,765.50	1.00	8,765.50	24,499.00
1,406.00	10,550.00				
		10,550.00	0.00	0.00	24,499.00
1,406.00	10,550.00				
		10,550.00	0.00	0.00	24,499.00
1,406.00	10,550.00				
		10,550.00	0.00	0.00	24,499.00

Hydrograph Report

Hyd. No. 1

Basin A Pre Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 0.281 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.20 hrs
Time interval	= 6 min	Hyd. volume	= 8,031 cuft
Drainage area	= 1.770 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 39.50 min
Total precip.	= 3.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

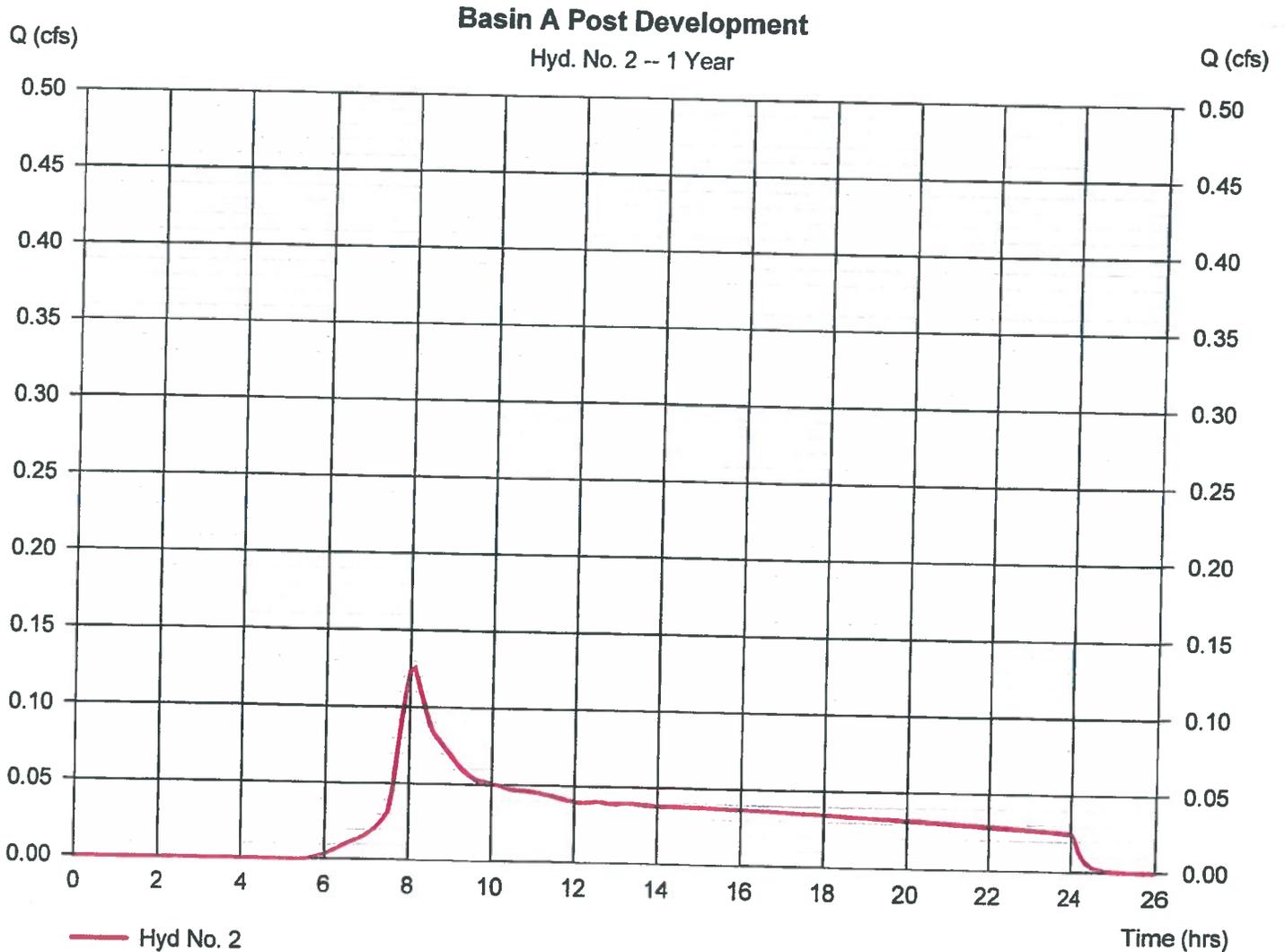
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Tuesday, 03 / 28 / 2017

Hyd. No. 2

Basin A Post Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 0.126 cfs
Storm frequency	= 1 yrs	Time to peak	= 8.10 hrs
Time interval	= 6 min	Hyd. volume	= 2,586 cuft
Drainage area	= 1.770 ac	Curve number	= 92
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 15.00 min
Total precip.	= 1.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a

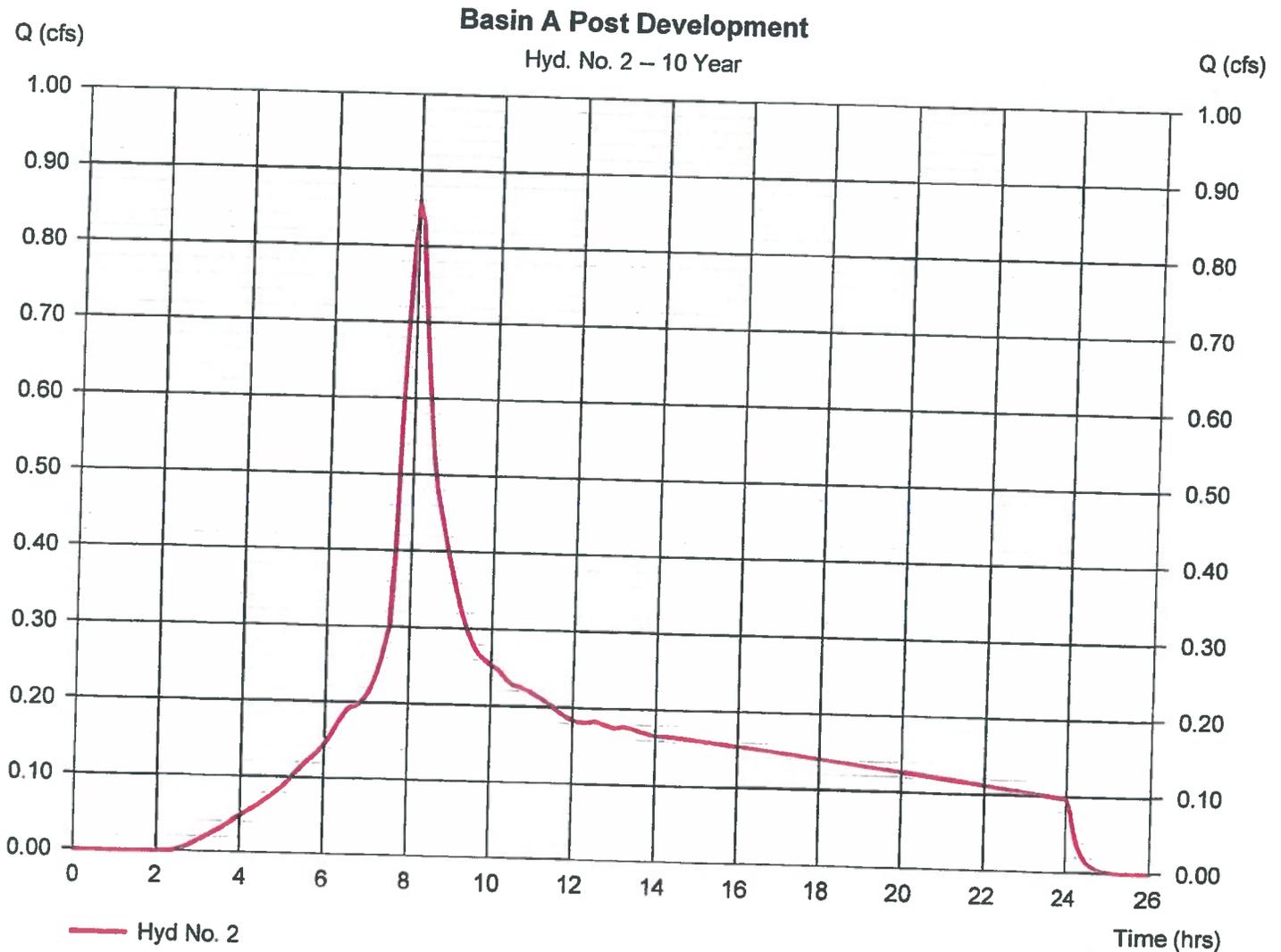


Hydrograph Report

Hyd. No. 2

Basin A Post Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 0.855 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.00 hrs
Time interval	= 6 min	Hyd. volume	= 13,885 cuft
Drainage area	= 1.770 ac	Curve number	= 92
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 15.00 min
Total precip.	= 3.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

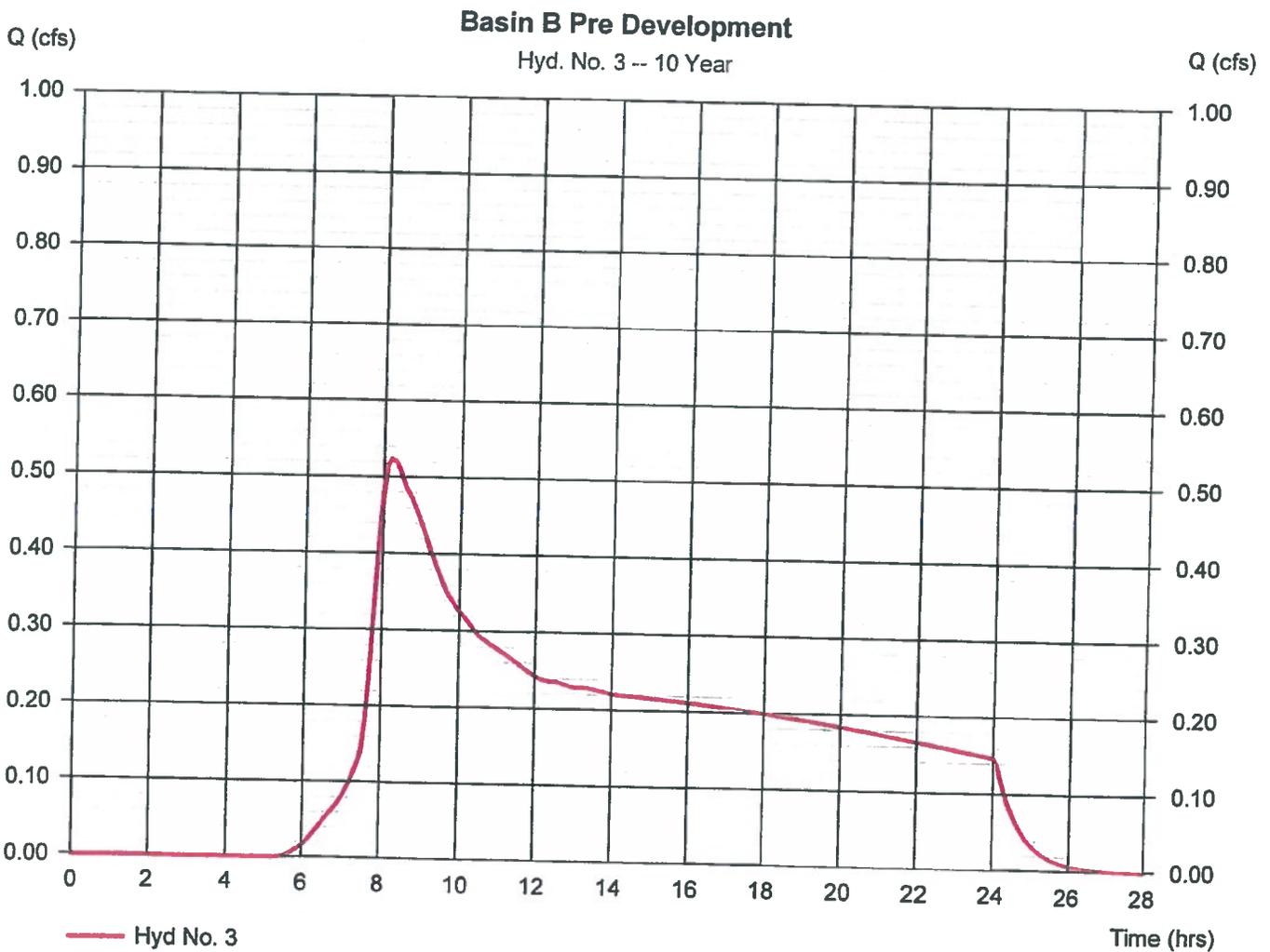
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Thursday, 04 / 13 / 2017

Hyd. No. 3

Basin B Pre Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 0.524 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.20 hrs
Time interval	= 6 min	Hyd. volume	= 14,883 cuft
Drainage area	= 3.280 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 39.00 min
Total precip.	= 3.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Repon

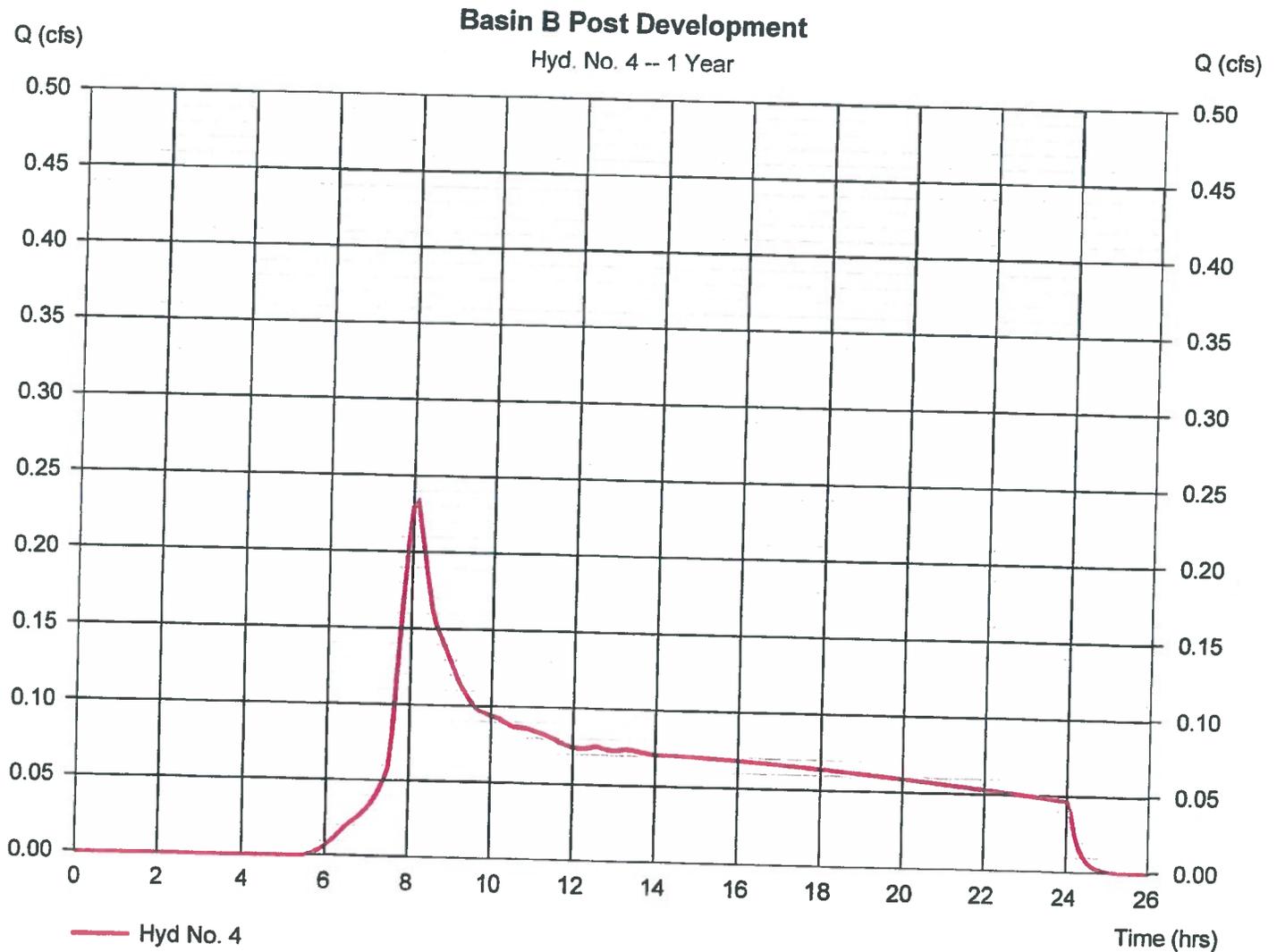
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Tuesday, 03 / 28 / 2017

Hyd. No. 4

Basin B Post Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 0.233 cfs
Storm frequency	= 1 yrs	Time to peak	= 8.10 hrs
Time interval	= 6 min	Hyd. volume	= 4,792 cuft
Drainage area	= 3.280 ac	Curve number	= 92
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 15.00 min
Total precip.	= 1.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

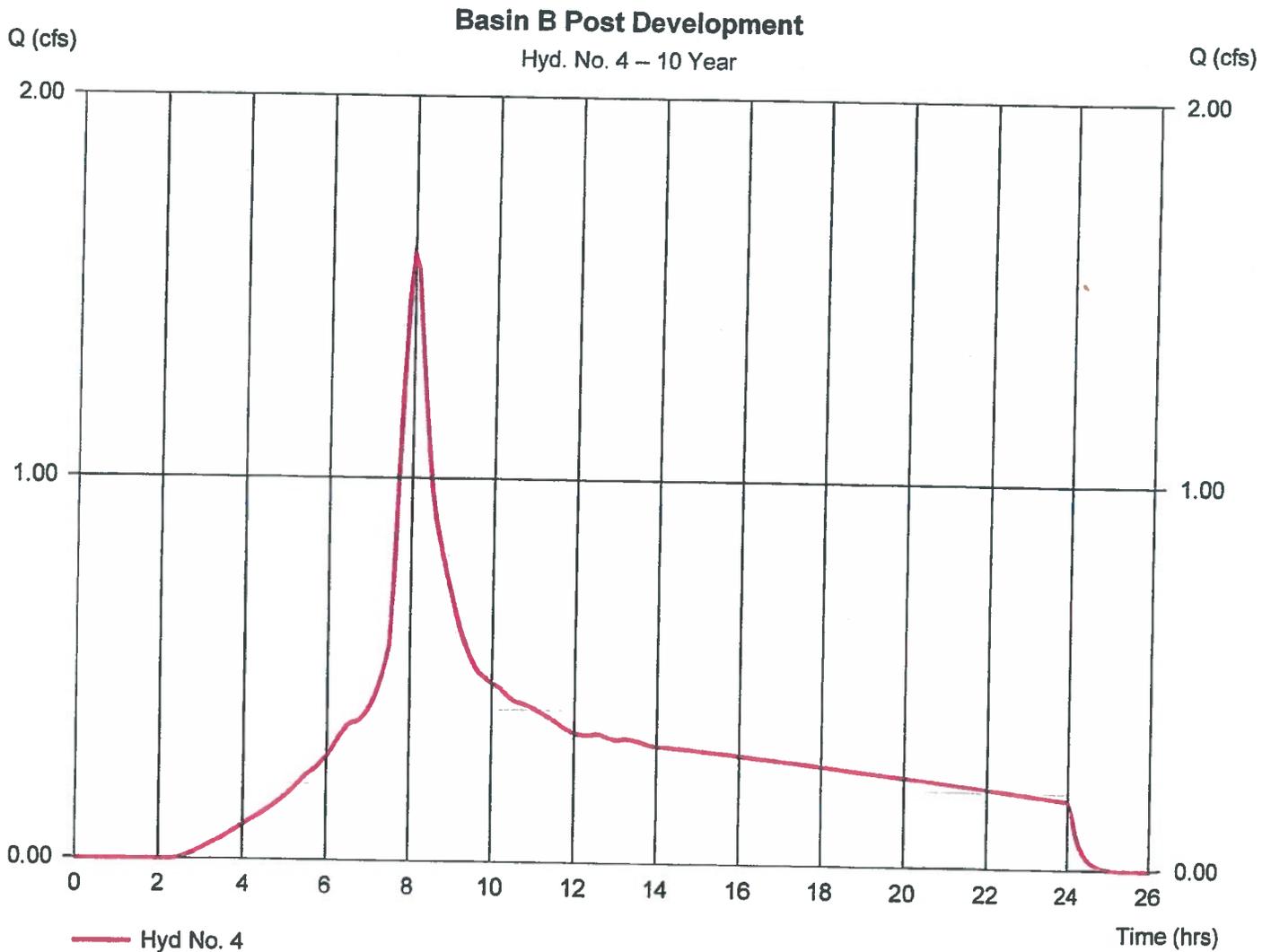
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Tuesday, 03 / 28 / 2017

Hyd. No. 4

Basin B Post Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 1.584 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.00 hrs
Time interval	= 6 min	Hyd. volume	= 25,731 cuft
Drainage area	= 3.280 ac	Curve number	= 92
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 15.00 min
Total precip.	= 3.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

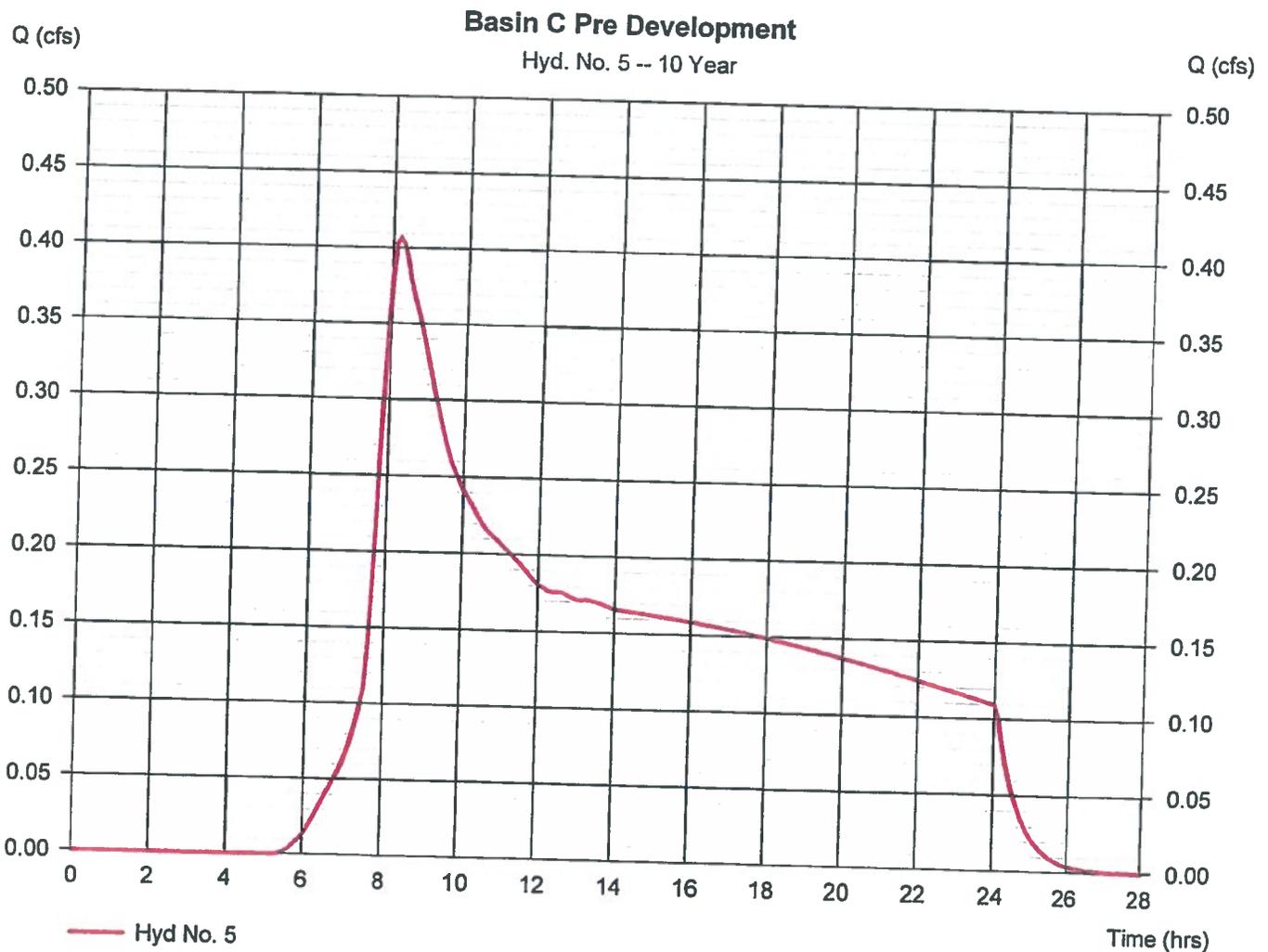
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Thursday, 04 / 13 / 2017

Hyd. No. 5

Basin C Pre Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 0.407 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.20 hrs
Time interval	= 6 min	Hyd. volume	= 11,162 cuft
Drainage area	= 2.460 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 36.00 min
Total precip.	= 3.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

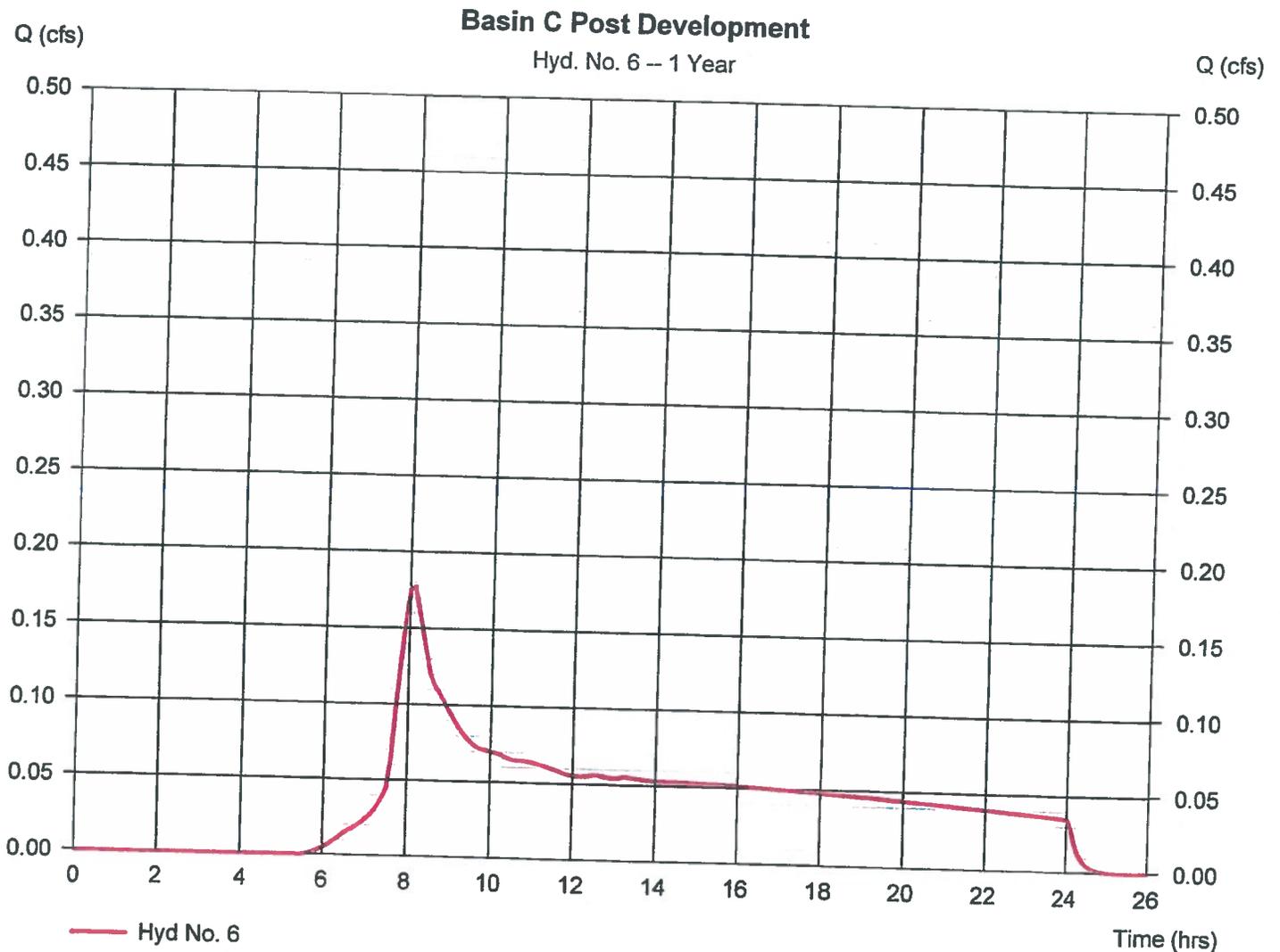
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Tuesday, 03 / 28 / 2017

Hyd. No. 6

Basin C Post Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 0.177 cfs
Storm frequency	= 1 yrs	Time to peak	= 8.10 hrs
Time interval	= 6 min	Hyd. volume	= 3,594 cuft
Drainage area	= 2.460 ac	Curve number	= 92
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 14.00 min
Total precip.	= 1.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

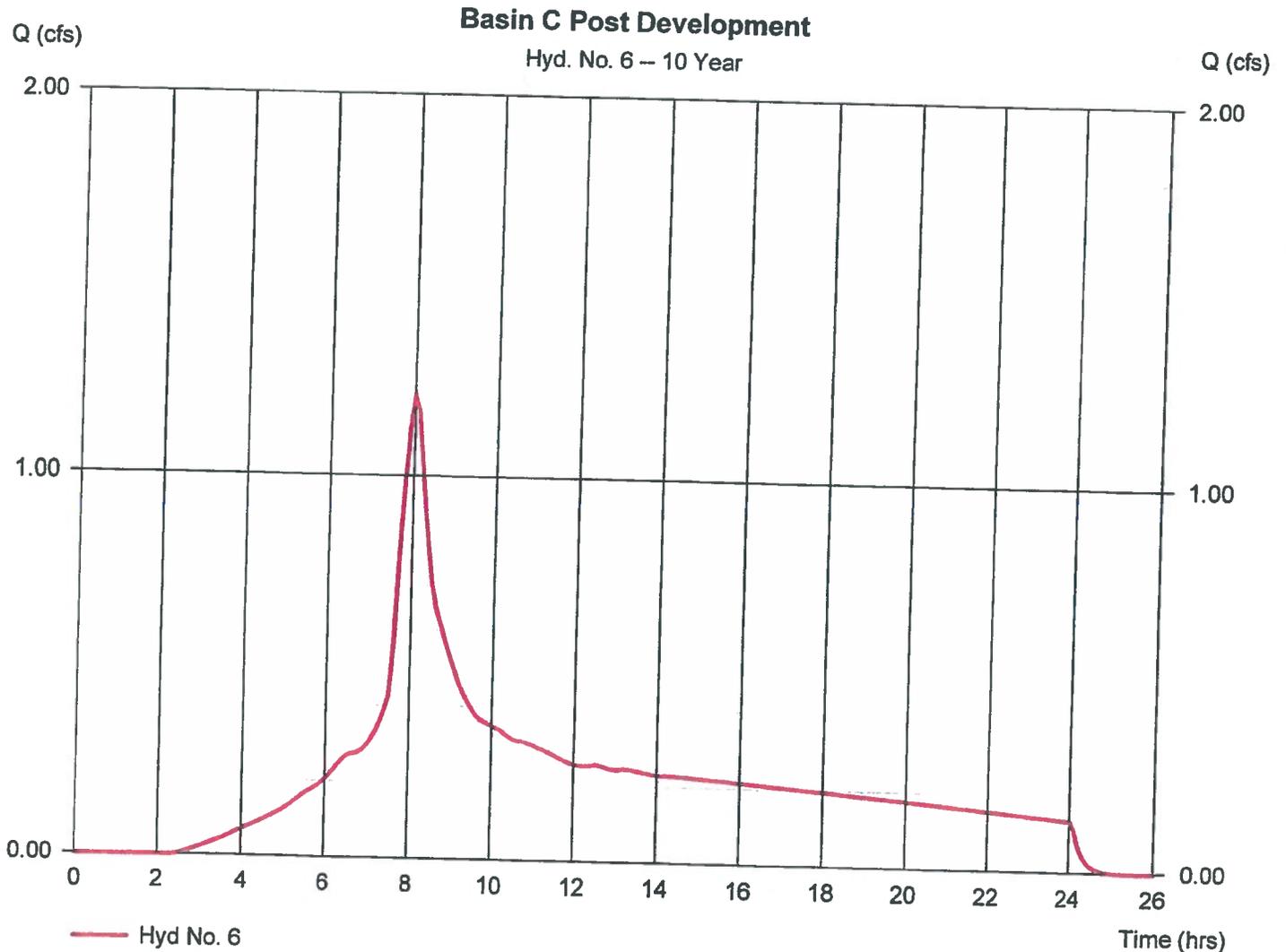
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Tuesday, 03 / 28 / 2017

Hyd. No. 6

Basin C Post Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 1.208 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.00 hrs
Time interval	= 6 min	Hyd. volume	= 19,298 cuft
Drainage area	= 2.460 ac	Curve number	= 92
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 14.00 min
Total precip.	= 3.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a

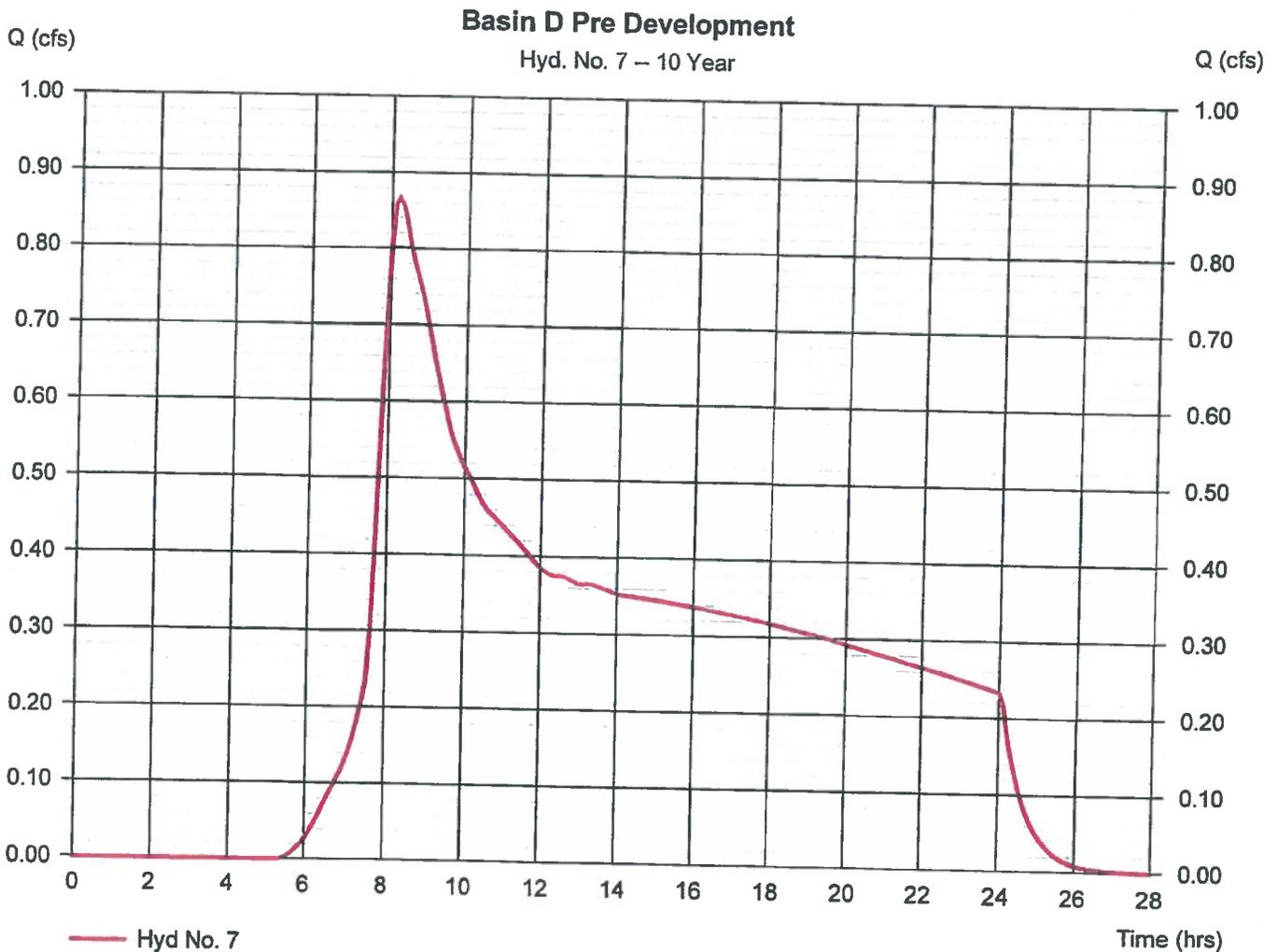


Hydrograph Report

Hyd. No. 7

Basin D Pre Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 0.866 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.20 hrs
Time interval	= 6 min	Hyd. volume	= 23,776 cuft
Drainage area	= 5.240 ac	Curve number	= 80
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 36.00 min
Total precip.	= 3.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

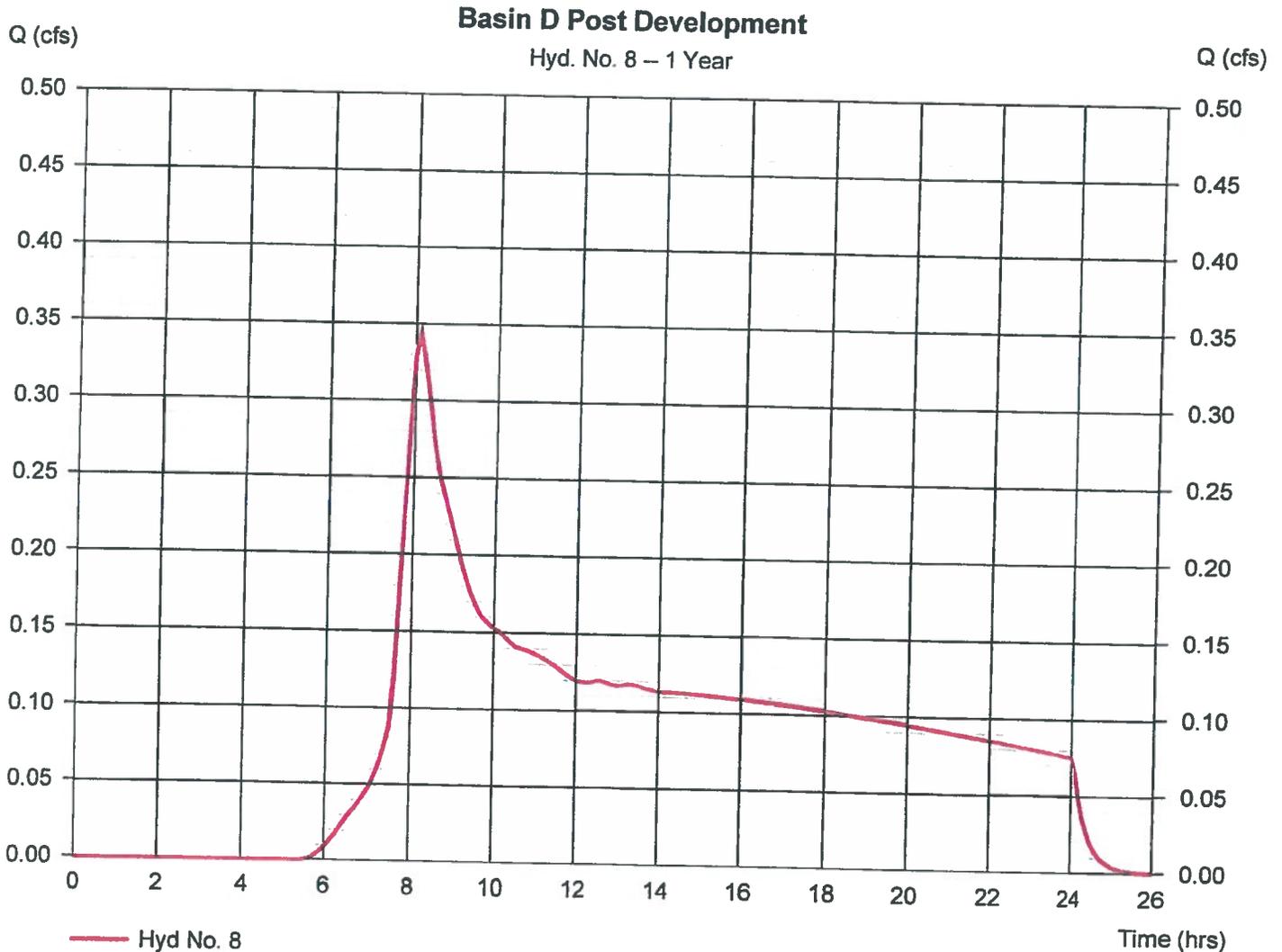
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Tuesday, 03 / 28 / 2017

Hyd. No. 8

Basin D Post Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 0.344 cfs
Storm frequency	= 1 yrs	Time to peak	= 8.10 hrs
Time interval	= 6 min	Hyd. volume	= 7,655 cuft
Drainage area	= 5.240 ac	Curve number	= 92
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 20.00 min
Total precip.	= 1.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

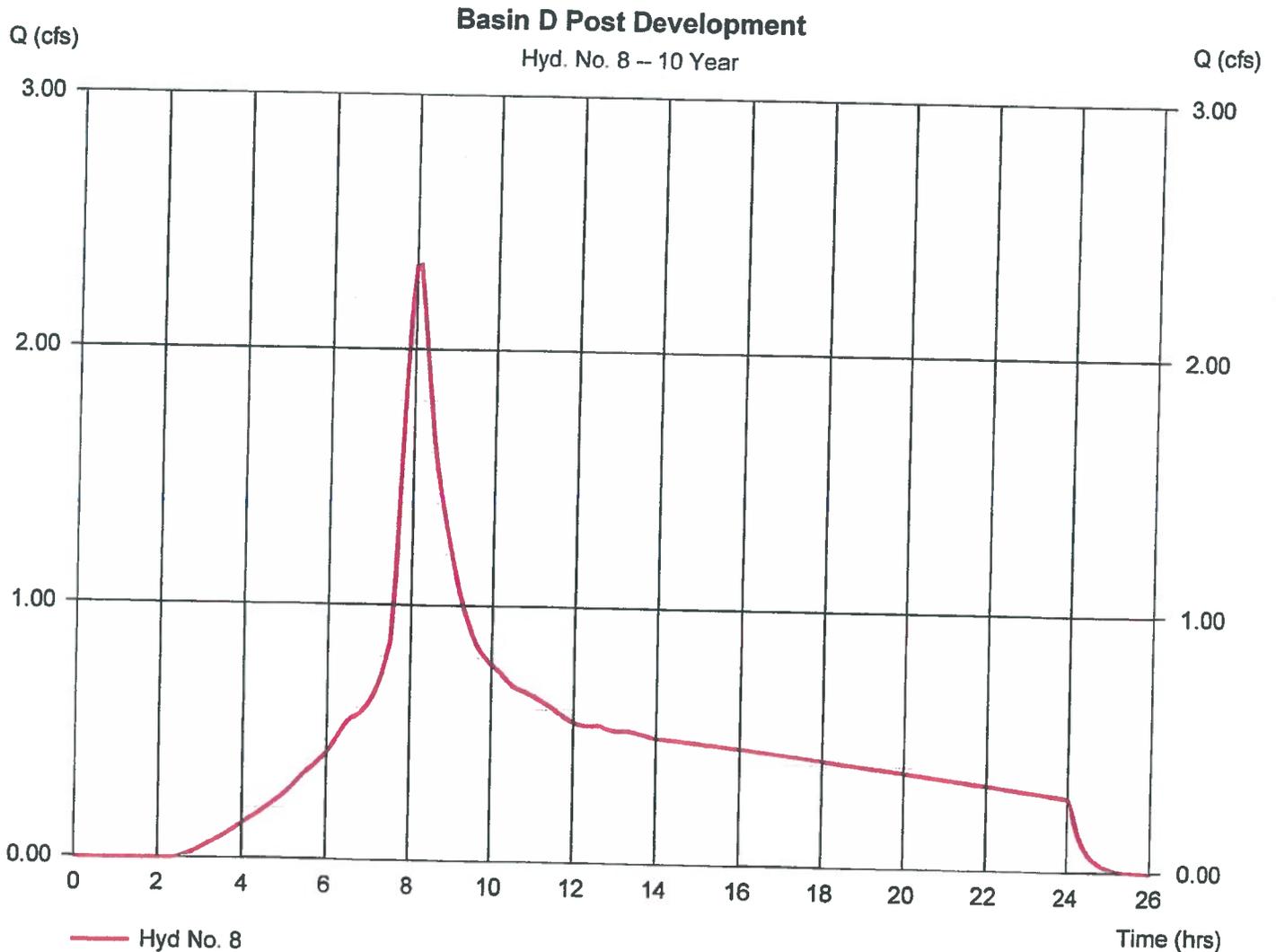
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Tuesday, 03 / 28 / 2017

Hyd. No. 8

Basin D Post Development

Hydrograph type	= SBUH Runoff	Peak discharge	= 2.332 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.10 hrs
Time interval	= 6 min	Hyd. volume	= 41,107 cuft
Drainage area	= 5.240 ac	Curve number	= 92
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 20.00 min
Total precip.	= 3.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= n/a



Hydrograph Report

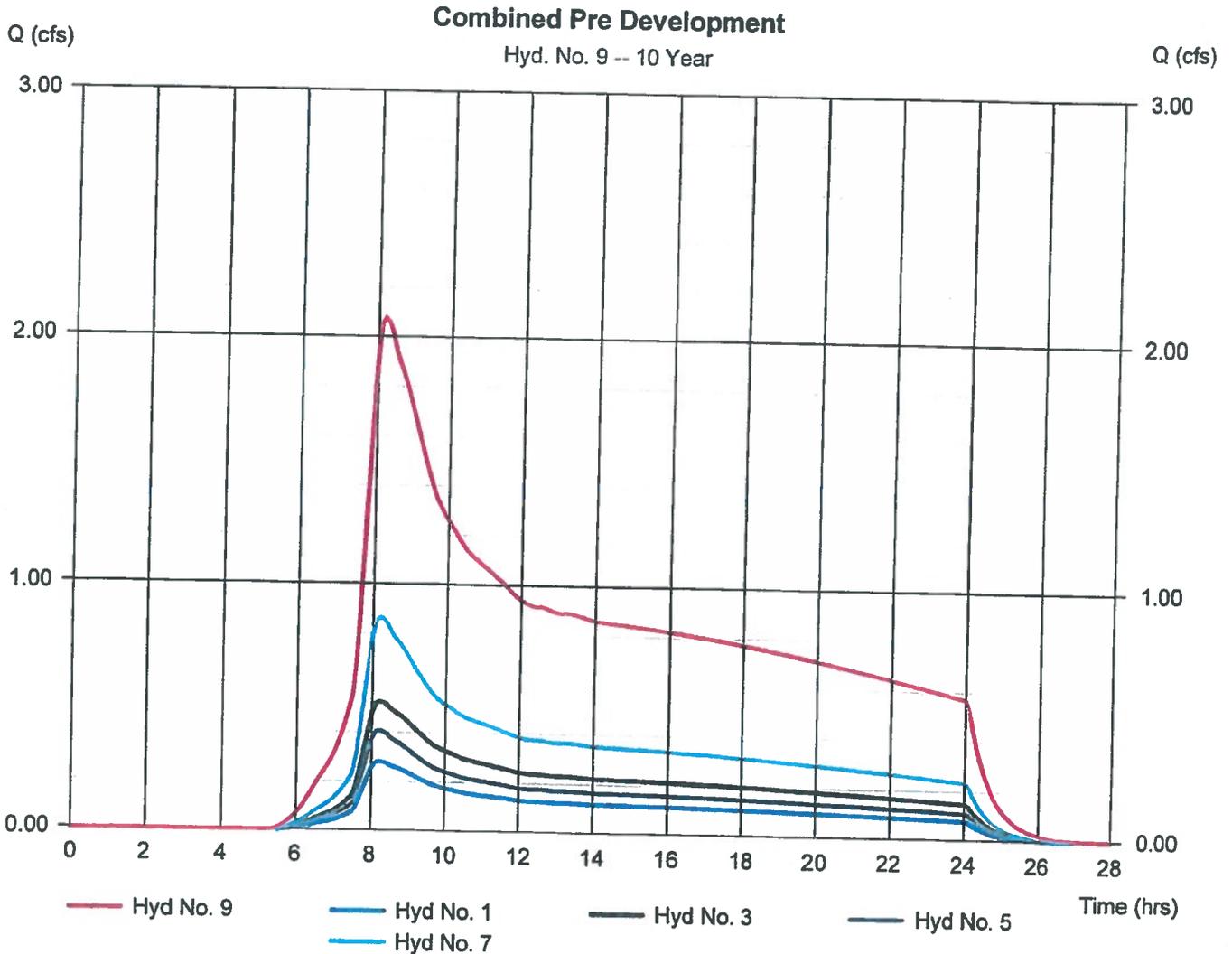
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Thursday, 04 / 13 / 2017

Hyd. No. 9

Combined Pre Development

Hydrograph type	= Combine	Peak discharge	= 2.078 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.20 hrs
Time interval	= 6 min	Hyd. volume	= 57,853 cuft
Inflow hyds.	= 1, 3, 5, 7	Contrib. drain. area	= 12.750 ac



Hydrograph Report

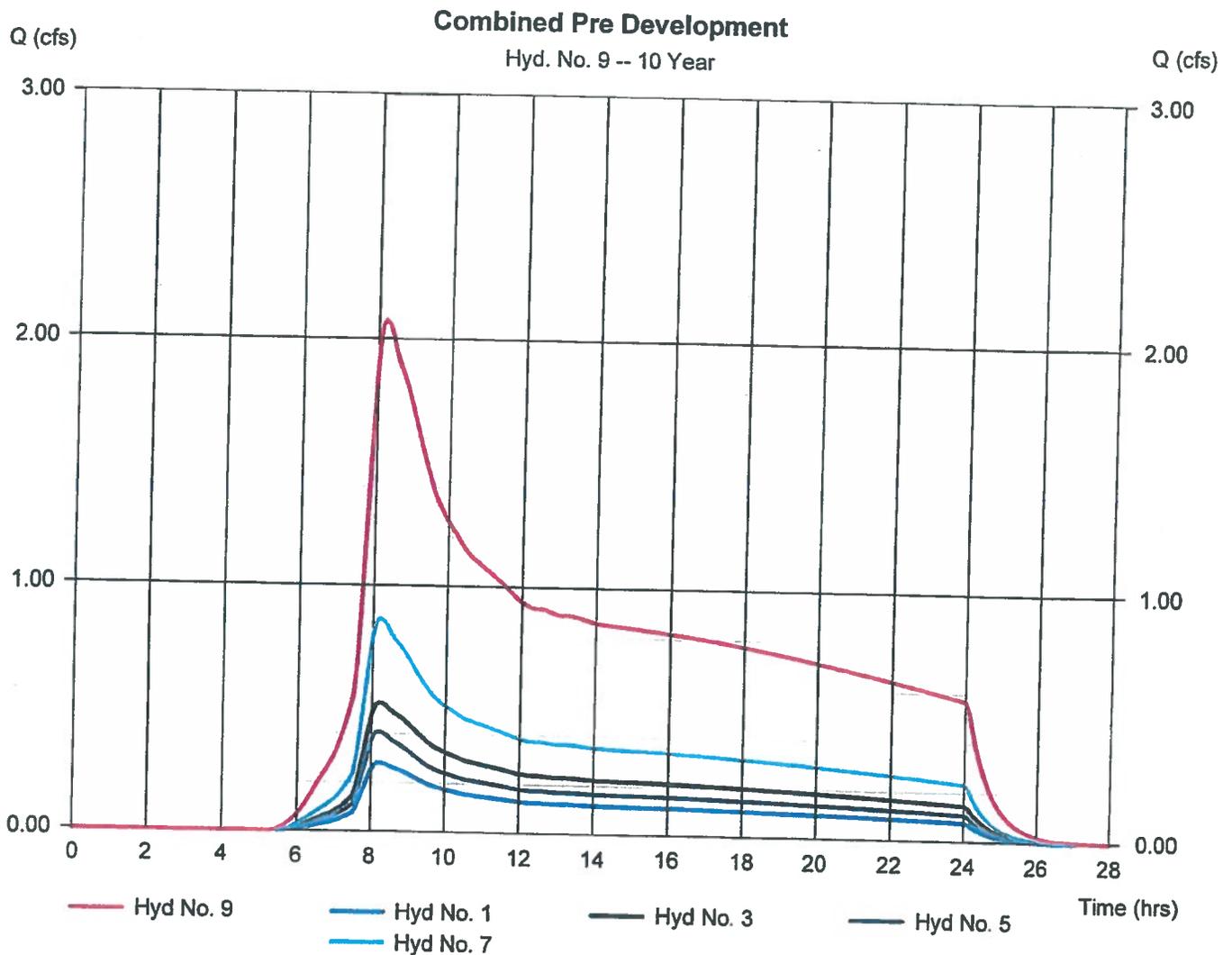
Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Thursday, 04 / 13 / 2017

Hyd. No. 9

Combined Pre Development

Hydrograph type	= Combine	Peak discharge	= 2.078 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.20 hrs
Time interval	= 6 min	Hyd. volume	= 57,853 cuft
Inflow hyds.	= 1, 3, 5, 7	Contrib. drain. area	= 12.750 ac



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

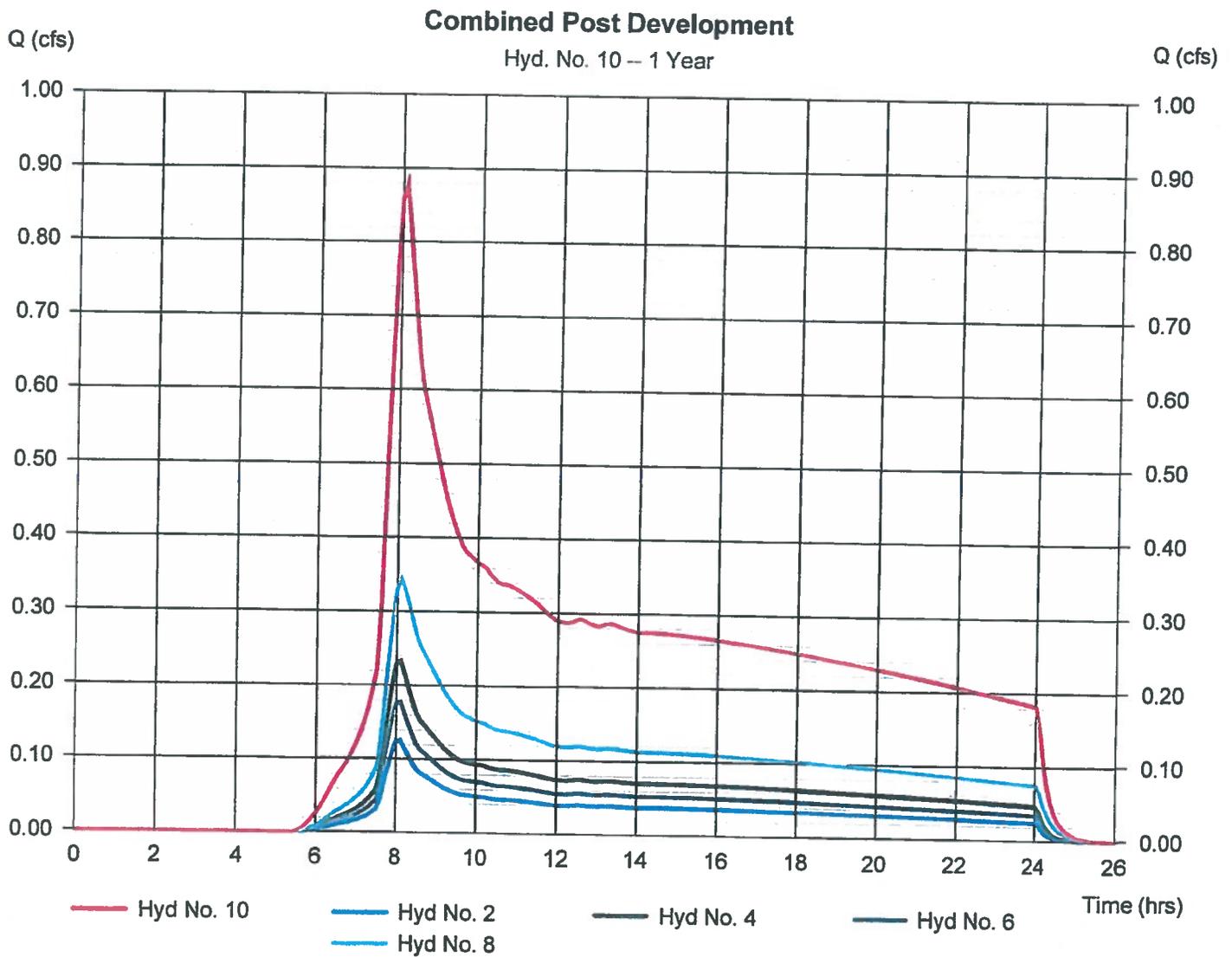
Tuesday, 03 / 28 / 2017

Hyd. No. 10

Combined Post Development

Hydrograph type = Combine
Storm frequency = 1 yrs
Time interval = 6 min
Inflow hyds. = 2, 4, 6, 8

Peak discharge = 0.879 cfs
Time to peak = 8.10 hrs
Hyd. volume = 18,627 cuft
Contrib. drain. area = 12.750 ac



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

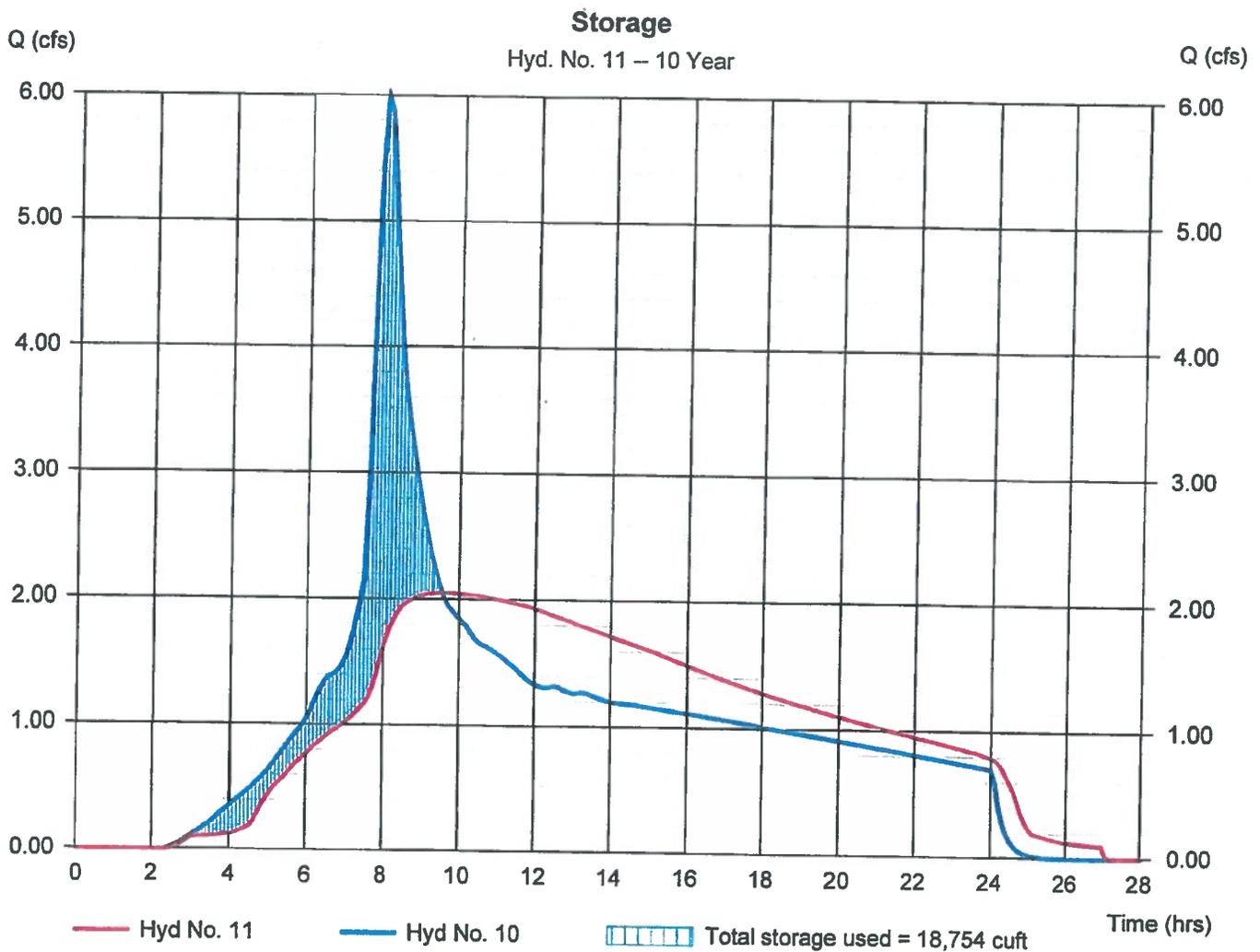
Thursday, 04 / 13 / 2017

Hyd. No. 11

Storage

Hydrograph type	= Reservoir	Peak discharge	= 2.053 cfs
Storm frequency	= 10 yrs	Time to peak	= 9.60 hrs
Time interval	= 6 min	Hyd. volume	= 100,022 cuft
Inflow hyd. No.	= 10 - Combined Post Development	Max. Elevation	= 1404.35 ft
Reservoir name	= Pond	Max. Storage	= 18,754 cuft

Storage Indication method used.



Hydrograph Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

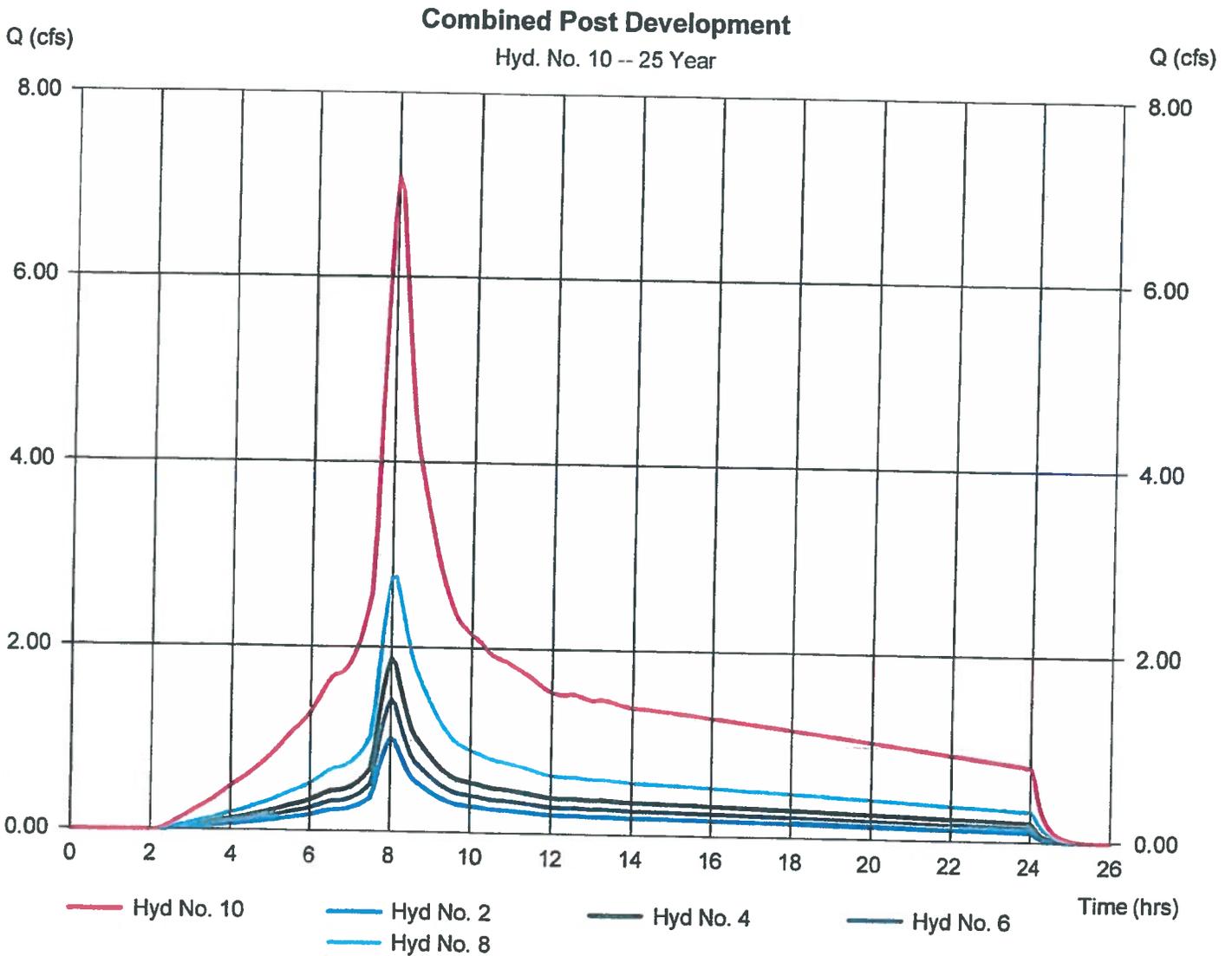
Tuesday, 03 / 28 / 2017

Hyd. No. 10

Combined Post Development

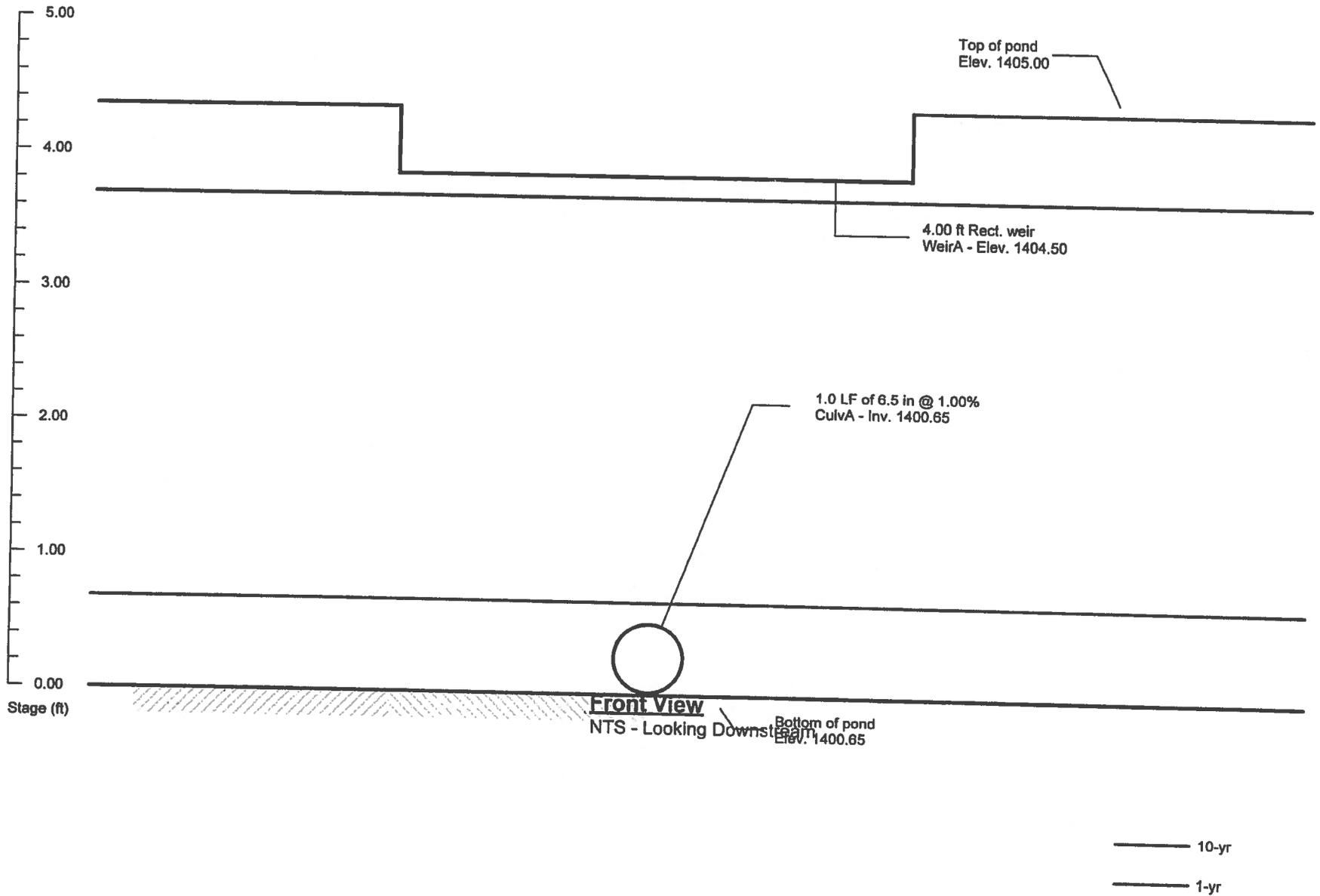
Hydrograph type = Combine
Storm frequency = 25 yrs
Time interval = 6 min
Inflow hyds. = 2, 4, 6, 8

Peak discharge = 7.075 cfs
Time to peak = 8.00 hrs
Hyd. volume = 117,610 cuft
Contrib. drain. area = 12.750 ac



Pond No. 1 - Pond

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5



Inflow hydrograph = 10. Combine - Combined Post Development

Thursday, 04 / 13 / 2017

Pond Report

Hydraflow Hydrographs Extension for AutoCAD® Civil 3D® 2016 by Autodesk, Inc. v10.5

Thursday, 04 / 13 / 2017

Pond No. 1 - Pond

Pond Data

Pond storage is based on user-defined values.

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	1400.65	n/a	0	0
0.35	1401.00	n/a	20	20
1.35	1402.00	n/a	4,660	4,680
2.35	1403.00	n/a	4,806	9,486
3.35	1404.00	n/a	6,247	15,733
4.35	1405.00	n/a	8,766	24,499

Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 6.50	0.00	0.00	0.00
Span (in)	= 6.50	0.00	0.00	0.00
No. Barrels	= 1	0	0	0
Invert El. (ft)	= 1400.65	0.00	0.00	0.00
Length (ft)	= 1.00	0.00	0.00	0.00
Slope (%)	= 1.00	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	No	No	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 4.00	0.00	0.00	0.00
Crest El. (ft)	= 1404.50	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= Rect	---	---	---
Multi-Stage	= No	No	No	No
Exfil.(in/hr)	= 0.000 (by Wet area)			
TW Elev. (ft)	= 0.00			

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).

Stage / Storage / Discharge Table

Stage ft	Storage cuft	Elevation ft	Civ A cfs	Civ B cfs	Civ C cfs	PrfRsr cfs	Wr A cfs	Wr B cfs	Wr C cfs	Wr D cfs	Exfil cfs	User cfs	Total cfs
0.00	0	1400.65	0.00	---	---	---	0.00	---	---	---	---	---	0.000
0.35	20	1401.00	0.10 oc	---	---	---	0.00	---	---	---	---	---	0.101
1.35	4,680	1402.00	1.15 ic	---	---	---	0.00	---	---	---	---	---	1.152
2.35	9,486	1403.00	1.60 ic	---	---	---	0.00	---	---	---	---	---	1.600
3.35	15,733	1404.00	1.95 ic	---	---	---	0.00	---	---	---	---	---	1.947
4.35	24,499	1405.00	2.24 ic	---	---	---	4.71	---	---	---	---	---	6.950

Channel Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc.

Tuesday, Apr 4 2017

South Side Center Treatment Swale

Trapezoidal

Bottom Width (ft) = 6.00
 Side Slopes (z:1) = 4.00, 4.00
 Total Depth (ft) = 1.50
 Invert Elev (ft) = 1400.65
 Slope (%) = 0.50
 N-Value = 0.200

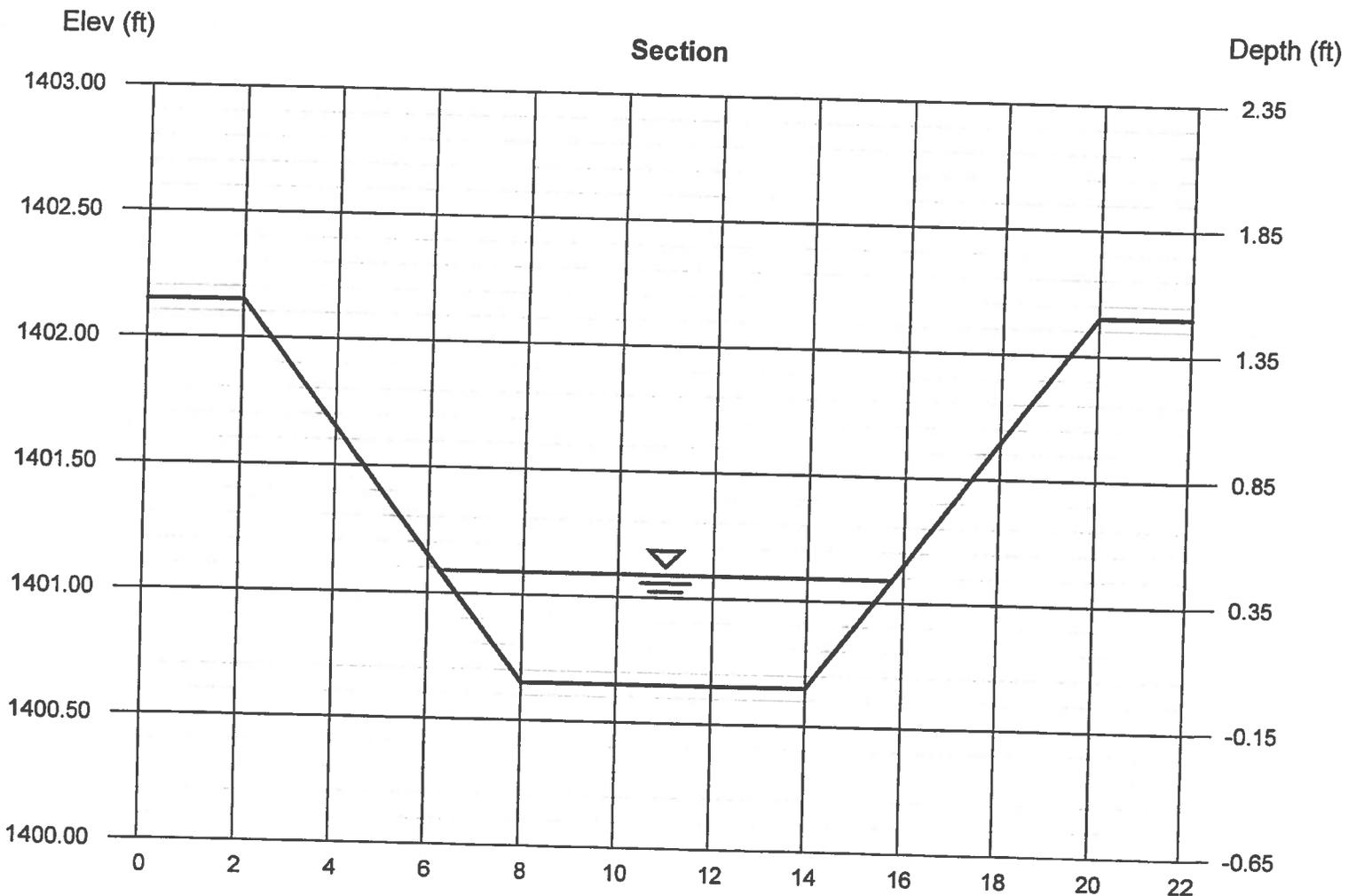
Highlighted

Depth (ft) = 0.44
 Q (cfs) = 0.875
 Area (sqft) = 3.41
 Velocity (ft/s) = 0.26
 Wetted Perim (ft) = 9.63
 Crit Depth, Yc (ft) = 0.09
 Top Width (ft) = 9.52
 EGL (ft) = 0.44

Calculations

Compute by: Known Q
 Known Q (cfs) = 0.88

SWALE LENGTH = 180'
 VELOCITY = 0.26 ft/s
 RESIDENCE TIME = 11.5 MIN.



Weir Report

25 YR Overflow

Rectangular Weir

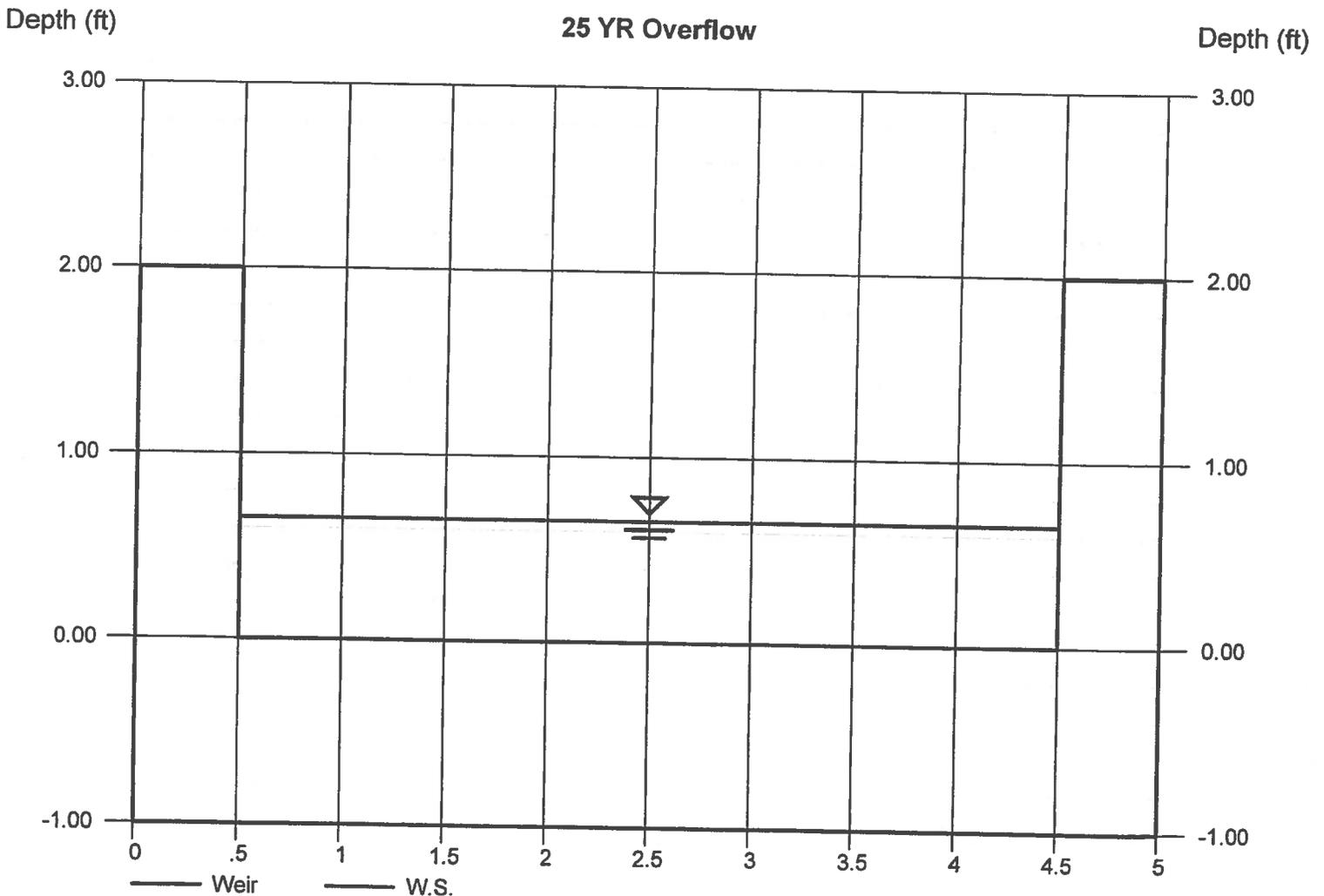
Crest = Sharp
 Bottom Length (ft) = 4.00
 Total Depth (ft) = 2.00

Highlighted

Depth (ft) = 0.66
 Q (cfs) = 7.080
 Area (sqft) = 2.62
 Velocity (ft/s) = 2.70
 Top Width (ft) = 4.00

Calculations

Weir Coeff. Cw = 3.33
 Compute by: Known Q
 Known Q (cfs) = 7.08



Length (ft) 31



Medford – A fantastic place to live, work and play

CITY OF MEDFORD

LD Date: 3/20/2019

File Numbers: AC-19-024/E-19-025

Reference: ZC-18-190, ZC-16-077

PUBLIC WORKS DEPARTMENT STAFF REPORT

Fairfield Inn & Suites – Marriott

Center Drive at Garfield Street (Southside Center – TLs 2401 & 5000)

Project: Consideration of a proposal for the development of a four-story hotel composed of 92 rooms including an exception request to the maximum building height when within 150 feet of a residential zone on approximately 2.6 acres.

Location: Located east of Garfield Street, approximately 450 feet north of Center Drive within the Regional Commercial (C-R) zoning district (371W32B5000 & 371W32C2401).

Applicant: Cascade Empire Lodging LLC, Applicant; CSA Planning Ltd., Agent; Steffen Roennfeldt, Planner.

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.

A. STREETS

1. Dedications

Garfield Street is classified as a Major Arterial street, in accordance with the Medford Land Development Code (MLDC) 10.428, and is under Oregon Department of Transportation (ODOT) jurisdiction. Garfield Street has been fully improved along the subject property's frontage, but the Applicant should consult with ODOT regarding any additional right-of-way dedication requirements.

Belknap Road is classified as a Commercial street within the MLDC, Section 10.429. **No additional right-of-way will be required with this application.**

Charlotte Ann Road is classified as Standard Residential Street within the MLDC, Section 10.430. This section of Charlotte Anne Road along this frontage is under jurisdiction of Jackson County. **No additional right-of-way will be required with this application.**

2. Public Improvements

a. Public Streets

Garfield Street is classified as a Major Arterial street, in accordance with MLDC 10.428, and is under ODOT jurisdiction. The Applicant shall consult with ODOT regarding any additional improvements that may be required.

Belknap Road is classified as a Commercial street, in accordance with MLDC Section 10.429. **No public improvements are required with this application.**

This section of **Charlotte Anne Road** along this frontage is under jurisdiction of Jackson County, and shall continue to be maintained by Jackson County. **No public improvements are required with this application.**

b. Street Lights and Signing

No additional street lights or signs are required.

c. Pavement Moratoriums

There are no pavement cutting moratorium currently in effect along this frontage to Belknap Road.

d. Access and Circulation

Applicant shall submit a circulation plan addressing the requirements of MLDC 10.426 regarding street circulation design and maximum block length. The conceptual circulation plan submitted with Southside Center Phase 1 (AC-16-138) showed a future interior access road stubbed south

into this property. The submitted site plan does not extend this interior access road to the southern boundary of the site and does not show where future north-south connectivity is planned.

e. Transportation System

ZC-16-077 and ZC-18-190 established a maximum trip generation of 367 PM peak hour trips (a trip cap) on the properties that include the South Side Center shopping center and the proposed hotel. The applicant shall submit a trip accounting showing that this trip cap has not been exceeded. If the trip cap has been exceeded, the applicant will need to revise the conditions of the zone change in accordance with the procedures outlined for zone changes in MLDC 10.204.

B. SANITARY SEWERS

This site lies within the Rogue Valley Sewer Service (RVSS) area. The Developer shall contact RVSS for conditions of connection to the sanitary sewer collection system.

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.

Developer needs to provide a Joint Use Maintenance Agreement to share use of the existing stormwater detention and water quality facility.

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

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

2. Grading

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

3. Detention and Water Quality

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

4. 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. 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 storm drain mains be inspected by video camera prior to acceptance of these systems by the City.

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

2. Site Improvements

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

3. System Development Charges (SDC)

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

Prepared by: Jodi K Cope

Reviewed by: Doug Burroughs

SUMMARY CONDITIONS OF APPROVAL

Fairfield Inn & Suites (Marriott)

Center Drive at Garfield Street (Southside Center – TLs 2401 & 5000)

AC-19-24/E-19-025

A. Streets

1. Street Dedications to the Public:

- Garfield Street – Consult with ODOT.
- Belknap Road – No additional right-of-way required.
- Charlotte Ann Road – No additional right-of-way required.

2. Improvements:

Public Streets

- Garfield Street – Consult with ODOT.
- Belknap Road – No public improvements are required.
- Charlotte Ann Road – No public improvements are required.

Lighting and Signing

- No additional street lights are required.

Access and Circulation

- Applicant shall submit a circulation plan addressing the requirements of MLDC 10.426 regarding street circulation design and maximum block length.

Other

- There is no pavement moratorium currently in effect on Belknap Road.
- Comply with Transportation System conditions.

B. Sanitary Sewer:

- The site is situated within the RVSS area.

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.
 - Provide copy of an approved Erosion Control Permit (1200C) from DEQ for this project.
-
- = 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.

P:\Staff Reports\AC\2019\AC-19-024_E-19-025 Garfield St at Center Dr (TLs 2401 & 5000) Marriott Hotel\AC-19-024_E-19-025 Staff Report-LD.docx

Page 6 of 6

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



BOARD OF WATER COMMISSIONERS
Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: AC-19-024 & E-19-025

PARCEL ID: 371W30AC TL 2500

PROJECT: Consideration of a proposal for the development of a four-story hotel composed of 92 rooms including an exception request to the maximum building height when within 150 feet of a residential zone on approximately 2.6 acres located east of Garfield Street, approximately 450 feet north of Center Drive within the Regional Commercial (C-R) zoning district (371W32B5000 & 371W32C2401); Cascade Empire Lodging LLC, Applicant; CSA Planning Ltd., Agent; Steffen Roennfeldt, Planner.

DATE: March 20, 2019

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

CONDITIONS

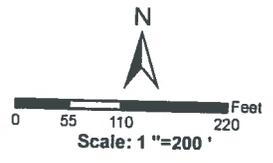
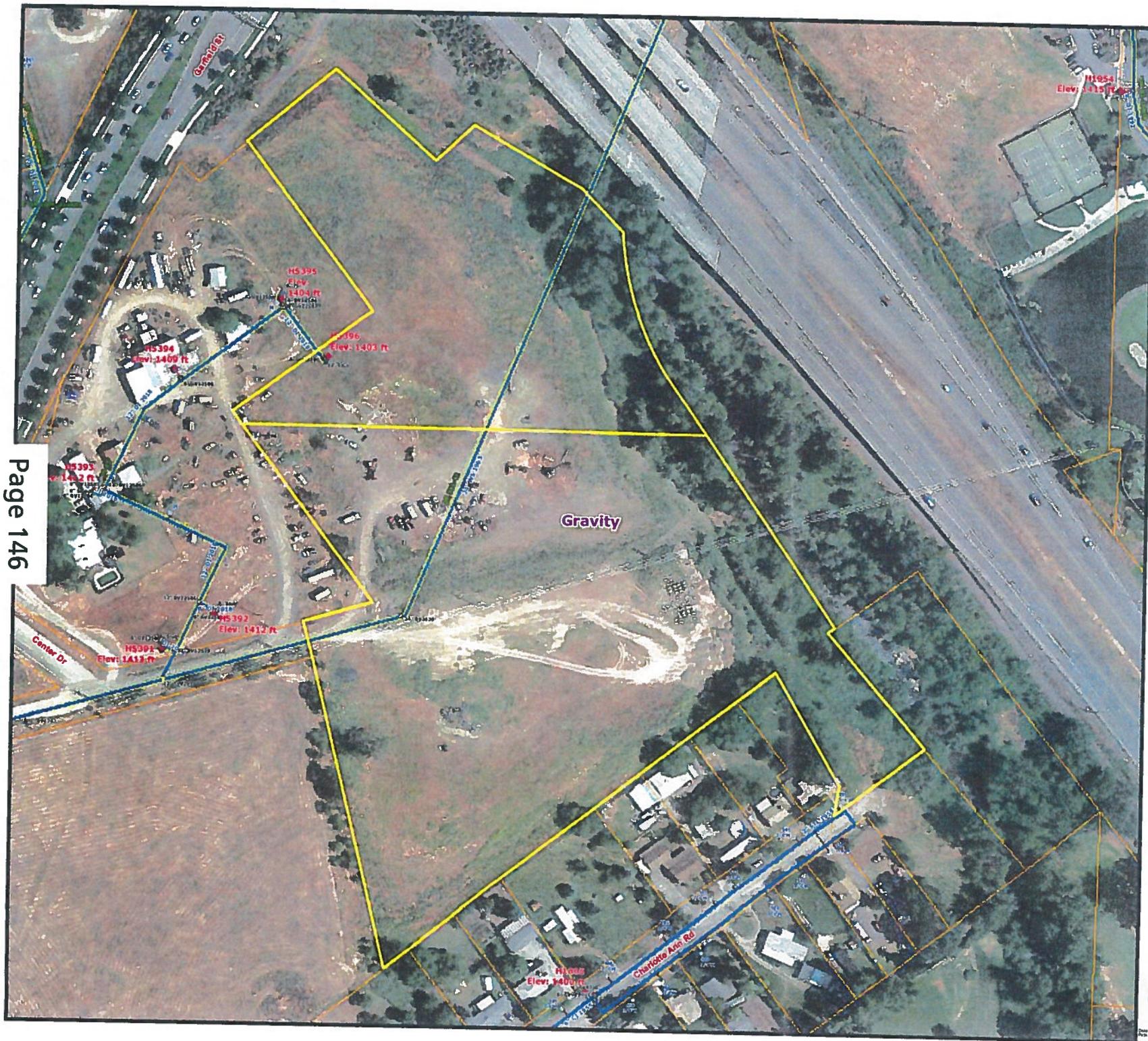
1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.
3. Installation of a "on-site" 12-inch water line is required. Water lines are required to be located within a paved travel lane. Water lines are not allowed to be extended through proposed parking stalls or landscape islands.
4. Installation of an Oregon Health Authority approved backflow device is required for all commercial, industrial, municipal, and multi-family developments. New backflow devices shall be tested by an Oregon certified backflow assembly tester. See MWC website for list of certified testers at the following web link <http://www.medfordwater.org/Page.asp?NavID=35>.
5. Applicant and/or their Civil Engineer shall coordinate with MWC engineering staff for available pressure, and fire hydrant flow testing for design use in the proposed fire sprinkler system.
6. Dedication of a 10-foot-wide (minimum) access and maintenance easement to MWC over all water facilities located outside of public right-of-way is required. Easement shall be submitted to MWC for review and recordation prior to construction. There shall be no trees planted within the MWC easement water line easements.

CITY OF MEDFORD
EXHIBIT #
File # AC-19-024
E-19-025 Page 1 of 2



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 approximately 77 psi.
4. MWC-metered water service does not exist to this property at this time.
5. Access to MWC water lines is available. There is an existing 12-inch water line stubbed for extension at the north side of proposed drive aisle.



Water Facility Map
City of Medford
Planning Application:
AC-19-024 E-19-025
(371W32B5000,
371W32C2401)
March 6, 2019

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:

- C** Control Station
- P** Pump Station
- R** Reservoir



This shall be reviewed and approved by the Medford Water Commission. It is the policy of the City of Medford, Oregon, to provide water service to all residents and businesses within the city limits. The City of Medford, Oregon, is not responsible for the accuracy of the information shown on this map. There are no warranties, express or implied, made by the City of Medford, Oregon, in the use of this map. © 2019 Medford Water Commission. All rights reserved.

Page 146

Memo



To: Steffen Roennfeldt, Planning Department
From: Chad Wiltrout, Building Department (541) 774-2363
CC: Cascade Empire Lodging LLC, Applicant; CSA Planning Ltd., Agent
Date: March 20, 2019
Re: AC-19-024/E-19-025; Fairfield Inn & Suites by Marriott

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. Proposed construction in proximity to property lines shall comply with table 602 and code section 705 of the Oregon Structural Specialty Code.
6. ADA parking spaces shall be required in accordance with code section 1106 of the Oregon Structural Specialty Code.
7. This property is located in the Riparian Corridor and FEMA Special Flood Hazard Area. A Flood Permit is required.
8. This property is located in the Slope Analysis Area. Provide a grading plan at the time of building permit submittal.
9. This would be considered an R-1 occupancy with incidental uses not exceeding 10 percent of the building area of the story in which they are located. Section 509.

10. Type of construction limited to Table 503.
11. An automatic fire sprinkler system as required per the fire department.
12. The building may require a design by an Oregon licensed design professional to meet the structural design requirements per chapters 16 and 23 OSSC
13. A code analysis providing occupant load, means of egress plan, type of construction, occupancy classification, fire protection systems, etc... will be required.
14. Special inspections may be required by chapter 17 Oregon Structural Specialty Code.
15. 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.



Medford Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Kleinberg, Greg

Review Date: 3/18/2019
Meeting Date: 3/20/2019

LD File #: AC19024 Associated File #1: E19025

Planner: Steffen Roennfeldt

Applicant: Cascade Empire Lodging, LLC; Agent: CSA Planning Ltd

Site Name: Fairfield Inn & Suites

Project Location: east of Garfield Street, approximately 450 feet north of Center Drive within the Regional Commercial (C-R) zoning district

Project Description: Consideration of a proposal for the development of a four-story hotel composed of 92 rooms including an exception request to the maximum building height when within 150 feet of a residential zone on approximately 2.6 acres

Specific Development Requirements for Access & Water Supply

Reference	Comments	Description	Conditions
OFC 508.5	Fire hydrant locations are approved as submitted on the plans.	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	Fire apparatus road design requirements.	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)	
OFC 503.4	Parking shall be posted as prohibited 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/marketing 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.	

CITY OF MEDFORD
AC-19-024
F-19 AIR

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>

SECTION D105-AERIAL FIRE APPARATUS ACCESS ROADS

OFC D105 The northeast fire lane is approved to serve as the aerial apparatus access road.

D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater.

D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

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. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official.

D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

OFC 903 A fire sprinkler system is required by code for this occupancy.

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 by code for this occupancy.

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 905 A standpipe system is required by code for this occupancy.

Standpipe system requirement information.

Where a fire sprinkler system is required, it shall meet the requirements of the Oregon Fire Code and the National Fire Protection Association (NFPA) 14 Standard.

OFC 510 Emergency responder radio coverage is required for this

Emergency responder radio coverage must be provided in the following buildings and locations:

1. Any building with one or more basement or below-grade building levels.
2. Any underground building.
3. Any building more than five stories in height.

- building.
4. Any building 50,000 sq. ft. in size or larger.
 5. Any building that, through performance testing, does not meet the requirement of Section 510.

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



Planning Department

Working with the community to shape a vibrant and exceptional city

MEMORANDUM

Subject Fairfield Inn & Suites by Marriott
 File no. AC-19-024/E-19-025
 To Steffen Roennfeldt, Planner III
 From Liz Conner, Certified Floodplain Manager *LC*
 Date March 20, 2019

PROJECT DESCRIPTION

Consideration of a proposal for the development of a four-story hotel composed of 92 rooms including an exception request to the maximum building height when within 150 feet of a residential zone on approximately 2.6 acres located east of Garfield Street, approximately 450 feet north of Center Drive within the Regional Commercial (C-R) zoning district (371W32B5000 & 371W32C2401).

SITE CHARACTERISTICS

- C-R Regional Commercial zoning district
- Bear Creek
- Special Flood Hazard Area Zone AE
- Base Flood Elevations with Floodway
- FIRM panel 41029c1986F effective May 3, 2011
- Riparian corridor

FLOODPLAIN REGULATIONS

The property is currently within a mapped AE zone with Base Flood Elevations and a designated floodway. Per the National Flood Insurance Program Regulations, any vertical structures and utilities shall comply with 44 CFR 60.3(c).

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.

CITY OF MEDFORD
 EXHIBIT # *X*
 File # AC-19-024
E-19-025

A Floodplain Development Permit is required prior to development in the Special Flood Hazard Areas. Development is broadly defined and includes, but is not limited to, grading, filling, paving, and construction of buildings.

Per Section 9.706 (C), encroachments into the SFHA shall be prohibited 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 1 foot at any point within the community.

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 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).

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.

National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- SPECIAL FLOOD HAZARD AREAS**
 - Without Base Flood Elevation (BFE)
Zone A, V, A99
 - With BFE or Depth Zone AE, AO, AH, VE, AR
 - Regulatory Floodway

- OTHER AREAS OF FLOOD HAZARD**
 - 0.2% Annual Chance Flood Hazard, Area of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
 - Future Conditions 1% Annual Chance Flood Hazard Zone X
 - Area with Reduced Flood Risk due to Levee. See Notes. Zone X
 - Area with Flood Risk due to Levee Zone D

- OTHER AREAS**
 - NO SCREEN Area of Minimal Flood Hazard Zone X
 - Effective LOMRs
 - Area of Undetermined Flood Hazard Zone X

- GENERAL STRUCTURES**
 - Channel, Culvert, or Storm Sewer
 - Levee, Dike, or Floodwall

- OTHER FEATURES**
 - 20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
 - 17.5 Coastal Transect
 - Base Flood Elevation Line (BFE)
 - Limit of Study
 - Jurisdiction Boundary
 - Coastal Transect Baseline
 - Profile Baseline
 - Hydrographic Feature

- MAP PANELS**
 - Digital Data Available
 - No Digital Data Available
 - Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

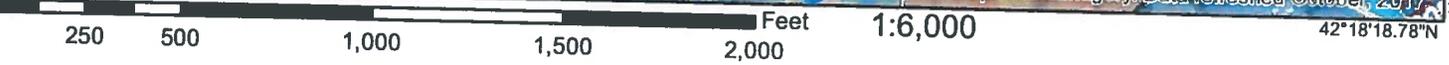
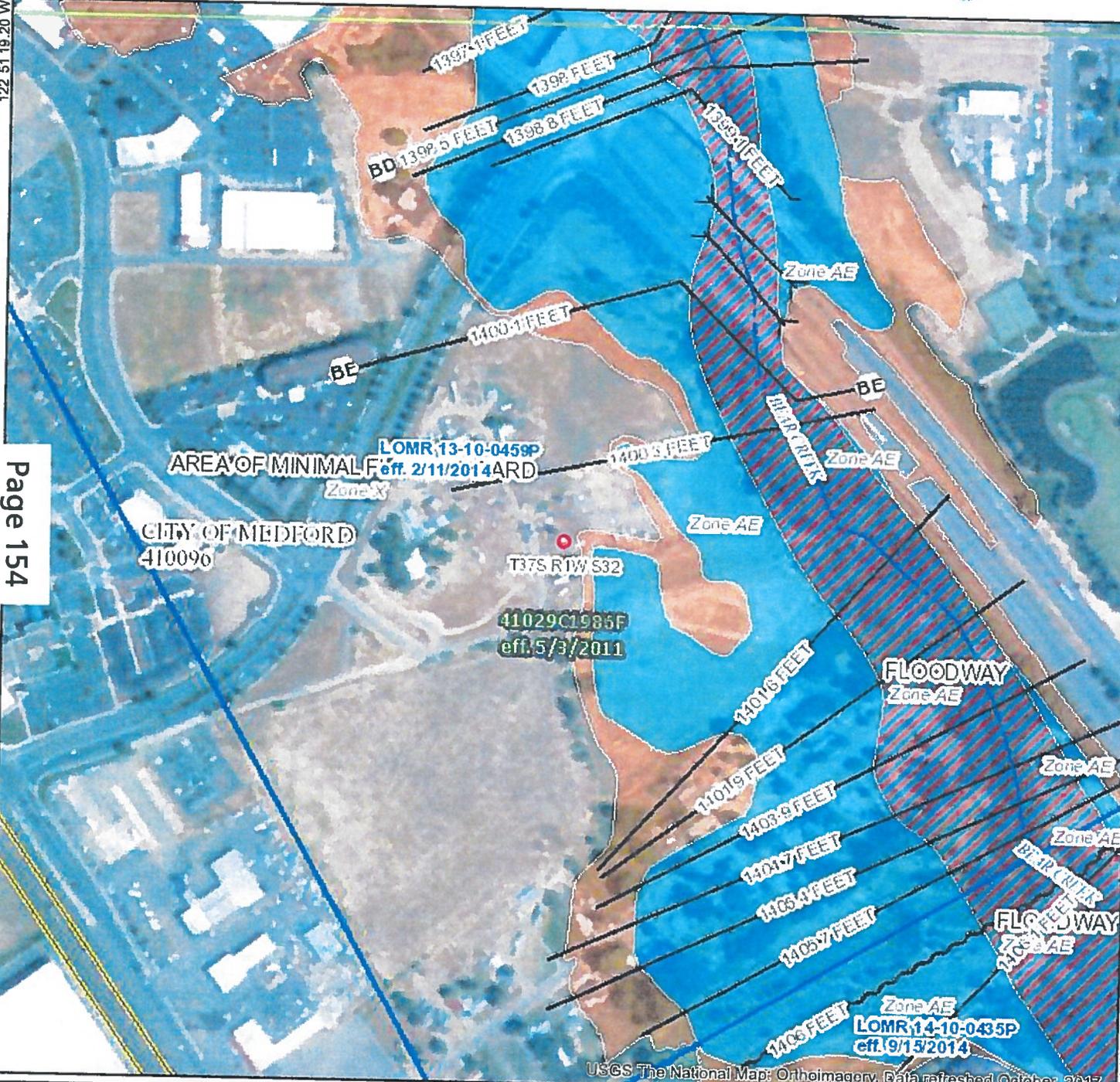
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 3/20/2019 at 5:21:25 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

42°18'45.39"N

122°51'19.20"W

Page 154



USGS The National Map: Orthoimagery. Data refreshed October, 2017

Steffen K. Roennfeldt

From: McFadden, David <David.McFadden@avistacorp.com>
Sent: Thursday, March 14, 2019 4:24 PM
To: Steffen K. Roennfeldt
Subject: Review of File AC-19-24/E-19-025

To whom it may concern:

Avista Utilities, the natural gas provider in the Rogue Valley, sees no conflict with this proposal and strongly supports **Fairfield Inn and Suites by Marriott** for continuing to grow and serve our community.

Avista already has a gas main located near the entrance into the driveway, and a recommended location for the building's gas meter set would be somewhere near the northwest corner of the new building.

Sincerely Yours

David McFadden
Gas Facility Designer



Post Office Box 1709
Medford, Oregon 97501
580 Business Park Drive
Medford, OR. 97504
Cell 541-941-4055
Office 541-858-4740
Fax 509-777-5584

**For Information on Programs, Incentives and Cash
Rebates for your Home, Rental or Business, visit
<https://www.avistautilities.com/savings/rebates/Pages/default.aspx>**

Or call Energy Trust of Oregon @ 1-866-368-7878.

Avista Fuel Cost Calculator
<https://www.avistautilities.com/savings/suite/Pages/fuelcalculator.aspx>

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CITY OF MEDFORD
EXHIBIT # 2
File # AC-19-024
E-19-025



JACKSON COUNTY Roads

JC Roads
Engineering

Chuck DeJanvier
Construction Engineer

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

www.jacksoncounty.org

March 11, 2019

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

RE: Development of a hotel off Garfield Street – a city-maintained road.
Planning File: AC-19-024/E-19-025

Dear Steffen:

Thank you for the opportunity to comment on this proposal for the development of a four-story hotel composed of 92 rooms including an exception request to the maximum building height when 150 feet of a residential zone on approximately 2.6 acres located east of Garfield, approximately 450 north of Center Drive within the Regional Commercial (C-R) zoning district (37-1W-32B TL 500 & 37-1W-32C TL2401). Jackson County Roads has the following comments:

1. Charlotte Ann Road is a County Local Road and is maintained by the County. The Average Daily Traffic count is inactive at this time. It was 342 on 8/17/1998, 1033 feet east of Highway 99.
2. This road was built to a rural low volume standard that is no longer current. This road was not built to commercial/industrial standards and will not withstand the additional traffic. Jackson County will not allow access to Charlotte Ann Road.
3. If county storm drainage facilities are utilized, the applicant's registered engineer shall verify that the drainage system has adequate capacity to accept additional runoff from this development. Jackson County Roads shall review, comment and approve the hydraulic report including the calculations and drainage plan. Capacity improvements or on site detention, if necessary, shall be installed at the expense of the applicant.
4. Jackson County Roads would like to review and comment on the hydraulic report including the calculations and drainage plan. Capacity improvements or on site detention, if necessary, shall be installed at the expense of the applicant. Upon completion of the project, the developer's engineer shall certify that construction of the

EXHIBIT # AA
FILE # AC-19-024
E-19-015

drainage system was constructed per plan and a copy of the certification shall be sent to Jackson County Roads.

5. Construction plans shall be prepared in accordance with the "Standards and Specifications for County Roads" (also known as the County road standards).
6. The applicant shall submit construction drawings to Jackson County Roads and obtain county permits if required.
7. We would like to be notified of future development proposals, as county permits may be required.
8. Jackson County's General Administration Policy #1-45 sets forth the County's position as it relates to the management of County roads located within existing or proposed city limits or Urban Growth Boundaries (UGB). The County has no current plans for improvements to Charlotte Ann Road. Jackson County Roads recommends that the city request road jurisdiction.
9. Storm water should meet City of Medford requirements that also include water quality. Please note that there are drainage problems in this area and the City of Medford maintains the storm water system.
10. Please contact the Oregon Department of Transportation for comments.
11. Please contact the Bear Creek Greenway Foundation for comments.

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

Sincerely,



Chuck DeJanvier, PE
Construction Engineer



ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 97502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

March 8, 2019

City of Medford Planning Department
200 S. Ivy Street
Medford, Oregon 97501

Re: AC-19-024 & E-19-025, Fairfield Inn & Suites (371W32B 5000 & 371W32C 2401)

ATTN: Steffen,

The subject property is within the RVSS service area. There is a newly constructed 8 inch sewer main on tax lot 5000 and on tax lot 3604 to the northwest. Sewer service for the proposed development will require a sewer main extension as generally shown on the submitted site plan.

Rogue Valley Sewer Services requests that approval of this application and development be subject to the following conditions:

1. Sewer improvements shall be designed and constructed in accordance with RVSS standards.
2. Sewer mains must be constructed and accepted by RVSS prior to the issuance of plumbing permits.
3. Easements must be provided per RVSS standards for public sewer facilities located on private property.
4. The applicant must provide RVSS with a plumbing fixture plan for determination of system development charges.
5. The applicant must pay sewer system development charges to Rogue Valley Sewer Service prior to issuance of a building permit.

Please feel free contact me with any questions.

Sincerely,

Nicholas R. Bakke

Nicholas R. Bakke, P.E.
District Engineer

K:\DATA\AGENCIES\MEDFORD\PLANNING\ARCH COMM\2019\AC-19-024 & E-19-025_FAIRFIELD INN & SUITES.DOC

CITY OF MEDFORD
EXHIBIT # 3B
File # AC-19-024
E-19-025

Steffen K. Roennfeldt

From: MCDONALD John <John.MCDONALD@odot.state.or.us>
Sent: Thursday, March 7, 2019 1:58 PM
To: Cinthya Y. Perezchica; Steffen K. Roennfeldt
Cc: WANG Wei * Michael; SCRUGGS Julee Y
Subject: RE: Land Development Meeting: March 20, 2019

Cinthya and Steffen,

AC-19-024/E-19-025:

Garfield Street is under ODOT jurisdiction.

We will need to see the site plan / construction plans for proposed development.

Any work within the ODOT right-of-way will require a permit (applicant can contact Julee Scruggs at Julee.Y.Scruggs@odot.state.or.us or 541-864-8811).

ODOT will need to review the stormwater/drainage calculations.

PA-19-012:

no comments.

Sincerely,

John McDonald
Development Review Planner
ODOT Southwestern Region
541-957-3688

From: Cinthya Y. Perezchica <Cinthya.Perezchica@cityofmedford.org>
Sent: Thursday, March 7, 2019 1:15 PM

Subject: Land Development Meeting: March 20, 2019

Good afternoon,

Please see the attached agenda for the March 20, 2019, Land Development Committee meeting. This meeting will be held in room 151 of the Lausmann Annex at 9:30 a.m.

For additional information contact:

Kristina Johnsen

Community Relations Coordinator

City of Medford

541-774-2087

kristina.johnsen@cityofmedford.org

Thank you,
Cinthya Perezchica

CITY OF MEDFORD
EXHIBIT # CC
File # AC-19-024
E-19-025

Steffen K. Roennfeldt

From: MCDONALD John <John.MCDONALD@odot.state.or.us>
Sent: Thursday, March 7, 2019 2:29 PM
To: Cinthya Y. Perezchica; Steffen K. Roennfeldt
Cc: WANG Wei * Michael; SCRUGGS Julee Y
Subject: RE: Land Development Meeting: March 20, 2019

I'm sorry, but I should also have mentioned for AC-19-024/E-19-025 that ODOT will need to review proposed advertising/signs.

Sincerely,

John McDonald
Development Review Planner
ODOT Southwestern Region
541-957-3688

From: MCDONALD John
Sent: Thursday, March 7, 2019 1:58 PM
To: 'Cinthya Y. Perezchica' <Cinthya.Perezchica@cityofmedford.org>; 'Steffen K. Roennfeldt' <Steffen.Roennfeldt@cityofmedford.org>
Cc: WANG Wei * Michael <Wei.WANG@odot.state.or.us>; SCRUGGS Julee Y <Julee.Y.SCRUGGS@odot.state.or.us>
Subject: RE: Land Development Meeting: March 20, 2019

Cinthya and Steffen,

AC-19-024/E-19-025:

Garfield Street is under ODOT jurisdiction.

We will need to see the site plan / construction plans for proposed development.

Any work within the ODOT right-of-way will require a permit (applicant can contact Julee Scruggs at Julee.Y.Scruggs@odot.state.or.us or 541-864-8811).

ODOT will need to review the stormwater/drainage calculations.

PA-19-012:

no comments.

Sincerely,

John McDonald
Development Review Planner
ODOT Southwestern Region
541-957-3688

From: Cinthya Y. Perezchica <Cinthya.Perezchica@cityofmedford.org>
Sent: Thursday, March 7, 2019 1:15 PM

Subject: Land Development Meeting: March 20, 2019

Good afternoon,

Steffen K. Roennfeldt

From: Laura E Street <Laura.E.Street@state.or.us>
Sent: Thursday, March 7, 2019 2:22 PM
To: Steffen K. Roennfeldt
Subject: Comments for Fairfield Inn and Suites by Marriott

File Number AC-19-024/E-19-025
RE: Comments for Fairfield Inn and Suites by Marriott
Location: 371W32B5000 and 371W32C2401

March 7, 2019

Steffen Roennfeldt,

For the proposed Marriott Hotel Oregon Department of Fish and Wildlife would like to remind the applicant that no riparian vegetation should be removed from within 50 feet of Bear Creek for any reason during construction or with future maintenance in accordance with Medford's Riparian Ordinance. Also, no impervious surfaces should be constructed within 50 feet of Bear Creek. It is unclear from the plans how far the proposed development is from Bear Creek.

Cheers,

Laura Street
Assistant District Fisheries Biologist
Rogue Watershed District
1495 E Gregory Road
Central Point, OR 97502
541-826-8774 x 224

CITY OF MEDFORD
EXHIBIT # DD
File # AC-19-024
E-19-025

Steffen K. Roennfeldt

From: Jon M. Proud
Sent: Monday, April 1, 2019 1:54 PM
To: Steffen K. Roennfeldt
Subject: FW: Yellow Paper 19-024,25.pdf
Attachments: HotelTractZoneChangeLegal-Sketch.pdf; ATL5000-2401Legal.pdf

Steffen, the attached pdf titled ATL5000... matches subject area shown on vicinity map of original yellow paper transmittal. Thanks, Jon

-----Original Message-----

From: Steffen K. Roennfeldt
Sent: Tuesday, March 26, 2019 4:47 PM
To: Jon M. Proud <Jon.Proud@cityofmedford.org>
Subject: FW: Yellow Paper 19-024,25.pdf

Hi Jon,
Please see attached for the corrected legal for AC-19-024.
Thanks,
Steffen

-----Original Message-----

From: James Hibbs [mailto:jameshibbs@charter.net]
Sent: Tuesday, March 26, 2019 4:41 PM
To: Steffen K. Roennfeldt <Steffen.Roennfeldt@cityofmedford.org>
Subject: RE: Yellow Paper 19-024,25.pdf

I believe the client was only changing the zoning on a portion of the hatched red property that is to house the hotel. The attached is what I prepared for them in Oct. 2018. The other legal is for the whole property as adjusted in 2016.

Thank you for allowing us to serve you.

* * Please note that my physical office location is now 2714 N. Pacific Hwy., Medford, OR 97501
and my new email address is ljfriarandassociates@charter.net * *

Proverbs 3:5-6.
James E. Hibbs, PLS, CWRE
L.J. Friar & Associates, P.C.
Consulting Land Surveyors
PH: 541-772-2782
ljfriarandassociates@charter.net
P.O. Box 1947
Phoenix, OR 97535
www.friarandassociates.com

copy:

ELECTRONIC FILE TRANSFER WARNING:
The electronic media transmitted herein shall remain the property of L.J.

CITY OF MEDFORD
EXHIBIT # EE
File # AC-19-024
E-19-025

TELEPHONE
541-772-2782



L.J. FRIAR & ASSOCIATES P.C.

CONSULTING LAND SURVEYORS

P.O. BOX 1947
PHOENIX, OR 97535

FAX
541-772-8465

JAMES E. HIBBS, PLS

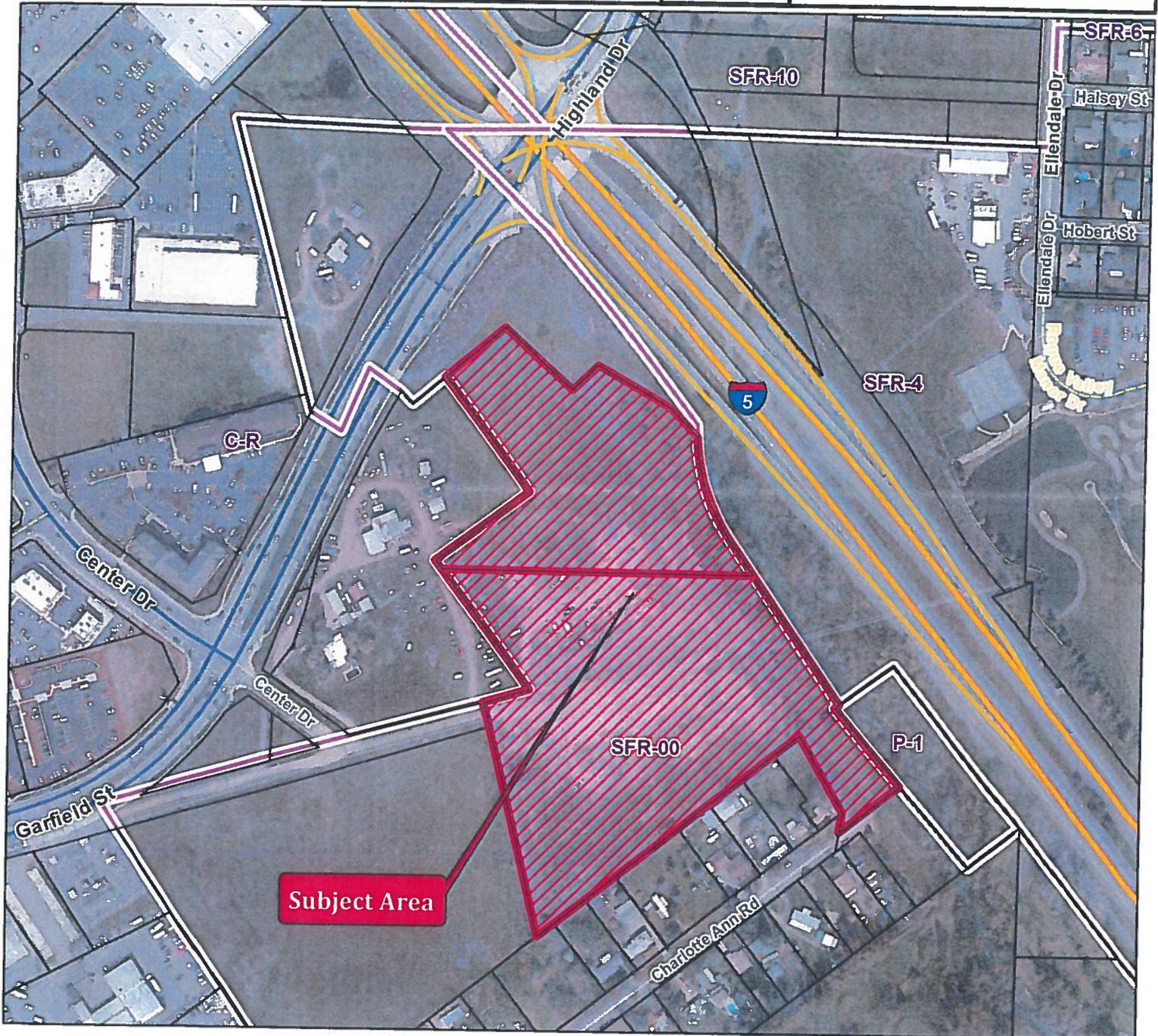
ljfriar@charter.net

LEGAL DESCRIPTION
City of Medford File #SV-17-039

A portion of Volume 201, Page 502 and Parcels 1 and 2 per Volume 365, Page 352, Jackson County Deed Records being more particularly described as follows:

Commencing at the Northeast corner of Donation Land Claim No. 46, Township 37 South, Range 1 West, Willamette Meridian, Jackson County, Oregon; thence South 72°35'51" West (record South 72°54' West), 41.80 feet; thence South 50°57'13" West, 1358.02 feet (record South 51°16' West, 1360.2 feet) to the Southwest corner of Parcel 2 per Volume 365, Page 352, Jackson County Deed Records and the true point of beginning; thence along the West line thereof, North 15°26'46" West (record North 15°09' West), 541.83 feet to the Northeast corner of Belknap Road; thence North 71°32'07" East, 109.81 feet; thence North 38°52'57" West, 372.47 feet; thence North 51°02'23" East, 266.89 feet; thence North 38°57'31" West, 332.26 feet to the Northwesterly line of that property deeded for right of way purposes per Document No. 2006-013916, Official Records of Jackson County, Oregon; thence along the exterior of said right of way the following five courses: North 48°47'39" East, 177.75 feet to an angle point; thence South 50°32'51" East, 207.18 feet to an angle point; thence North 44°21'06" East, 82.02 feet; thence South 61°45'23" East, 193.07 feet; thence South 46°01'36" East, 110.38 feet to the Westerly line of Interstate No. 5 per Volume 502, Page 194, said Deed Records; thence Southeasterly along said Westerly line, 698 feet, more or less, to the Southerly line of Parcel 2 per Volume 365, Page 352, said Deed Records; thence along said Southerly line, South 50°57'13" West (record South 51°16' West), 38 feet, more or less, to the Northeasterly corner of Volume 201, Page 502, said Deed Records; thence along the Easterly line thereof, South 43°16'47" East, 235.11 feet (record South 42°58' East, 237 feet) to the Southeasterly corner; thence along the Southerly line thereof, South 50°47'11" West, 190.11 feet (record South 51°11' West, 197 feet) to the Southwesterly corner thereof; thence along the Westerly line thereof the following two courses: North 10°56'08" East, 46.82 feet (record North 11°29' East) to an angle point; thence North 28°55'16" West, 208.16 feet (record North 28°37' West, 208.7 feet) to the Northwesterly corner thereof; thence along the Southerly line of Parcel 2 per Volume 365, Page 352, said Deed Records, South 50°57'13" West, 765.83 feet to the true point of beginning. Containing 16.61 acres, more or less.

ATL2 371W32C TL100
Galpin Gang, LLC
15-217
May 13, 2016



Project Name:

**Fairfield Inn & Suites
 by Marriott**

Map/Taxlot:

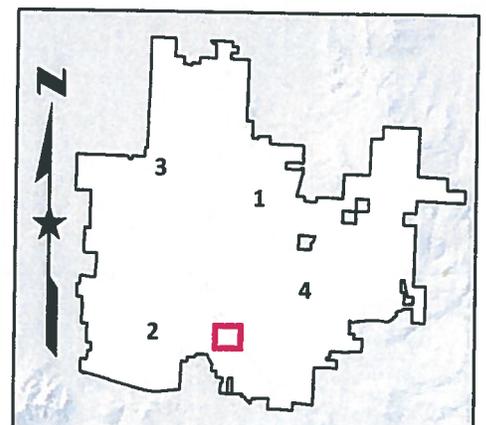
371W32B TL 5000
371W32C TL 2401



Legend

-  Subject Area
-  Zoning Districts
-  Tax Lots

02/17/2019





STAFF REPORT

for a Type III quasi-judicial decision: **Site Plan & Architectural Review**

Project Combined Transport – Phase V
 Applicant/Agent: JB Steel Inc.

File no. AC-19-027

To Site Plan & Architectural Commission *for April 19, 2019 hearing*

From Liz Conner, Planner II

Reviewer Kelly Evans, Assistant Planning Director *h*

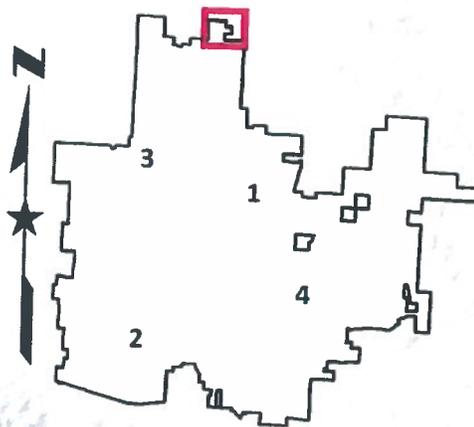
Date April 12, 2019

BACKGROUND

Proposal

Consideration of plans for Phase V of the Combined Transport complex, consisting of a 12,000 square foot metal structure on a 9.86 acre parcel located on the east side of Crater Lake Avenue, approximately 330 feet north of Justice Road, within the C-H (Heavy Commercial) zoning district and within the Cardmoore Business Park Planned Unit Development (361W32C TL 200).

Vicinity Map



Subject Site Characteristics

Zoning	C-H	Heavy Commercial
GLUP	CM	Commercial
Use	Commercial/Industrial buildings	

Surrounding Site Characteristics

<i>North</i>	Zone:	C-H, County EFU
	Use:	Commercial/Industrial buildings, Vacant
<i>South</i>	Zone:	C-H
	Use:	Vacant
<i>East</i>	Zone:	County EFU/RR-5
	Use:	Commercial/Industrial building
<i>West</i>	Zone:	I-G (General Industrial)
	Use:	Vacant

Related Projects

PUD-99-172 (Expired)
AC-04-035 Phase I
AC-05-298 Phase II
AC-07-288 Phase III
AC-12-021 Phase IV

Applicable Criteria

**SITE PLAN AND ARCHITECTURAL REVIEW APPROVAL CRITERIA
FROM SECTION 10.200(E) OF THE MEDFORD LAND DEVELOPMENT CODE**

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 development 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 Section 10.186.

Corporate Names

Michael S. Card is the registered agent for Combined Transport, Inc according to the Oregon Secretary of State Business Registry.

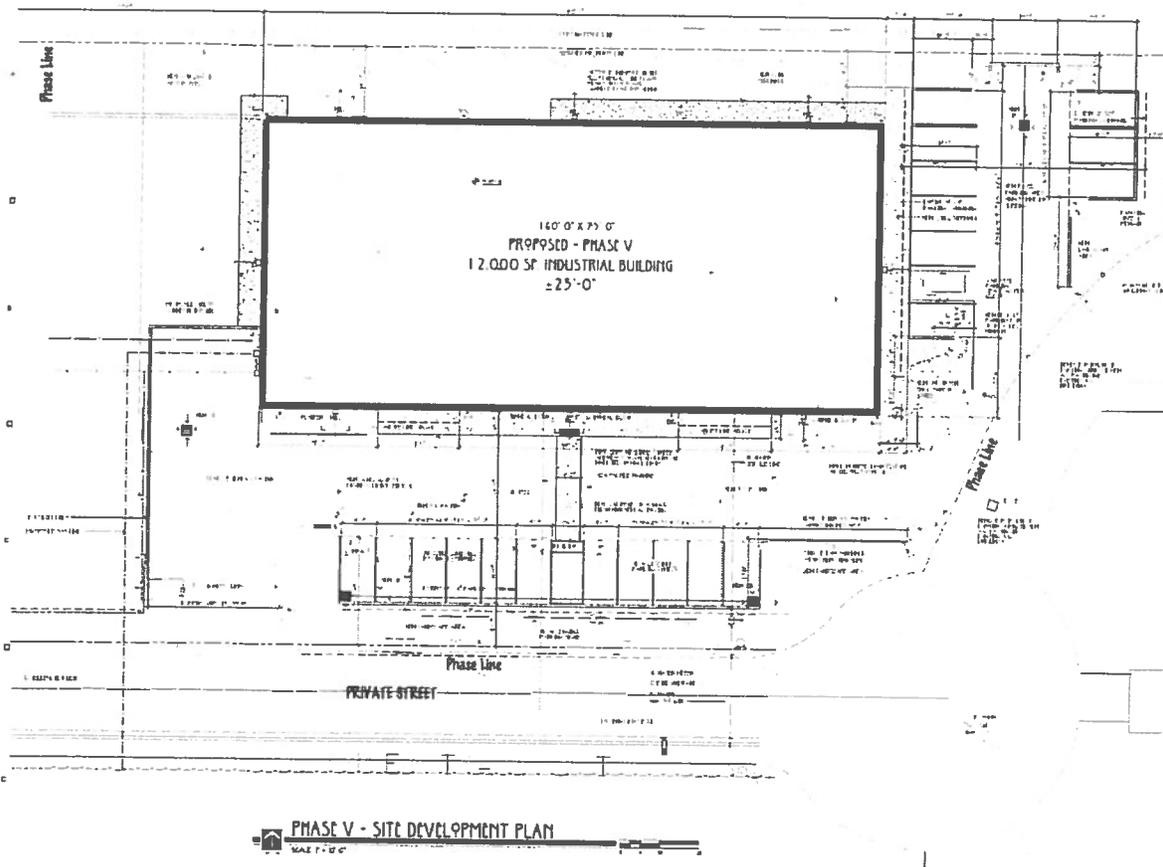
ISSUES AND ANALYSIS

Background

The project is identified as Phase V of the overall eight phase development plan. The site has nine previously constructed structures totaling approximately 63,000 square feet. This is the final phase of the development and consists of a 12,000 square foot industrial building. The applicant's findings state that the proposed building is a shell and any future tenant will apply for tenant improvement permits individually, with a potential of four individual spaces within the proposed 12,000 square foot shell.

Site Design

Phase V consists of approximately 0.7 acres and is the last undeveloped portion of the larger site. The subject area is located on the north side of the existing private access drive. The proposed structure will be located approximately 18 feet from the north property line and approximately 50 feet from the existing sidewalk meeting all minimum setbacks requirements. The site plan (Exhibit B) shows that the trash enclosure is located on the east side of the proposed building constructed with concrete masonry unit (CMU) bricks with gates.



Site Development Table MLDC 10.721

	Allowed/Required	Proposed
Height	Max. 35 feet	Max. 25 feet
Lot Coverage	Max. 60%	Max. 20%
Setback (front)	Min. 10 feet	850 feet
Setback (side)	Min. 2.5 feet	18 feet
Setback (rear)	Min. 2.5 feet	280 feet

All applicable site development standards per Medford Land Development Code (MLDC) Section 10.721 for the proposed development are met.

Parking

The site plan (Exhibit B) shows 21 vehicular parking spaces and five bicycle spaces. For vehicular parking, MLDC 10.743 requires 4.5 to 5.4 spaces per 1,000 square feet of building for commercial use less than 25,000 square feet and 1.0 space per employee on the largest shift for industrial warehouses, plus 0.2 spaces per 1,000 square feet of building square footage. For industrial uses, bicycle parking is calculated at 20% of the vehicular parking provided.

The applicant's finding (Exhibit F), break the calculation down by use and square footage as follows:

- 500 sf of commercial space per unit x 4 tenant spaces = 1,600 sf
- 2,600 sf of industrial warehouse per unit x 4 tenant spaces = 10,400 sf
- Approximately three employees per unit x 4 tenant spaces = 12 employees

$$\begin{aligned}
 & (1,600/1,000) \times 4 = 6.4 \text{ spaces} \\
 + & (10,400/1,000) \times 0.2 = 2.08 \\
 + & 12 \text{ employees} \\
 = & 21 \text{ Spaces}
 \end{aligned}$$

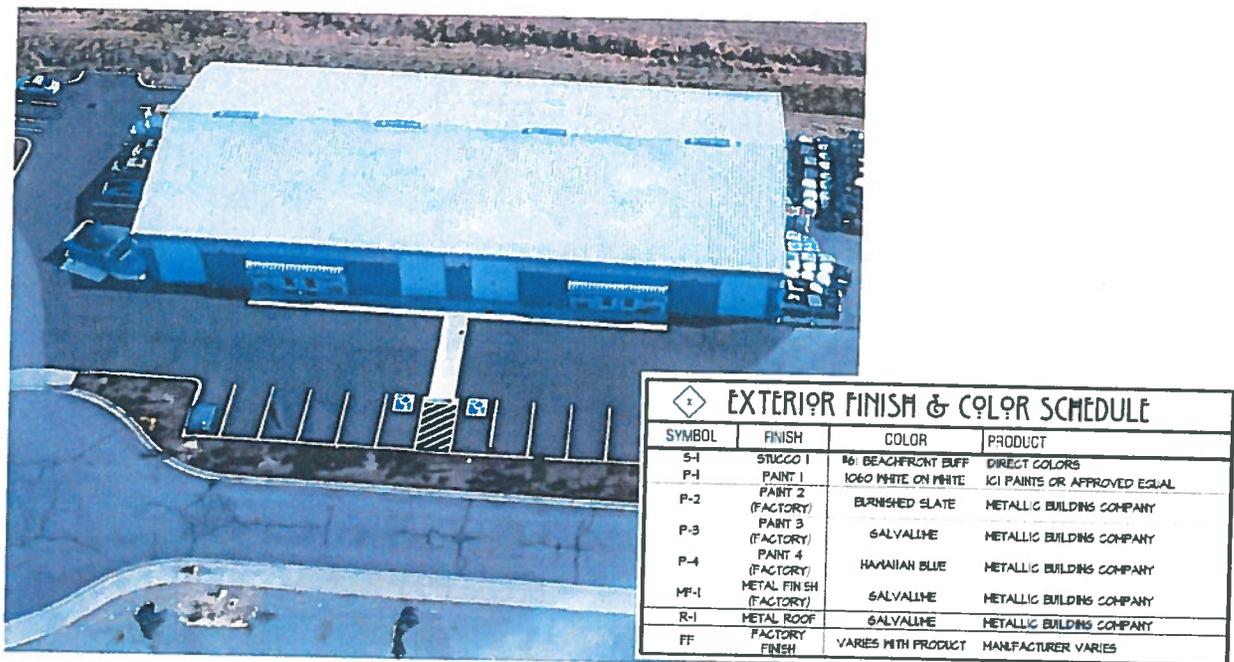
Parking 10.743	Proposed	Required
Automobiles	21	21
Bicycle Parking (based on 21)	5	4

Access

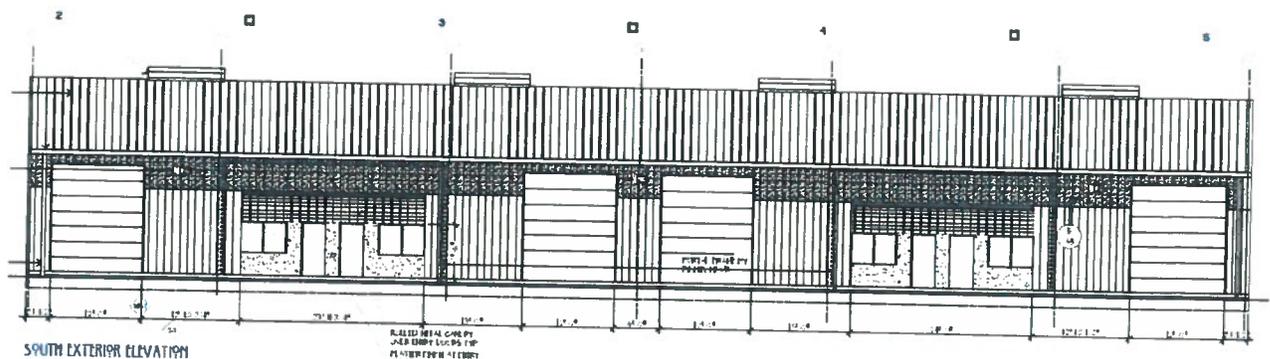
The private access drive constructed in 1998, provides the main point of ingress to all of the individual buildings within the development. The private access drive terminates in a cul-de-sac and is fully improved with curb and gutter and has an abutting sidewalk on the north side for pedestrian access. The proposed site plan (Exhibit B) shows two approaches off of the private access drive.

Architecture

The proposed building is a single story metal structure with stucco accents. The applicant's findings state that it is similar to the existing structures in Phase 4 of this development, with similar paint scheme. The image below is of the building permitted in Phase 4.



The architectural plans (Exhibit D) below are for the proposed Phase V building.



Landscaping

The proposed landscape plan (Exhibit E) continues the landscape pattern from the previous phases. The plan conforms to the street frontage landscaping requirements of MLDC 10.797.

Landscaping 10.797 (87 ft)	Proposed	Required
Trees	3	3
Shrubs	22	13

Agricultural Buffering

The subject site's northerly boundary abuts EFU zoned land within Jackson County. At the time of this writing, an Agricultural Impact Analysis has not been received. According to historic aerial photos (1994-2016), it appears that the land may have been used for agricultural purposes. However, without the Agricultural Impact Analysis the type of mitigation required cannot be determined.

MLDC 10.801(2) and (3) describe two agricultural classifications, Intensive and Passive, respectively. Intensive agriculture is defined as farming which is under intensive day-to-day management and, notwithstanding its current use, has specific classes of soils, has irrigation water and is outside the UGB. Passive agriculture is defined as farming that is not under intensive day-to-day management, and includes land use as pasture for the raising of livestock.

Mitigation is required for both classifications. For Intensive Agriculture required mitigation includes wood fencing, landscaping, a deed declaration and measures to mitigate adverse impacts related to irrigation runoff. For lands determined to be Passive Agriculture, mitigation excludes the landscaping requirement.

Staff recommends that a condition of approval be placed that the applicant provide Agricultural Buffering pursuant to MLDC 10.801(2) Intensive Agriculture, unless the applicant provide an Agricultural Impact Analysis that determines the use to be Passive Agriculture. If the EFU land contains Passive Agriculture, the mitigation in MLDC 10.801(3) shall be required. A condition of approval has been included (Exhibit A).

Facility Adequacy

Per the agency comments submitted to staff (Exhibits G-M), it can be found that there are adequate facilities to serve the proposed development.

Other Agency Comments

Rogue Valley International Airport (Exhibit M)

Rogue Valley International Airport requests an Avigation, Noise and Hazard Easement to be required as part of the permit process. In the 2010 LUBA decision on Michelle Barnes vs. City of Hillsboro and the Port of Portland, Nollan/Dolan findings are required to support the request (LUBA No. 2010-011). None were provided; therefore, a condition requiring compliance with the airport's request for an Avigation, Noise and Hazard Easement has not been included.

In addition, the Airport also requires the applicant to contact the FAA regarding submittal of a 7460-1 form.

The applicant will be required to comply with the requirement of Rogue Valley International Airport's regarding submittal of a 7460-1 form prior to the issuance of building permits for vertical construction.

Committee Comments

No comments were received from committees such as BPAC.

No other issues were identified by staff.

FINDINGS AND CONCLUSIONS

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

RECOMMENDED ACTION

Adopt the findings as recommended by staff and direct staff to prepare the final order for approval of AC-19-027 per the staff report dated April 12, 2019, including Exhibits A through M.

EXHIBITS

- A. Conditions of Approval, dated April 12, 2019
- B. Site Plan received February 12, 2019
 - Bicycle Rack/Trash Enclosure Detail
- C. Floor Plan received February 12, 2019
- D. Exterior Elevations received February 12, 2019
- E. Landscape Plan received February 12, 2019
 - Friction loss calculations
- F. Applicants findings and conclusions received February 12, 2019

- G. Public Works Staff Report dated March 27, 2019
- H. Medford Fire Department memo dated March 25, 2019
- I. Medford Building Department Memo dated March 27, 2019
- J. Medford Water Commission Memo dated March 27, 2019
- K. Avista Utilities email received March 14, 2019
- L. Jackson County Roads Letter dated March 15, 2019
- M. Rogue Valley International-Medford Airport email dated March 22, 2019
Vicinity map

SITE PLAN & ARCHITECTURAL COMMISSION AGENDA:

APRIL 19, 2019

EXHIBIT A
Combined Transport Phase V
AC-19-027
Conditions of Approval
April 12, 2019

DISCRETIONARY CONDITIONS

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

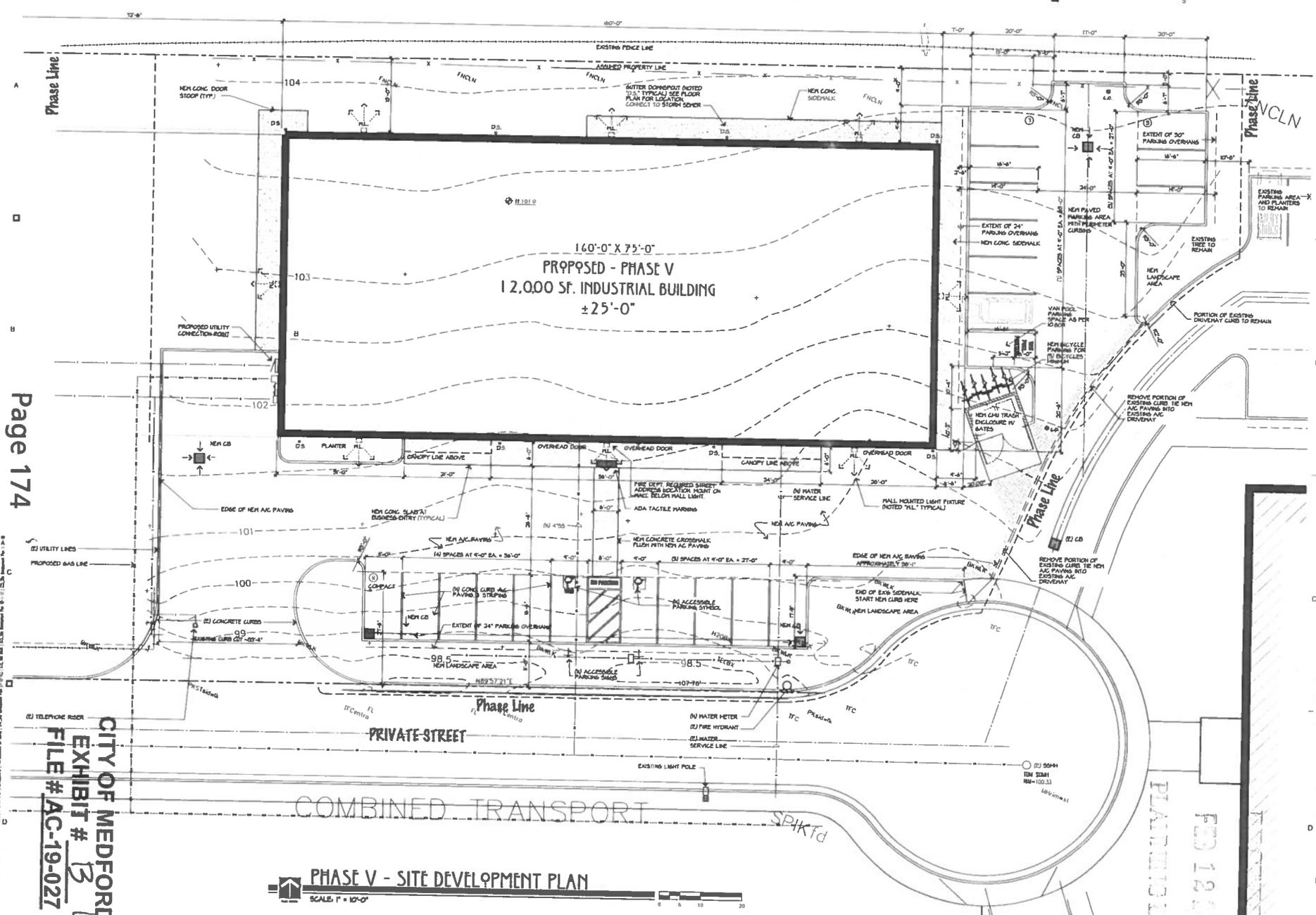
1. Comply with the submittal requirements of Form 7460-1 of the Rogue Valley International Airport email (Exhibit M).

CODE REQUIRED CONDITIONS

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

2. Provide Agricultural Buffering pursuant to MLDC 10.801(2) Intensive Agriculture, unless the applicant provides an Agricultural Impact Analysis demonstrating the use to be Passive Agriculture, in which case MLDC 10.801(3) Passive Agriculture Mitigation shall be required.
3. Comply with all requirements of the Public Works Staff Report (Exhibit G).
4. Comply with all requirements of the Medford Fire Department Staff Report (Exhibit H).
5. Comply with all requirements of the Medford Building Department Report (Exhibit I).
6. Comply with all conditions stipulated by the Medford Water Commission (Exhibit N).

CITY OF MEDFORD
 EXHIBIT # 13
 FILE # AC-19-027
 1 of 2



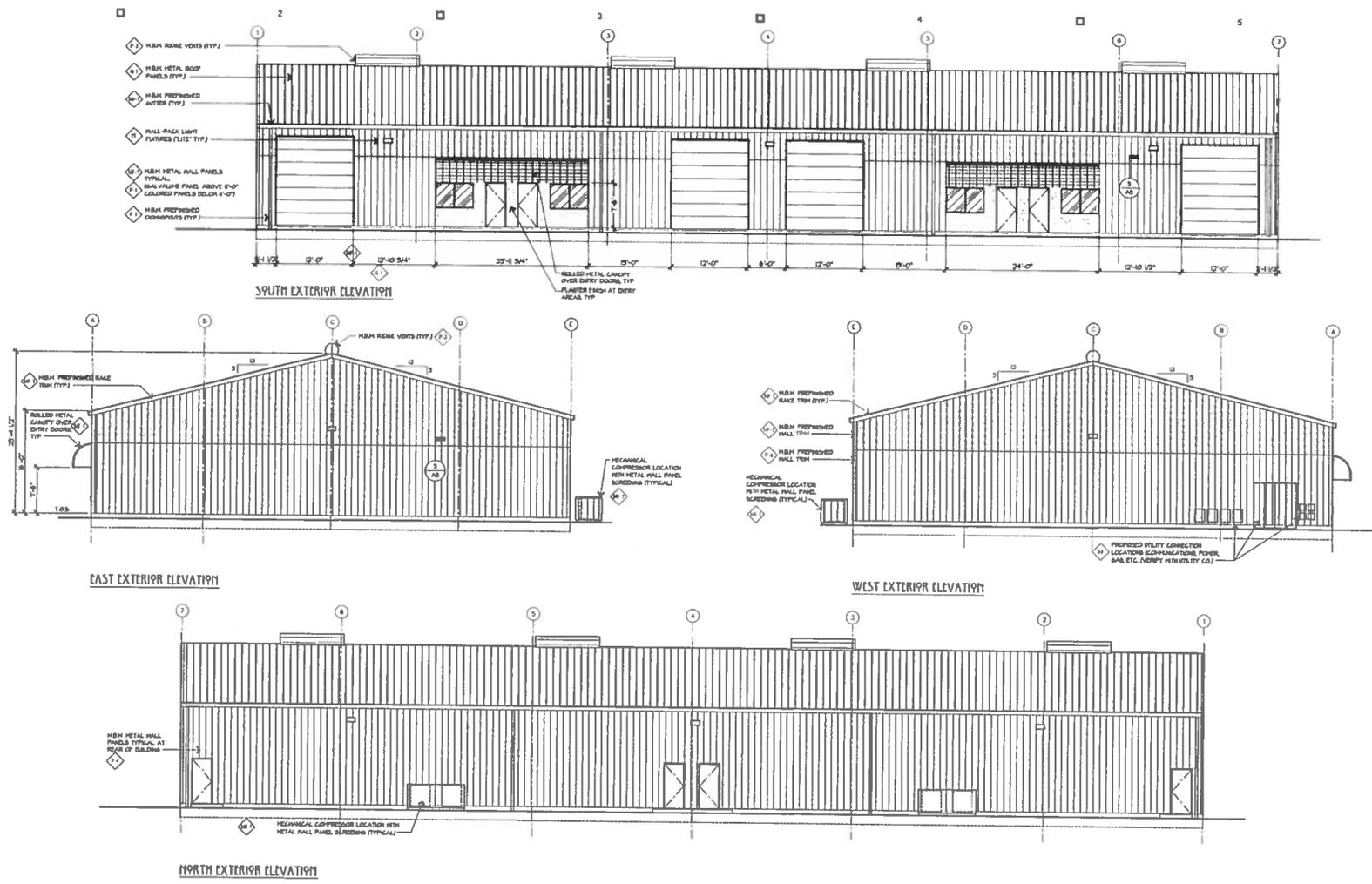
GARY R. CAPERNA ARCHITECT
 ARCHITECTURE PLANNING
 180 North Ross Lane, Medford, Oregon
 Post Office Box 4480 97501
 541 773 7563 Fax 541 773 8625
 Email: garycaperna@earthlink.net
 Oregon Architect License 8447
 Member American Institute of Architects

J.B. STEEL INC.
 P.O. Box 4480 180 North Ross Lane
 Medford Oregon 97501
 Office 541 773 7563 Fax 541 773 8625
 Cell 541 338 1388
 Web: WWW.JBSTEELINC.COM

COMBINED TRANSPORT V
 PROJECT LOCATION:
 5880 Center Lake Avenue Medford, Oregon
 Map & Parcel Reference: 35 119 23C 200
 Client: City of Medford
 Station: Land Company, LLC
 P.O. Box 3667 Central Point, Oregon 97502

DATE	DESCRIPTION
01.06.18	TBD
02.07.18	0144-18
03.07.18	0144-18
04.07.18	0144-18
05.07.18	0144-18

APPROVED FOR THE MASTER PLAN
 PREPARED SITE DEVELOPMENT PLAN
 DATE: 12/20/18 4:02 AM
AI
 SPAC REVIEW



PROPOSED EXTERIOR ELEVATIONS
SCALE: 1/4" = 1'-0"

SYMBOL	FINISH	COLOR	PRODUCT
R-1	BRICK	SN BRICK	TRIPLE COLORS
P-1	PANEL 1	3/8\"/>	
P-2	PANEL 2	BURNISHED SLATE	METALIC BUILDING COMPANY
P-3	PANEL 3	NAVY BLUE	METALIC BUILDING COMPANY
P-4	PANEL 4	NAVY BLUE	METALIC BUILDING COMPANY
P-5	PANEL 5	NAVY BLUE	METALIC BUILDING COMPANY
R-4	METAL ROOF	NAVY BLUE	METALIC BUILDING COMPANY
FF	FACTORY FINISH	VARIABLE	MANUFACTURER VARIATION

DRAWING DEPT.

FEB 12 2010

RECEIVED

CITY OF MEDFORD
EXHIBIT # D
FILE # AC-19-027

GARY R. CAPERNA ARCHITECT
ARCHITECTURE / PLANNING
180 North Pine Lane, Medford, Oregon
Phone: 541-752-4444 Fax: 541-752-4444
Email: gcaperna@caperna.com
Oregon Architect License 5247
Arkansas Architect License
Member American Institute of Architects

JB STEEL, INC.
P.O. Box 4880, 180 North Pine Lane
Medford, Oregon 97501
Phone: 541-772-7362 Fax: 541-772-8222
C/O No. 12300
Web: www.jbsteelmfg.com

COMBINED TRANSPORT V
Project Location:
5890 Crater Lake Avenue, Medford, Oregon
Map & Parcel Reference: 36 1W 32C - 200
Station Land Company, LLC
P.O. Box 3667, Central Point, Oregon 97502

APPROVED FOR THE PROJECT: DATE: _____
DRAWN BY: _____
CHECKED BY: _____
DATE: _____
A3
SPAC REVIEW

14

RECEIVED

FEB 12 2019

PLANNING DEPT.

FRICITION LOSS CALCULATION

Gray area identifies information needed

Job Name & Location:	Combined Transport #5, 5680 Crater lake Ave, Medford, OR
Date Modified:	

Maximum Design Gallonage	<input type="text" value="2.2"/>	GPM
Pressure @ Water Meter:	<input type="text" value="87"/>	PSI
Total PSI Gains / Losses	<input type="text" value="10.5"/>	PSI
Working Pressure	<input type="text" value="76.5"/>	PSI
Required Sprinkler Pressure	<input type="text" value="30"/>	PSI

Is a Pressure Regulator required? Yes No

Is a Booster Pump required? Yes No

(Note an air gap is required when booster pumps are used; no direct connect allowed)

Mainline Design

	GPM	Size	Length	Loss per 100'	Total Loss
Service Line to Water Meter	2.2	2	20	0.01	0.002
Water Meter	2.2	2	N/A	N/A	0
Potable Waterline to Backflow	2.2	1.25	10	0.03	0.003
Backflow Preventer	2.2	1	N/A	N/A	7
Mainline to Farthest Zone	2.2	1	280	0.03	0.084
Solenoid Valve	2.2	1	N/A	N/A	2
Contingency 15%	N/A	Misc. Avg.	N/A	N/A	1.3626
Mainline Total	10.5	PSI Loss			

Elevation gain or loss Feet
 Pressure Gain or Loss PSI

CITY OF MEDFORD
 EXHIBIT # E 2012
 FIG # AC-19-027

System Run Time Calculation

Gray area identifies information needed

Job Name & Location: Combined Transport #5, 5680 Crater lake Ave,
Medford, OR

Date(s) Modified:

Use Reference ET 2.3 per Peak Week

Maximum Design Gallonage - GPM 2.2

Available Days to Water: Su-M-Tu-W-Th-F-Sa M-Tu-W-Th-F-Sa-Su

Preferred Water Window 9:00 PM to 5:30 AM

Actual Water Window / Hours to Water M-W-F

Total Watering Hours Programmed per Week 2.6

Program	Start Time	Watering Day(s)
"A"	1:00 AM	M-W-F
"A"		
"A"		
"A"		
"B"		
"C"		

Plant ET:

High = 0.8, Moderate = 0.6, Moderate/Low = 0.45,
 Low = 0.3, Very Low = 0.1

Zone #	Plant ET	P.R.	Run Time Station Need per WK	Station Run Time Minutes	Programed Cycles per Week	Total Programmed Run Time per Week
1	0.45	0.4	155.25	52	3	156
2			#DIV/0!			0
3			#DIV/0!			0
4			#DIV/0!			0
5			#DIV/0!			0
6			#DIV/0!			0
7			#DIV/0!			0
8			#DIV/0!			0
9			#DIV/0!			0
10			#DIV/0!			0
11			#DIV/0!			0
12			#DIV/0!			0
13			#DIV/0!			0
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20			#DIV/0!			0
21			#DIV/0!			0
22			#DIV/0!			0
23			#DIV/0!			0
24			#DIV/0!			0

**Total Run
 Time per
 Week
 (minutes)**

156

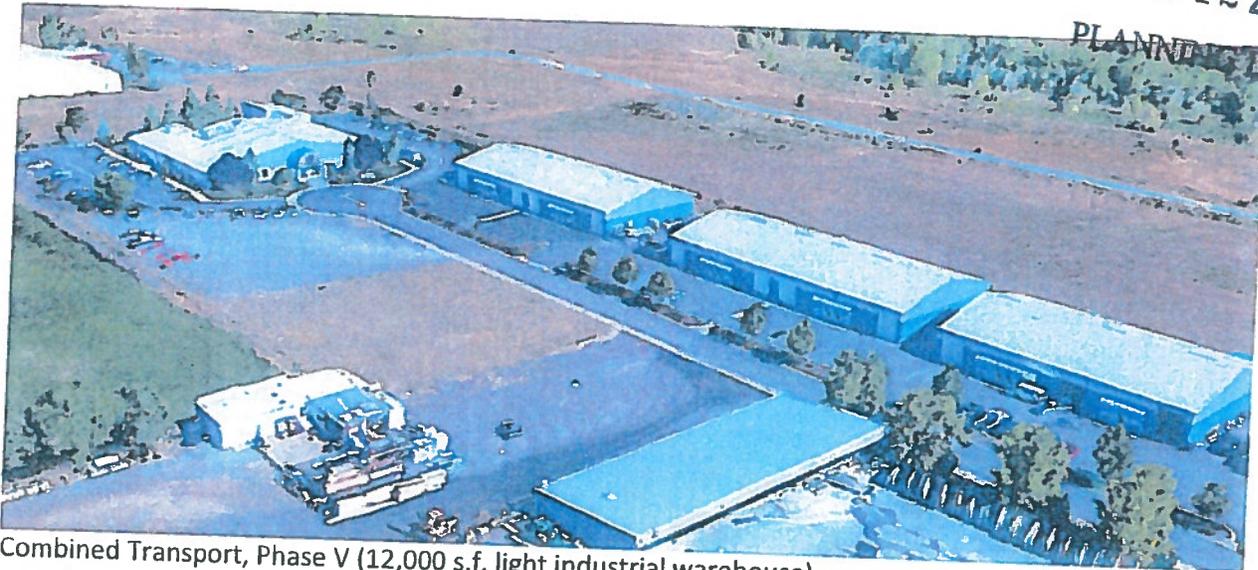
City of Medford Site Plan and Architectural Review Narrative

The proposed development of a commercial lot:

RECEIVED

FEB 12 2019

PLANNING DEPT.



Combined Transport, Phase V (12,000 s.f. light industrial warehouse)
5680 Crater Lake Ave
Medford Oregon
36-1W-32C-Lot 200

SECTION I - Narrative

The project presented herein proposes the commercial development on a previously developed tax lot. The proposed construction will be situated along the north side of a private road originating at Crater Lake Avenue approximately .47 miles north of the intersection of Crater Lake Ave and Vilas Road. The 12,000 square foot structure being proposed will be constructed on tax lot 200 which is approximately 9.86 acres. The property has the zoning designation of CH (heavy Commercial). The proposed structure will be placed approximately eighteen feet from the north property lines and will be limited to a single story structure approximately 25 feet in maximum height. The proposed structure will be a pre-engineered metal building with stucco accents, and will be nearly identical to the structures that were constructed in the previous four phases of this development. The proposed structure will not be equipped with an automatic fire sprinkler system in keeping with the requirements of the currently adopted version of the OSSC.

Zoning:

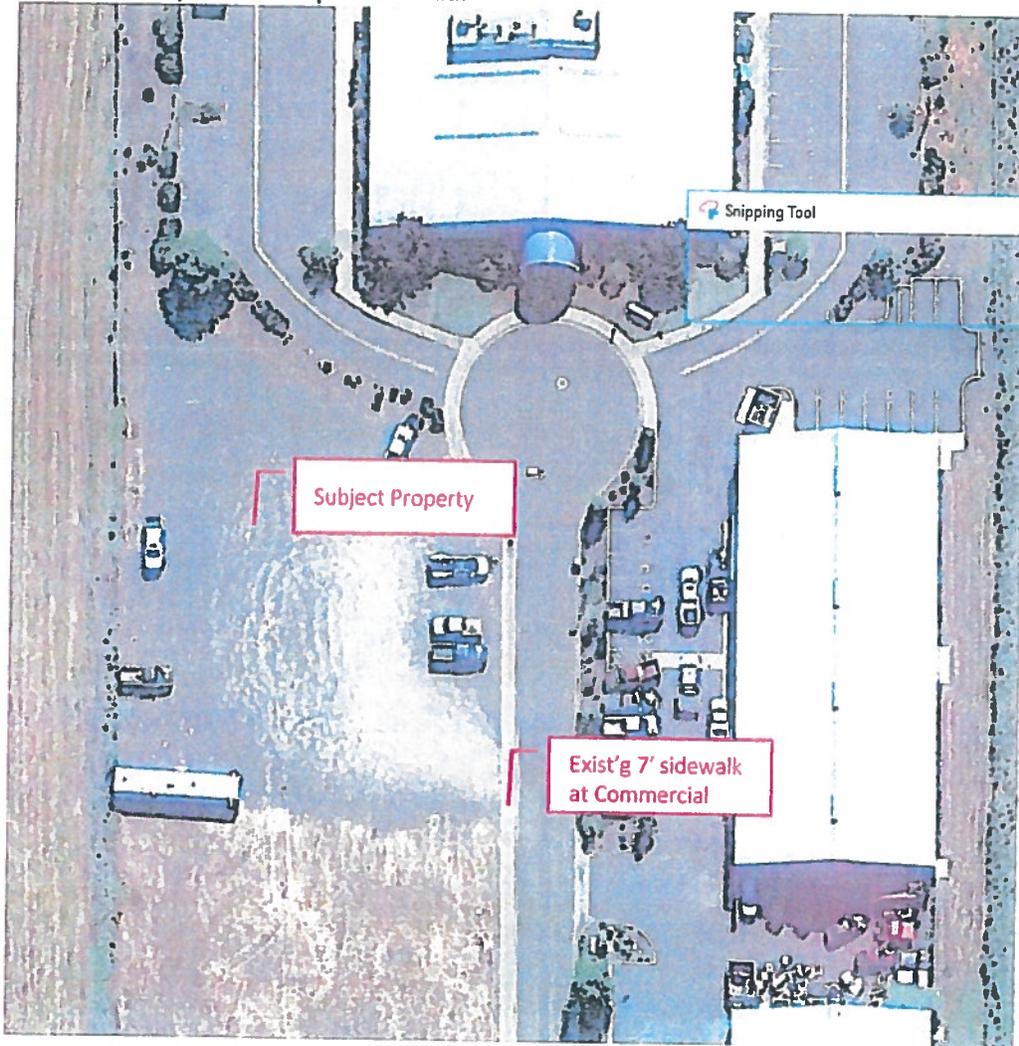
The project site address is 5680 Crater Lake Avenue. The site is designated on the City's General Land Use Plan Map for Heavy Commercial(C-H) within a previously granted PUD. The immediately adjacent lots to the north, are zoned C-H and EFU. The Lot immediately adjacent to the south is zoned C-H and is currently undeveloped. The lots across Hwy 62 are zoned I-G. There are no overlays zones associated with the site.

Existing Structures:

The subject property, tax lot 200, has nine other previously constructed structures which contain uses that are permitted in this zone.

Utilities:

The site is fully serviced by roads and utility infrastructure including electricity, gas, telephone, water, sanitary sewer. During the initial private road construction, utilities were installed with the intent of fully serving all phases of the entire PUD. Currently, there are four existing fire hydrants located along the approximately 1000 foot private road.



This application proposes a continuation of the established pattern of development along the private drive. It is the intention of the Developer to install a 10' wide planter area between the existing back of sidewalk and the curb at the proposed parking areas.

Parking:

The proposed site plan depicts a total of 21 standard size vehicle parking spaces. Table 10.743-1 of the City of Medford Municipal code allows between 4.5 and 5 spaces per 1000 square feet of building for

commercial structures less than 25,000 square feet in area. In calculating parking spaces for light industrial warehouses, Table 10.743-1 requires 1.0 parking space per employee on the largest shift, plus 0.2 space per 1,000 square feet of gross floor area. In that the tenant for this building have not yet been identified it is assumed that the building can accommodate four tenants. Based on the pattern of use of the previously constructed four buildings, each tenant has performed a tenant improvement consisting of approximately 400 sf of office/commercial space and 2,600 sf of warehouse. Based on the proposed building area (12,000 sf), the minimum number of parking spaces allowed by the Development Code can be calculated as follows:

ASSUMPTIONS:

500 sf of commercial space per unit X 4 = 1,600 sf.
2,600 sf of industrial warehouse per unit X 4 = 10,400 sf.
Approximately 3 employees per unit X 4 = 12 employees.

PARKING CALCULATION:

$(1,600/1,000) \times 4 = 6.4$
 $+(10,400/1,000) \times .2 = 2.08$
+ 12

TOTAL PARKING REQUIRED = 21 spaces

18.55 spaces. Section 10.748 of the Medford Municipal Code requires the provision of bicycle parking spaces calculated at 10% of the total number of required vehicle parking spaces. In response to this requirement, the site plan shows one bicycle parking rack that are intended to accommodate 5 bicycles each.

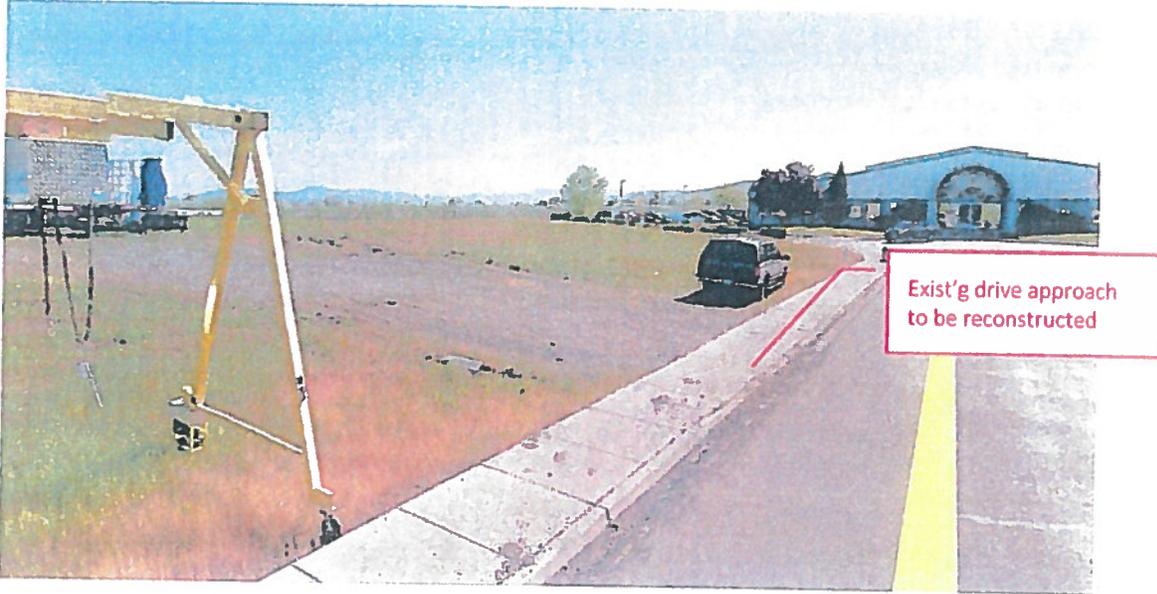
Landscaping:

This application proposes front yard plantings that are consistent with the requirements of 10.780 and 10.797 of the City of Medford Municipal Code. Specifically, Section 10.797 requires 4 street trees and 25 shrubs per 100 feet of frontage.

The application intends to utilize previously constructed landscaped bio-swales planted in accordance with BMP's that are intended to address the quality of storm water that is released from the site into the public storm water sewer system. Minor, additional landscaped areas are proposed around the building perimeter, as well.

Vehicular Ingress/Egress:

This application proposes two drive approaches from the north side of the private drive and the cul-de-sac.



Trash enclosures:

The proposed site plan depicts an enclosed trash and recycle structure on south east corner of the proposed structure. The trash enclosure has been located near an ingress point to allow for easy trash truck access. The enclosure will be constructed from split face concrete masonry units with an opaque painted metal gate assembly.

SECTION II - Compatibility: Criterion No. 1

Note: The questions from the Site Plan and Architectural Review application are written below in full in italics. Our response follows each question.

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).

a. Current adjacent uses:

The building to the west is occupied by C&C Tires which sells, replaces and repairs tires. The building to the east, and on the same parcel, is occupied by Combined Transport, a trucking dispatch center.

The property to the south is a 12,000 sf. PEMB (pre-engineered metal building) identical to the structure being proposed under this application.

The building to the north is also occupied by Combined Transport, which it uses as a vehicle repair facility.

b. Architectural style of the adjacent buildings.

The building to the north is a pre-engineered metal building (approximately 6,000 SF). The building does not exhibit any notable architectural articulation.

The building to the east is a pre-engineered metal building (approximately 16,828 SF) with an architectural entry which incorporates a decorative arch in a high-pitched gable. A playful array of windows complement the large front façade.

The property to the south is PEMB. This building's exterior was used as the pattern for the proposed building.

The buildings to the west are pre-engineered metal buildings (approximately 6,000 - 12,000 SF).

c. Approximate age of the adjacent buildings?

The C & C Tires building appears to have been constructed in the 1970's.

The Combined Transport Dispatch building was constructed during the late 1990's.

The Combined Transport industrial buildings to the south were constructed between 2004/2012.

d. In what condition (sound, deteriorating or dilapidated) are the adjacent buildings?

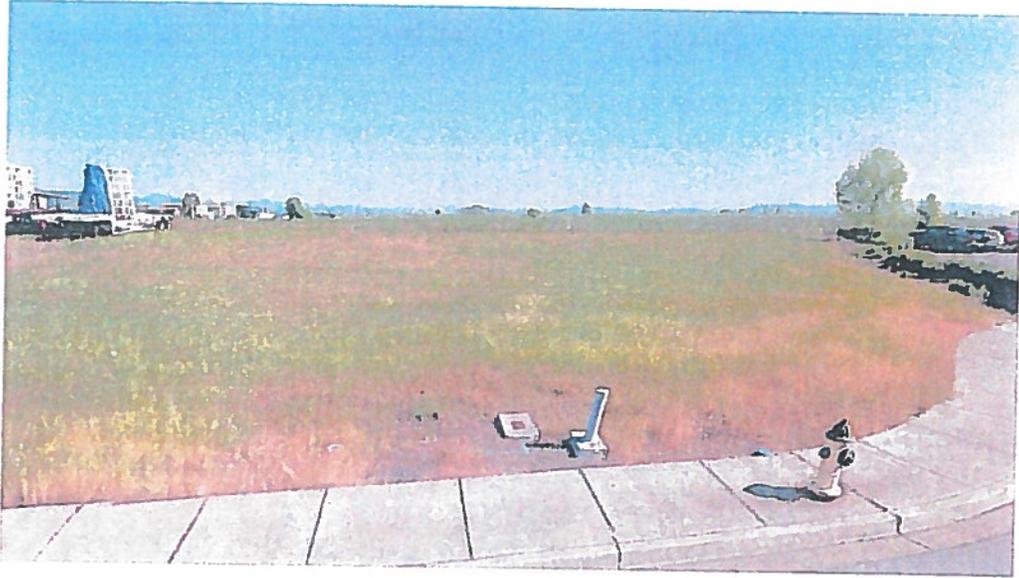
The C & C Tires building is in a condition appropriate to its age.

The Combined Transport Dispatch building is in excellent condition.

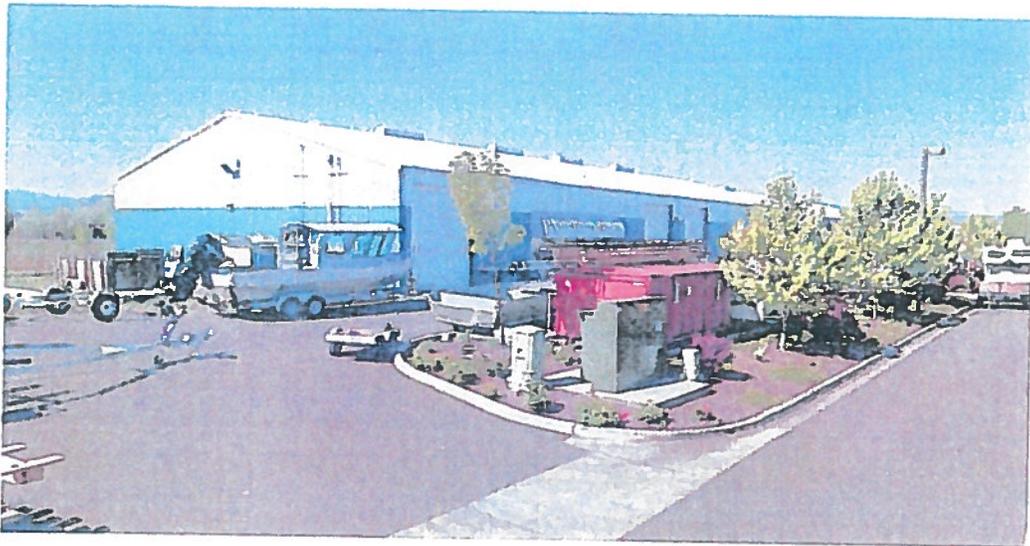
The adjacent Combined Transport Industrial buildings are in excellent condition.



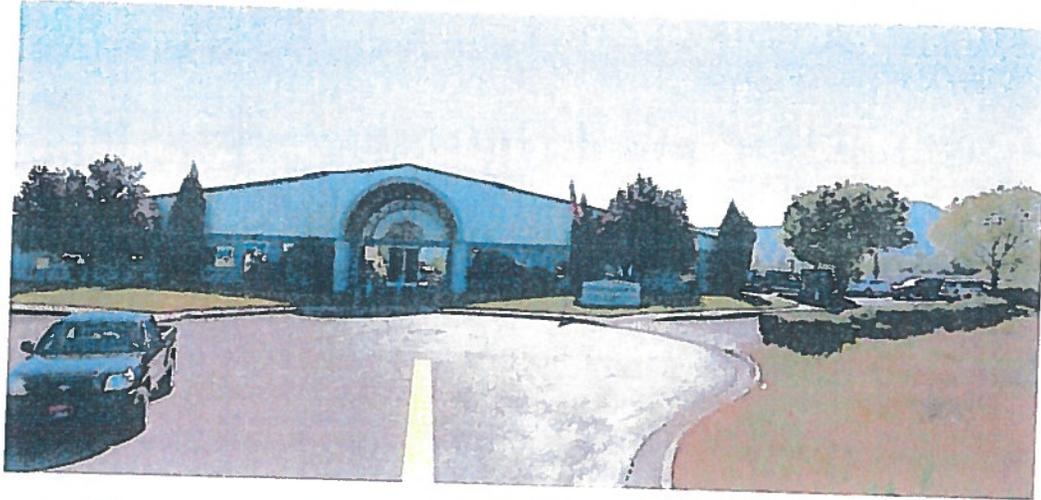
Looking west across the vacant lot to C & C Tire Shop.



Looking north across the subject property to the EFU county property beyond. Image shows existing fire hydrant And water meter.



Looking south along the private street to the Phase III PEMB.



Looking east across at the private road cul de sac at the Combined Transport Headquarters building.

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

This project intends to continue the construction standard set for this development by the Combined Transport Headquarters building and the four support buildings through the incorporation of similar architectural elements and colors. The mechanical equipment for the proposed building will be placed on the ground at the back of the building and screened by plantings.

PALLETE OF EXTERIOR MATERIALS AND PAINT COLORS

- Metal siding base color: MBCI (or eq) PBR panel "Hawaiian Blue"
- Stucco at building base, Extra White (Sherwin Williams SW-7006)
- Metal siding accent band: MBCI (or eq.) standing seam "Galvalume"
- Roof Color: MBCI (or eq.) standing seam "Galvalume"



C. Describe the proposed architecture and exterior treatments that break up large facades and give relief to the building mass.

The location, height, bulk, and configuration of the building is compatible with the existing and anticipated adjacent buildings. The building, although a simple industrial use facility, has been articulated with color and shadow to create interest. A rolled metal canopy embellishes the entry area of the proposed tenant spaces.

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 continues the pattern set forth by the previously approved and permitted structures which provides a safe a logical pedestrian and vehicular flow. Public facilities (e.g. sidewalks and planter strips) are compatible with adjacent uses and do not compromise the established infrastructure.

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 standard 10.808, New Commercial and Institutional Development.

The proposed development does not lie within 600 feet of an existing or proposed transit stop and consequently is not subject TSP.

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

The proposed project is intended for light industrial activities and is surrounded by light and heavy industrial uses. Pedestrian traffic in this area is nearly nonexistent, consequently pedestrian accommodations have been limited to those required by accessibility and fire/life/safety provisions of the Oregon Structural Specialty Code and the City of Medford Land Development Code.

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

The proposed ingress/egress drive will be located at the southeast and south west corners of the project site. The vehicle parking will be located on the south side of the paved area in front of the proposed building. Pedestrian circulation has been well separated from vehicular traffic by providing sidewalks along the private drive and extending from the public sidewalk to the main entrance. Pedestrians achieve access to the site via a public sidewalk that has been designed and installed in accordance with City of Medford Standards. The proposed development includes an extension and connection of the city sidewalk system. Access from the public right of way to the interior of the building is made by a separate pedestrian walk where pedestrians cross traffic lanes. As well the walking surface at the pedestrian walk, where it crosses the asphalt traffic lane, is painted with a contrasting white striping.

- 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 be included in this application**

There are no natural features to retain. The vacant lot is currently covered with dry weeds. Consequently a tree protection plan is not required for this application.

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

The proposed parking and storm water detention conforms to the requirements of the development code. An existing water treatment and detention facility was constructed during initial phases of this project. The facility is located at the South West corner of the overall site. Storm Water Design Calculations have been performed and show that the existing facility is in conformance with the requirements of the City of Medford standards. A set of the calculations, stamped and signed by the civil engineer have been included with the materials submitted for this application. No changes to the existing landscaping at the storm water management facility are proposed.

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

The proposed landscaping and irrigation shall meet or exceed city requirements. There are no proposed walls. The front yard and parking area landscaping conforms to the requirements of the development code.

- 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 10. 764.**

The proposed outdoor lighting will be accomplished by metal halide glare free wall pack lights; there are also existing light standards along the private drive. The wall pack lighting proposed is similar to that used on the other buildings in the development.

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

The sign program for this project is modest in scope. The proposed front building elevation will have a painted sign on the north elevation. Essentially, the signs will have very little impact on adjacent uses. All signage will be permitted under separate permits and will conform to the sign requirements of the City of Medford ordinance.

- 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).**

No new fencing is proposed. Presently the site is bounded by a 6 foot chain link fence that was approved, permitted and constructed under previous applications.

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

The permitted commercial and light industrial uses and related activities anticipated to occupy this development are not expected to generate noise in excess of levels commensurate with the adjacent uses. The proposed building is fully insulated and exceeds Oregon Structural Specialty Code requirements. The insulation should serve to mitigate any incidental noise that may be generated in conjunction with the business activities that occur on site.

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

The project will keep the aesthetics established on the adjacent parcel including: a higher pitched roof than is normally seen on similar construction, the use of inset and outset girts, color differentiation, and a rolled metal canopy at the entry area.

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

No exceptions or modifications to the Land Development Code are sought for the proposed project.

SECTION II -- Code Compliance: Criterion No. 2

Refer to information filled in on SPAC application.

Prepared by:

Signature and Title

Gary R. Caperna, AIA

SITE PLAN AND ARCHITECTURAL REVIEW APPLICATION

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Section II – Code Compliance: Criterion No. 2

PROJECT SITE		
	PROPOSED	REQUIRED
• Zoning District	C-H	
• Overlay District(s)	n/a	
• Proposed Use	S-1	
• Project Site Acreage	9.86 (40,000 s.f. this phase)	
• Site Acreage (+ right-of-way)	n/a	
• Proposed Density (10.708)	n/a	
• # Dwelling Units	0	
• # Employees	12 estimated	

STRUCTURES		
	EXISTING	PROPOSED
• # Structures	9	1
• Structure Square Footage (10.710-10.721)	73,578	12,000

SITE DESIGN STANDARDS		
	PROPOSED	REQUIRED
• Front Yard Setback (10.710-721)	60-feet	10-feet
• Side Yard Setback (10.710-721)	n/a	2.75-feet
• Side Yard Setback (10.710-721)	n/a	2.75-feet
• Rear Yard Setback (10.710-721)	18-feet	2.75-feet
• Lot Coverage (10.710-721)	less than 5%	less than 60%

PARKING		
	PROPOSED	REQUIRED
• Regular Vehicular Spaces (10.743)	18	18
• Disable Person Vehicular Spaces (10.746[8])	2	2
• Carpool/Vanpool Spaces (10.809)	1	1
• Total Spaces (10.743)	21	21
• Bicycle Spaces (10.748)	7	5
• Loading Berths (10.742)	0	0

CITY OF MEDFORD
 EXHIBIT F 2 of 2
 AC-19-027

SITE PLAN AND ARCHITECTURAL REVIEW APPLICATION

LANDSCAPING		
	PROPOSED	REQUIRED
• Total Landscape Area (square feet)	2350	
• Total Landscape Area in High Water Use Landscaping (square feet)	0	
• Total Landscape Area in High Water Use Landscaping (percentage)	0	
• Total % Landscape Coverage	6% OF APROX 40,000 sq ft	N/A
• Required Organic Content (cu.yd.)		
• Frontage Landscaping (10.797)		
• Street:	Private Drive off Crater Lake Ave.	Private Drive off Crater Lake Ave.
• Feet:		
• # Trees:	3	3
• # Shrubs:	25	25
• Street:	n/a	n/a
• Feet:	n/a	n/a
• # Trees:	n/a	n/a
• # Shrubs:	n/a	n/a
• Bufferyard Landscaping (10.790)		
• Type:	n/a	
• Distance (ft):		
• # Canopy Trees:		
• # Shrubs:		
• Fence/Wall:		
• Parking Area Planter Bays (10.746)		
• Type:	n/a	n/a if less than 24 spaces
• # Bays:		
• Area:		
• # Trees:		
• # Shrubs:		

STRUCTURE	
	PROPOSED
• Materials	Metal siding with stucco accent at base
• Colors	Metal: Hawaiian Blue, Stucco: Extra White - to match existing structures

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.



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CITY OF MEDFORD

LD Date: 3/27/2019
File Number: AC-19-027

**PUBLIC WORKS DEPARTMENT STAFF REPORT
Combined Transportation V Warehouse
5680 Crater Lake Avenue – TL 200**

- Project:** Consideration of plans for Phase V of the Combined Transport complex, consisting of a 12,000 square foot metal structure on a 9.86 acre parcel.
- Location:** Located on the east side of Crater Lake Avenue, approximately 330 feet north of Justice Road, within the C-H (Heavy Commercial) zoning district and within the Cardmoore Business Park Planned Unit Development (361W32C TL 200).
- Applicant:** Agent, JB Steel Inc.; Planner Liz Conner.

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

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

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

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

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

A. STREETS

1. Dedications

Crater Lake Avenue is classified as a Commercial street, in accordance with MLDC 10.429 and is under jurisdiction of Jackson County. The Applicant should consult with Jackson County Roads regarding any additional right-of-way dedication requirements.

There is currently a 15-foot Public Utility Easement along the frontage of Crater Lake Avenue that was dedicated with Survey #98-30841.

2. Public Improvements

a. Public Streets

Crater Lake Avenue is classified as a Commercial street, in accordance with MLDC 10.429 and is under jurisdiction of Jackson County. The Applicant should consult with Jackson County Roads regarding any additional improvements that may be 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.

B. SANITARY SEWERS

This site lies within the Rogue Valley Sewer Service (RVSS) area. The Developer shall contact RVSS for conditions of connection to the sanitary sewer collection system.

C. STORM DRAINAGE

1. Drainage Plan

A comprehensive drainage plan showing the project's impacted site with sufficient information to determine the direction of runoff to the existing or proposed drainage system, and also showing elevations of the proposed drainage system (if applicable), shall be submitted with the first building permit application for approval.

The Developer shall provide copies of either a Joint Use Maintenance Agreement or a private stormdrain easement for any stormwater draining onto or from adjacent private property.

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

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

2. Grading

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

3. Detention and Water Quality

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

4. 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. 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.

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. Any work falling within another agencies jurisdiction shall require a separately issued permit or approval from the respective agency.

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

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

2. Site Improvements

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

3. System Development Charges

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

Prepared by: Jodi K Cope
Reviewed by: Doug Burroughs

SUMMARY CONDITIONS OF APPROVAL

Combined Transportation V Warehouse
5680 Crater Lake Avenue – TL 200

AC-19-027

A. STREETS

1. Street Dedications to the Public:

- Crater Lake Avenue – Consult with Jackson County.
- 15-foot Public Utility Easement have been dedicated.

2. Improvements:

Public Streets

- Crater Lake Avenue – Consult with Jackson County.

Lighting and Signing

- No additional street lights are required.

B. SANITARY SEWER:

- The site is situated within the RVSS area.

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 Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Kleinberg, Greg

LD File #: AC19027

Planner: Liz Conner

Applicant: JB Steel Inc

Site Name: Cardmoore Buisness Park Planned Unit Development

Project Location: East side of Crater Lake Avenue, approximately 330 feet north of Justice Road, within the C-H (Heavy Commercial) zoning district

ProjectDescription: Consideration of plans for Phase V of the Combined Transport complex, consisting of a 12,000 square foot metal structure on a 9.86 acre parcel

Review Date: 3/25/2019
Meeting Date: 3/27/2019

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Specific Development Requirements for Access & Water Supply

Conditions

Reference	Comments	Description
OFC 3201	High-piled storage requirements.	A maximum of 500 sq. ft. of high-piled combustible storage area is allowed without additional requirements. High-piled storage constitutes storage heights over 12' for normal combustibles or storage heights over 6' for certain high-hazard commodities. If the threshold is exceeded, the additional requirements of Oregon Fire Code Chapter 32 must be met (Additional fire protection and building design features for high piled storage).

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

CITY OF MEDFORD
EXHIBIT # H
FILE # AC-19-027

Memo



To: Planner, Liz Conner
From: Chad Wiltrout, Building Department (541) 774-2363
CC: Applicant, JB Steel Inc.
Date: March 27, 2019
Re: March 27, 2019 LDC Meeting: AC-19-027

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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. The proposed building and site shall comply with all of the applicable ADA requirements scoped from the 2014 OSSC and ANSI A117.1
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 plan for addressing any proposed hazardous materials or high piled combustible commodities will be required per 307, 413, 414 and appendix "N" of the OSSC.
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 # I
FILE # AC-19-027

9. Com-check forms are required for interior and exterior lighting, exterior envelope, mechanical equipment and water heating equipment to show energy compliance with the 2014 OEESC.
10. Special inspections will be required for this project based on the type of construction and construction methods based on chapter 17 of the OSSC.
11. The flood plain boundary appears to be located on the lot of proposed construction. A flood certificate may be required for the project. Please verify with the flood plain administrator. Flood plain construction shall comply with section 1612 of the Oregon Structural Code, ASCE 7-10 and ASCE 24.
12. Type II-B construction shall comply with the min. non-combustible construction requirements of section 603 OSSC.



Staff Memo

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MAR 27 2019

PLANNING DEPARTMENT

TO: Planning Department, City of Medford

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

SUBJECT: AC-19-027

PARCEL ID: TL 361W32C200

PROJECT: Consideration of plans for Phase V of the Combined Transport complex, consisting of a 12,000 square foot metal structure on a 9.86 acre parcel located on the east side of Crater Lake Avenue, approximately 330 feet north of Justice Road, within the C-H (Heavy Commercial) zoning district and within the Cardmoore Business Park Planned Unit Development (361W32C TL 200). Agent, JB Steel Inc.; Planner Liz Conner.

DATE: March 27, 2019

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 a new water service is required. Applicant/Owner shall coordinate with MWC engineering staff for approved location, size of proposed water meter, and payment for water meter installation and system development charge (SDC).
4. Proposed water meter shall be located 5-feet west of the existing 1.5-inch water meter which serves the existing Combined Transport business located at 5656 Crater Lake Avenue. Water meter shall not be located within a proposed travel lane or driveway.
5. Static water pressure is expected to be approximately 88 psi at this location. See attached document from the City of Medford Building Department on "Policy on Installation of Pressure Reducing Valves".

COMMENTS

1. Off-site water line installation is not required.
2. On-site water facility construction is not required.

Continued to Next Page

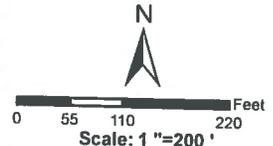
CITY OF MEDFORD
EXHIBIT # J
FILE # AC-19-027



Continued from Previous Page

3. MWC-metered water service does exist to a portion of this property occupied by the existing building at 5656-5746 Crater Lake Avenue.
4. Metered water service does not currently exist to this proposed lease area. (See Condition 3 above)
5. Access to MWC water lines is available. There is an existing 12-inch water line located along the north side of private street that terminates at the existing fire hydrant.

Reduced



Water Facility Map
City of Medford
Planning Application:
AC-19-027
(361W32C200)
March 13, 2019

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:**
- C** Control Station
- P** Pump Station
- R** Reservoir



This map is based on a digital elevation model by the Medford Water Commission from a 1/4" = 1" scale. Medford Water Commission is not responsible for errors, omissions, or problems occurring. There are no warranties expressed or implied.



Liz A. Conner

From: McFadden, David <David.McFadden@avistacorp.com>
Sent: Thursday, March 14, 2019 2:27 PM
To: Liz A. Conner
Subject: RE: Review of File AC-19-027 Amended Version

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To whom it may concern:

Avista Utilities, the natural gas provider in the Rogue Valley, sees no conflict with this proposal and strongly supports Combined Transport's continued growth in our community.

However, the plan shows a gas service to the west end of this new building, coming from the private road way along the south of the project. There is already a gas line on the same property to the west of the building. It is recommended that gas service to this new building be brought along the north property line to the west or north side of the building's northwest corner. Expected cost--\$0.00

(Green Lines are Existing Gas Lines)



Sincerely Yours

David McFadden
Gas Facility Designer



Post Office Box 1709
Medford, Oregon 97501
580 Business Park Drive
Medford, OR. 97504
Cell 541-941-4055
Office 541-858-4740
Fax 509-777-5584

Avista Fuel Cost Calculator

<https://www.avistautilities.com/savings/suite/Pages/fuelcalculator.aspx>

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JACKSON COUNTY Roads

Roads
Engineering

Chuck DeJanvier
Construction Engineer

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

www.jacksoncounty.org

March 15, 2019

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

RECEIVED

MAR 15 2019

PLANNING DEPT.

RE: 12,000 sf metal structure off Crater Lake Avenue
A road maintained by the City of Medford, ODOT and Jackson County location dependent.
Planning File: AC-19-027

Dear Elizabeth:

Thank you for the opportunity to comment on consideration of plans for Phase V of the Combined Transport complex, consisting of a 12,000 square foot metal structure on a 3.4 acre parcel located on the east side of Crater Lake Avenue, approximately 330 feet north of Justice Road within the Heavy Commercial (C-H) zoning district, (36-1W-32C Tax Lot 200). Jackson County Roads has the following comments:

1. Please contact the Oregon Department of Transportation for comments.

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

Sincerely,

Chuck DeJanvier, PE
Construction Engineer

Liz A. Conner

From: Amber Judd <JuddAJ@jacksoncounty.org>
Sent: Friday, March 22, 2019 12:39 PM
To: Liz A. Conner
Subject: File No. AC-19-027 Project Name: Combined Transportation V Warehouse

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Elizabeth,

The Airport requests an Avigation, Noise and Hazard Easement be a requirement of this project. In addition, due to the proximity to the Airport, the applicant needs to contact the FAA regarding filing a 7460-1 Notice of Proposed Construction or Alteration. The FAA contact is: Paul Holmquist, phone (206) 231-2990.

I have inserted some information below from the FAA's website:

The requirements for filing with the Federal Aviation Administration for proposed structures vary based on a number of factors: height, proximity to an airport, location, and frequencies emitted from the structure, etc. For more details, please reference CFR Title 14 Part 77.9.

You must file with the FAA at least 45 days prior to construction if:

- Your structure will exceed 200 ft above ground level
- Your structure will be in proximity to an airport and will exceed the slope ratio
- Your structure involves construction of a traverseway (i.e. highway, railroad, waterway, etc...) and once adjusted upward with the appropriate vertical distance would exceed a standard of 77.9(a) or (b)
- Your structure will emit frequencies, and does not meet the conditions of the FAA Co-location Policy
- Your structure will be in an instrument approach area and might exceed part 77 Subpart C
- Your proposed structure will be in proximity to a navigation facility and may impact the assurance of navigation signal reception
- Your structure will be on an airport or heliport
- Filing has been requested by the FAA

If you require additional information regarding the filing requirements for your structure, please identify and contact the appropriate FAA representative using the Air Traffic Areas of Responsibility map for Off Airport construction, or contact the FAA Airport Region/District Office for On Airport construction.

Results

You exceed the following Notice Criteria:

Your proposed structure is in proximity to a navigation facility and may impact the assurance of navigation signal reception. The FAA, in accordance with 77.9, requests that you file.

The FAA requests that you file.

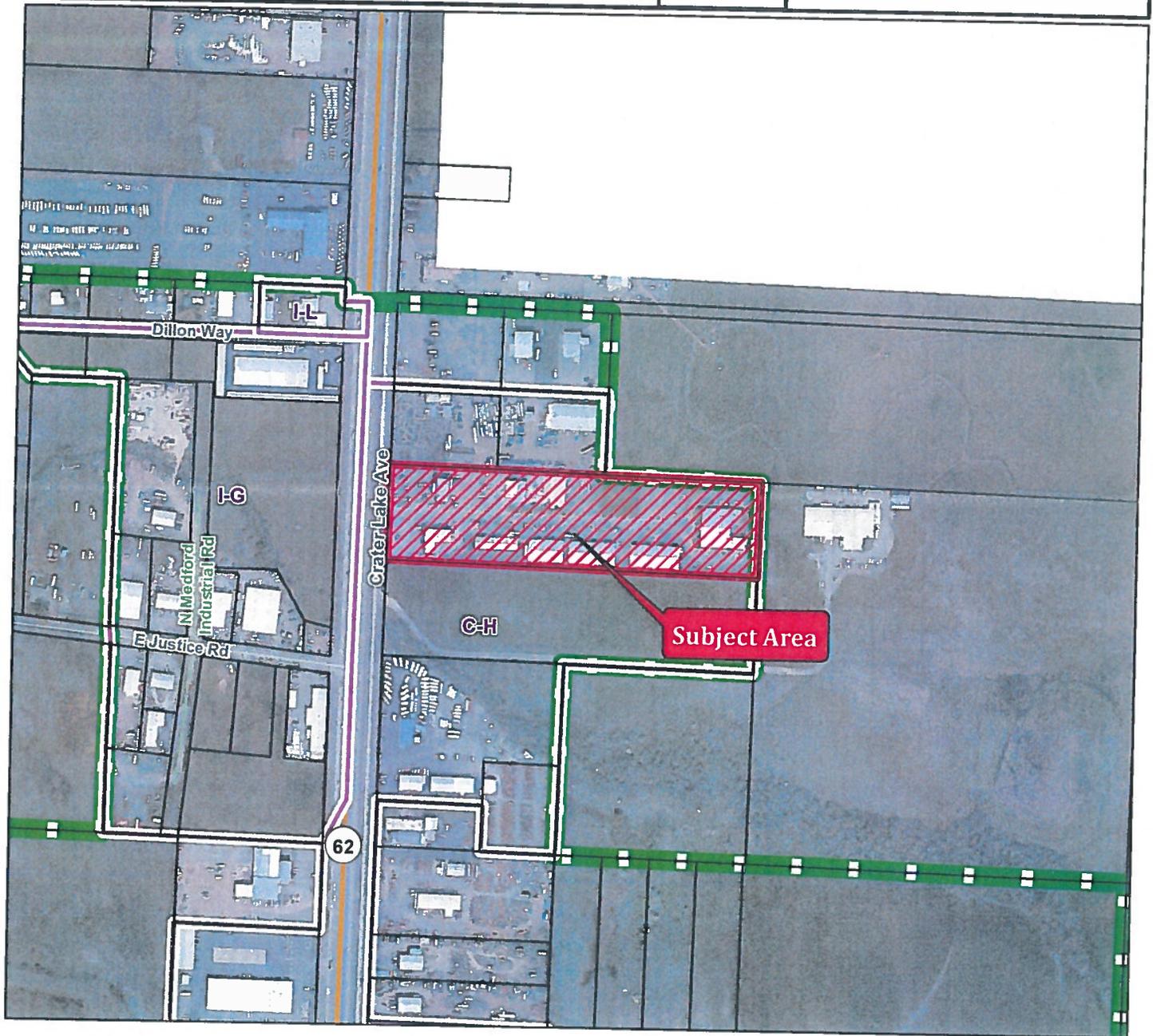
Thank you,

Amber Judd

Deputy Director-Administration
Rogue Valley International-Medford Airport (MFR)



1000 Terminal Loop Parkway, Suite 201
Medford, Oregon 97504
541-776-7222



Project Name:

**Combined Transport V
 Warehouse**

Map/Taxlot:

361W32C TL 200



Legend

-  Subject Area
-  Zoning Districts
-  Tax Lots

02/13/2019

