

SITE PLAN & ARCHITECTURAL COMMISSION AGENDA SEPTEMBER 21, 2018



Commission Members

Jim Quinn, Chair

Bill Chmelir, Vice Chair

Jeff Bender

Jim Catt

David Culbertson

Milo Smith

Bob Neathamer

Marcy Pierce

Rick Whitlock

City Council Liaison - Dick Gordon

City Council Liaison Alt. - Tim D'Alessandro

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

Beginning at 12:00 Noon

City of Medford

Council Chambers,

Third Floor, City Hall

411 W. 8th Street

Medford, OR 97501

(541) 774-2380



Site Plan and Architectural Commission

Agenda

Public Hearing
September 21, 2018

12:00 noon

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

-
10. **Roll Call.**
 20. **Consent Calendar.** None
 30. **Minutes.**
 - 30.1 Consideration for approval of minutes from the August 17, 2018, meeting.
 40. **Oral and Written Requests and Communications.**
Comments will be limited to 3 minutes per individual or 5 minutes if representing a group or organization. **PLEASE SIGN IN.**
 50. **Public Hearings.**
Comments are limited to a total of 10 minutes for applicants and/or their representatives. You may request a 5-minute rebuttal time. All others will be limited to 3 minutes per individual or 5 minutes if representing a group or organization. **PLEASE SIGN IN.**

New Business.

- 50.1 **E-18-098** Request for an Exception to General Design Requirements for parking, specifically the requirements that all parking, loading, and vehicle maneuvering areas shall be paved and improved, at a self-storage facility located at 576 E Vilas Road within the General Industrial (I-G) zoning district (371W6BB500). (RKKP LLC, Applicant; Strauss & Seibert Architects, Agent; Steffen Roennfeldt, Planner).
 - 50.2 **AC-18-094** Consideration of plans for the development of a 32-unit, three-story apartment building on approximately 1.1 acres located on the south side of East Barnett Road, approximately 600 feet east of Ellendale Drive within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (371W32AB500). (Stylus Development LLC, Applicant; ORW Architecture, Agent; Steffen Roennfeldt, Planner).
60. **Written Communications.**
 - 60.1 **AC-16-115** Consideration of request for a one-year time extension of the approval of a 2,856 square foot general office/medical office building on 0.43 acres within Phase 3 of the West View Village PUD. The subject property is located at the southeast corner of Lozier Lane and Meadows Lane within the SFR-10/PD (Single Family Residential, 10 dwelling units per gross acre/Planned

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

Development Overlay) zoning district. (372W26DD Tax Lot 1000). (Young Family Trust, David Young, Trustee, Applicant; Richard Stevens & Associates, Agent).

- 70. **Unfinished Business.** None
- 80. **New Business.** None
- 90. **Report from the Planning Department.**
- 100. **Messages and Papers from the Chair.**
- 110. **Propositions and Remarks from the Commission.**
- 120. **City Council Comments.**
- 130. **Adjournment.**



Site Plan and Architectural Commission

Minutes

From Public Hearing on August 17, 2018

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

Commissioners Present

Jim Quinn, Chair
Bill Chmelir, Vice Chair
Jim Catt
Bob Neathamer
Marcy Pierce
Rick Whitlock
Dick Gordon, City Council Liaison

Staff Present

Kelly Akin, Assistant Planning Director
Katie Zerkel, Senior Assistant City Attorney
Doug Burroughs, Public Works/Eng Development Services Mgr.
Liz Conner, Planner II
Debbie Strigle, Recording Secretary

Commissioners Absent

Jeff Bender, excused
Dave Culbertson, excused

10. Roll Call.

20. Consent Calendar/Written Communications.

AC-18-061 Final Order for consideration of plans for the development of a 500-unit mini-warehouse storage facility, on 4.1 acres of a 10.3 acre parcel located at 576 E Vilas Road within the General Industrial (I-G) zoning district. (371W6BB500); (RKKP LLC, applicant; Straus & Seibert Architects, agent; Steffen Roennfeldt, Planner).

Motion: Adopt the consent calendar.

Moved by: Commissioner Whitlock

Seconded by: Commissioner Neathamer

30. Minutes.

30.1 The minutes for the August 3, 2018, 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-18-029** Consideration of plans for a 5000 square foot addition to an existing trucking facility on two parcels totaling approximately 8.8 acres located on Sage Road between Brian Way and Lars Way in a

Heavy Industrial zoning district (372W23A2300). (Heartland Express, Applicant; Gary Caperna, Agent; Liz Conner, Planner).

Chair Quinn asked for any potential conflicts of interest, ex-parte communications, or site visits. There were none.

Liz Conner, Planner II, gave a PowerPoint presentation of the August 10, 2018, Staff Report. Staff recommended approval.

Commissioner Whitlock wanted to know if there was a minimum of two accesses that should be allowed onto Sage Road. Ms. Conner replied that the major arterial allows for one driveway access point but with the property line consolidation it made it more non-conforming.

Commissioner Whitlock asked if standard practice was that existing driveways aren't taken away if the center line of the non-conforming driveway is reconfigured. He commented he was confused about the standard the Commission is looking at and what the applicant needs to do to comply.

Commissioner Whitlock wanted to know if the applicant would have to reconfigure the center line on two driveways because there are two more driveways than should be allowed.

Doug Burroughs, Public Works Department, confirmed that on arterial streets they would typically only allow one driveway. He then read code section 10.550 regarding redevelopment. He said staff had talked with the applicant and mentioned they might need an exception for the three driveways but they needed to let staff know what they were thinking of doing to address that code section. Mr. Burroughs stated the applicant was proposing to re-do the south driveway and put in radius returns which would bring it closer into conformance. By doing that, the applicant would have the ability to shift it around a bit which would create a greater distance between two of the driveways. Because this proposal is going in the right direction, staff doesn't necessarily have an issue with it.

Commissioner Whitlock noted that because of the lax language the realignment and adjustment of the southerly driveway does bring it into compliance with the code provision. Mr. Burroughs stated that the applicant's proposal does seem to meet what the code is saying. One driveway just wouldn't work very well for this facility.

Commissioner Whitlock asked about right-of-way widths to the north and south. Mr. Burroughs replied that he didn't know off the top of his head.

Commissioner Whitlock asked when the widening of Sage Road might take place. Mr. Burroughs answered it's on a list of projects to do and is at the discretion of the City Council as far as prioritization.

Commissioner Whitlock wanted to know what the zoning was across the street and what uses that property might be used for. The question was asked in regards to the additional landscaping and whether that's a good idea or not. Ms. Conner answered the property across the street is owned by Timber Products and has a general industrial county zoning designation.

Mr. Burroughs stated he found that on the right-of-way, when the consolidation was done, it was noted the half width of Sage Road was at 40 feet so the applicant would have to dedicate approximately 10 more feet to meet city standards.

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

a) Gary Caperna, agent for the applicant, stated the applicant was comfortable with the right-of-way dedication. He talked about the realignment of the southerly driveway, and how the facility and driveways are, and would be, used. He said their proposal is to move the southerly driveway as far south as they possibly can thereby bringing it closer in compliance with city standards.

Mr. Caperna talked about the cross-easement access to the north and said the cross-access would be a paper thing and not something that could actually be utilized by either property or by the public in general.

Chair Quinn asked if the proposed expansion would be on the south side of the large white building. Mr. Caperna answered yes. Chair Quinn then asked if there were mounted solar panels. Mr. Caperna replied no, that is some roof-mounted equipment.

Commissioner Whitlock wanted to know if the cross-access had to be in front right along the street or could it be anywhere along the parcel. Mr. Caperna answered he didn't know but typically it's in front along the street. Commissioner Whitlock commented there appeared to be room at the rear of the parcel, away from Sage Road to allow for that sort of cross-access. He said his thinking was that it's conceivable that at some point the use next door will change and also clear that it wouldn't be very useful at this point because of the security needs on both parcels. Mr. Caperna stated they did have that discussion with city staff and didn't know what kind of language would have to be included in the condition of approval, but at such time the city were to reconstruct Sage Road that would involve reconstruction of the gates and security fence. Once the dedication happens then a lot of that infrastructure would be off the applicant's property which is something they wouldn't want. If this were to be redeveloped and the use changed, the applicant would be willing to grant the cross-access easement at some future date. Mr. Caperna went on to describe how he saw that happening.

Commissioner Whitlock wanted to know why it would be impractical to eliminate the southerly driveway, and gave an example of a different scenario. Mr. Caperna replied the applicant did not want to eliminate that driveway. He had recommended that the applicant not abandon that property line but the applicant went ahead and did it anyway, which caused some unintended consequences, this being one of them. Mr. Caperna noted that they adjusted the property line because the old property line went right through where the addition is. He said the applicant's position is that the dedication is taking a substantial amount of property which has an impact on them. To create other layers of security, as had been mentioned by Commissioner Whitlock, would make maneuvering on the site difficult.

Commissioner Catt asked if there would be a reduction in landscaping once the southerly driveway is moved. Mr. Caperna said he believed it would involve eliminating a small portion of the landscaping that is to the south of the existing approach and when that's reconstructed they would replace the bare portions with similar landscaping.

Commissioner Catt wanted to know if the applicant was asking for relief from the landscaping or was that coming from the City. Mr. Caperna answered it was something City staff thought would ultimately be a savings to the City.

Once Sage Road is widened and the existing landscaping is removed, Commissioner Catt asked if that landscaping would then be replaced. Mr. Burroughs replied yes.

Commissioner Catt expressed his concern about the landscaping, how long before it would be replaced, and if the Commission should give relief to the City.

Mr. Burroughs commented it would save the applicant money if the Commission didn't require the additional landscaping. He said additional landscaping could possibly get torn out in the near future.

Commissioner Whitlock wanted to know if the Commission accepted the proposal that the landscaping requirements be reduced when Sage Road was widened, would the City replace landscaping that already existed or landscaping to code at the time of widening. Mr. Burroughs stated he didn't know but thought it would be replaced to some standard.

Commissioner Neathamer commented that historically the City had not replaced landscaping on projects he had worked on.

Commissioner Neathamer addressed the cross-access easement saying the staff report indicated there was only one property that doesn't have the secondary street access. He stated he disagreed with that based on current aerial photos. He thought the three northerly properties did not have secondary accesses. Commissioner Neathamer said he understood Commissioner Whitlock's position on the cross-access and that the properties may redevelop or not. Based on Google photos, he said it even shows at the corner of the secondary street that the property that fronts Sage Road does not have access off the secondary street. He said his point is that he doesn't see that the cross-access at this location on the properties is really necessary. Commissioner Neathamer stated he likes the proposal that there's some security. He added the next two buildings to the north do not have secondary access to the street either.

Mr. Burroughs said they could only require cross-access for adjacent parcels so there are three parcels to the north that do not have access to Sage Road. The code only asks for parcels that are contiguous to the parcel that's being redeveloped. The mini storage to the north is the only one that is touching this project and does not have access to a lower-order street which is why staff is primarily focusing on that one. If, and when, the mini storage redevelops, they would then have to reciprocate cross-access to the Heartland Express site and the property to their north.

Commissioner Neathamer stated he could not support staff's request for cross-access as he didn't see the necessity.

The public hearing was closed.

Motion: Adopt the findings as recommended by staff and adopt the final order for approval of AC-18-029 per the staff report dated August 10, 2018, including Exhibits A through N, and adding the following:

- Require that the southerly driveway be eliminated
- Cross-access be provided at such time as the City reconstructs Sage Road. At the time the property immediately to the north is redeveloped to another use, the applicant is required to grant cross-access to 1933 Sage Road
- The landscaping requirements are not to be reduced and the full landscaping requirements be included with this approval
- The applicant is required to grant additional right-of-way on Sage Road to bring the street half width to 50 feet

Moved by: Commissioner Whitlock

Seconded by: Commissioner Neathamer (for discussion)

Commissioner Neathamer commented he understood Commissioner Whitlock's position but his experience has been that when there's something that's going to rely on a future for some development that you don't know will take place or who the applicant or owner is going to be at that time, Commissioner Neathamer said he didn't know how that would ever be enforced. He noted that every time he does a project and gets a title report with something like that in it, he finds it very difficult to make it work. He stated he just couldn't support the motion on the cross-access point. He also commented that he felt the south driveway access has some validity.

Commissioner Catt said he agreed with Commissioner Neathamer. He said the southerly driveway is currently in place and removing it would cause maneuvering problems for the trucking company.

Commissioner Whitlock responded by saying on the cross-access issue it seemed to him the comment made by Commissioner Neathamer regarding the properties to the north actually reinforced the

potential need to have a cross-access. At some point in the future it may be appropriate to provide some development flexibility and protect the right-of-way much better in terms of future access. He agreed it gets very clumsy when conditions are added when somebody has to comply with those conditions. He noted there is value in having that cross-access if the area gets redeveloped in some other way and there is need to take some pressure off of Sage Road.

With respect to the southerly driveway, Commissioner Whitlock said he didn't feel that strongly about it either. He said it just seemed like it was important to minimize the accesses because of the traffic problems it creates.

Commissioner Chmelir stated he agreed with Commissioner Neathamer regarding cross-access. On the southerly driveway he wanted to know if it was too late to establish a property line that made sense with how the use is, like along the fence line that separates the trucking facility from the parking area.

Commissioner Neathamer addressed Commissioner Chmelir's question and said they had done a lot consolidation and eliminated the lot line so there's no line for them to adjust now. At this point, they would have to apply for a land division partition in order to establish another line in there. He said it would be a burden that's probably beyond the scope of this Commission's decision-making.

Commissioner Chmelir wanted to know how big of a burden that process would be. Commissioner Neathamer said it is more burden than results that would be gotten. He reiterated that it would be a burden that's beyond the scope of this Commission's ability to put that kind of condition on it.

Kelly Akin, Assistant Planning Director, stated that code says that property lines don't matter. She said it doesn't matter how many properties a single owner has, it's considered to be one unit of land from the access perspective.

Amended Motion #1: Remove from the original motion the condition related to the cross-access requirement.

Moved by: Commissioner Whitlock

Accepted/Seconded by: Commissioner Neathamer

In regards to the landscaping, Chair Quinn felt there was logic in keeping that condition because it could be a very long time before Sage Road is reconstructed.

In regards to the southerly driveway being eliminated, Chair Quinn stated he found it difficult to take away an access point that already exists.

Commissioner Neathamer pointed out that the motion on the floor is to remove the cross-access requirement only.

Chair Quinn asked for a voice vote on Amendment #1 removing the cross access requirement only from the original motion.

Voice Vote to Amendment #1 (only): passed unanimously

Commissioner Neathamer called out the point of order that this needed to be a roll call vote.

Roll Call Vote to Amendment #1 (only): Motion passed, 6-0

Amended Motion #2: Remove from the original motion the condition that the southerly driveway be eliminated.

Moved by: Commissioner Whitlock

Accepted/Seconded by: Commissioner Neathamer

Roll Call Vote to Amendment #2 (only): Motion passed, 5-1, with Commissioner Whitlock voting "no".

Motion: Original motion with the elimination of the cross-access requirement and southerly driveway removal conditions:

Moved by: Commissioner Whitlock

Accepted/Seconded by: Commissioner Neathamer

Roll Call Vote: Motion passed, 6-0.

60. Written Communications. None.

70. Unfinished Business. None.

80. New Business. None.

90. Report from the Planning Department.

90.1 Ms. Akin announced there is no business scheduled for the September 7th meeting. There is business scheduled for the September 21st meeting.

90.2 Ms. Akin reported that City Council had talked about Interim Design Standards at their last meeting. The discussion consisted of:

- ✓ Appeal process- CC or LUBA
- ✓ Amount of glazing
- ✓ Remove parking/maneuvering in front yard
- ✓ Building length cap

The item was continued to their next meeting, September 6th.

90.3 Upcoming City Council study sessions consist of:

- ✓ August 23 - Transportation System Plan (TSP) and temporary cooling & warming shelters
- ✓ September 13 – Urbanization Plans and LWI/Wetland regulations
- ✓ September 24 – Joint Planning Commission & City Council discussions on:
 - Housing & Housekeeping
 - Attached Dwelling Units (ADU’s)

Councilmember Gordon asked Ms. Akin to explain what the current proposal is that was received on the appeal directly from this Commission to LUBA and how it might have an impact on this Commission’s role.

Ms. Akin explained that the way Senate Bill 1051 is written is that a project has to have: (1) a 60 year term of affordability; (2) has to be affordable to those with equal to, or less than, sixty percent of the area’s median income; and (3) has to be at least five units. For those projects, it’s a requirement that a final decision has to be made within 100 days. She noted that what staff was going to do is have this Commission’s decision be the City’s final decision and that way appeals would go directly to LUBA instead of going to City Council and then LUBA if necessary.

Commissioner Whitlock asked if the thought was to eliminate this Commission’s review or speed up the noticing requirements, maybe do anticipatory notices for meetings. Ms. Akin responded that staff came up with five different options:

- 1) Make it ministerial, which would just require a building permit
- 2) Make it an administrative review (Director’s decision) with notice; appeals would then go to City Council

- 3) Make City Council the decision body and take SPAC out of it altogether
- 4) SPAC would be the City's final decision; appeals would go directly to LUBA
- 5) Look more carefully, see if anything can be cut down in the current processing schedule

Ms. Akin stated that it's a big challenge to get this Commission's decision and then City Council's decision within the 100 days.

Councilmember Gordon commented there are some Councilmembers (himself included) that have some concern that City Council needs to have the final say before a project gets appealed. He added there are certain expenses that could occur to the City if something is appealed. Councilmember Gordon thought it would be better if City Council were making that decision and recognizing there's a potential litigation and expense to the City rather than asking this Commission to make a decision that could come back and be costly to the City through the appeal process.

Councilmember Gordon asked the Commissioners if they would feel comfortable assuming the responsibility of knowing they're making the final decision on behalf of the City and then ultimately from what this Commission decides would then be immediately appealable to a body outside the City.

Commissioner Whitlock stated he would be comfortable with this Commission being the final decision-maker. He said he appreciated Councilmember Gordon's concerns and the desire of City Council to be the final decision-maker as they are on virtually all of the land use matters but he believed this Commission was more than capable of handling the responsibility should it be given that responsibility.

Commissioner Neathamer felt it was a poor decision of the State Legislature to come to their conclusion and wondered why the 120 days needed to be changed for affordable housing when it could have been fine as it was. He said the difficulty he saw was that no matter how it's appealed to LUBA, the cost to the City is going to be there anyway. He stated there was merit in the system that was already in place. Commissioner Neathamer stated he wasn't in support of the legislation while it was in process and is certainly not in support of it now. He concurred with Commissioner Whitlock in that he would be comfortable with this Commission being the final decision-maker.

100. Messages and Papers from the Chair. None.

110. Propositions and Remarks from the Commission.

110.1 Commissioner Whitlock complimented the Commission on their discussion regarding the additional conditions that were proposed during today's public hearing.

110.2 Commissioner Whitlock gave kudos to staff for the exceptional job they do on the minutes.

110.3 Commissioner Neathamer thanked Councilmember Gordon for all the effort and support he's given this Commission. He also thanked Ms. Zerkel for her input during today's public hearing and the Commission for their discussion.

110.4 Commissioner Catt felt he needed to express his feelings and concerns regarding the storage container application that was heard at the August 3rd meeting. He said he hadn't voiced his opinion very well during the discussions and asked Councilmember Gordon to forward his concerns to City Council. He explained he had voted no because:

- He did not think that the containers fit well architecturally within the development.
- He was concerned about future development and whether it might be affected by it.
- The life expectancy and curb-appeal. He said he gets a vision in his mind of third world development.

- It's not known what is being shipped over in those containers and the possibility of them coming from China, Iran or Japan and the concern of them being used for the city's public use.

Commissioner Catt said he wondered if the City sees a place for that kind of development here and is that what we really want for Medford.

Chair Quinn stated he had great misgivings about the aesthetics of that proposal as well but hadn't seen enough reason to vote against it.

Commissioner Whitlock said he had felt the same way but is a firm believer in the rights of an individual to develop a property within the limitations that are placed on them by the community on the development. He added he felt the developer had met those limitations in this particular case. Commissioner Whitlock agreed that it isn't the ideal approach to development but does appear to be allowable and appropriate. He noted he was surprised he had previously voted in favor of one at a past meeting. Commissioner Whitlock commented that it didn't seem to be a progressive and modern approach to architectural development but believed the developer was well within his rights to pursue that development, resulting in his voting in favor of it.

Commissioner Catt asked Councilmember Gordon if taxes are paid on that type of development and would that type of development result in the reduction of labor force. He felt that health-wise it's an issue.

Councilmember Gordon said he had no idea about the taxation but had assumed it would be taxed as any stick building.

Ms. Akin cited that her understanding is that there is a limitation to where you have to have a permanent foundation and that might be the point where it's taxed. Since it's a business, even if they improve the site it would increase their assessed value in some form.

Commissioner Whitlock added there are personal property taxes so it's either going to be taxed as personal property or as an improvement to real property regardless.

Ms. Zerkel acknowledged Commissioner Catt's concerns but also reminded the Commissioners that they still have to remember what the Commission can consider and what the criteria is. There is a very specific set of codes and whether or not the property is taxed or where the containers come from are not part of the criteria.

120. City Council Comments.

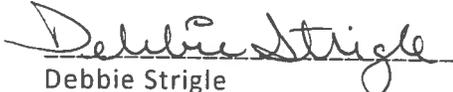
120.1 In regards to Commissioner Catt's storage container concerns, Councilmember Gordon explained he doesn't normally bring issues from this Commission to City Council because the issue is usually in the appeal process. In the case of the storage container application he stated he had brought it up to the City Councilors and their first question had been about the aesthetics. Councilmember Gordon said he had assured them that the containers are "lightly used." He noted that Commissioner Catt had brought up some good concerns and reminded the Commissioners that they, as individuals, could recommend changes they'd like to see in the code. If the code isn't appropriate for the style of construction that an applicant is asking for, the Commission as a whole can recommend changes to the code to something more reasonable.

There was a brief discussion about having a study session to talk about the types of development such as the storage containers. The Commissioners made the decision they would like to have a study session and the date suggested was the 21st of September immediately following the regular meeting.

130. Adjournment

130.1 The meeting was adjourned at approximately 1:35 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: September 21, 2018

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

IN THE MATTER OF APPROVAL OF AN EXCEPTION FOR)
)
LOCK & KEY [E-18-098]) **ORDER**

ORDER granting approval for an Exception to General Design Requirements for parking, specifically the requirements that all parking, loading, and vehicle maneuvering areas shall be paved and improved, at a self-storage facility located at 576 E Vilas Road within the General Industrial (I-G) zoning district 371W6BB500).

WHEREAS:

1. The Site Plan and Architectural Commission has duly accepted the application filed in accordance with the Medford Land Development Code, Sections 10.186; and
2. The Site Plan and Architectural Commission has duly held a public hearing on the Exception for Lock & Key, as described above, with the public hearing a matter of record of the Site Plan and Architectural Commission on September 21, 2018.
3. At the public hearing on said Exception, evidence and recommendations were received and presented by the Planning Department Staff; and
4. At the conclusion of said hearing, after consideration and discussion, the Site Plan and Architectural Commission, upon a motion duly seconded, granted exception approval and directed staff to prepare a final order with all conditions and findings set forth for the granting of the exception approval.

THEREFORE LET IT BE HEREBY ORDERED that the Exception of Lock & Key, stands approved per the Staff Report dated September 12, 2018, and subject to compliance with all conditions contained therein.

AND LET IT FURTHER BE OF RECORD, that the action of the Site Plan and Architectural Commission in approving this request for exception approval is hereafter supported by the findings referenced in the Staff Report dated September 12, 2018.

BASED UPON THE ABOVE, the Site Plan and Architectural Commission determined that the Exception is in conformity with the provisions of law and Section 10.186 criteria for an exception of the Land Development Code of the City of Medford.

Accepted and approved this 21st day of September, 2018.

MEDFORD SITE PLAN AND ARCHITECTURAL COMMISSION

Site Plan and Architectural Commission Chair

ATTEST:

Delbie Strigle
Secretary



STAFF REPORT

for a Type-III quasi-judicial decision: **Exception**

Project Lock & Key Exception
Applicant: RKKP, LLC.; Agent: Strauss & Seibert Architects

File no. E-18-098

To Site Plan and Architectural Commission *for 09/21/2018 hearing*

From Steffen Roennfeldt, Planner III

Reviewer Kelly Evans, Assistant Planning Director 

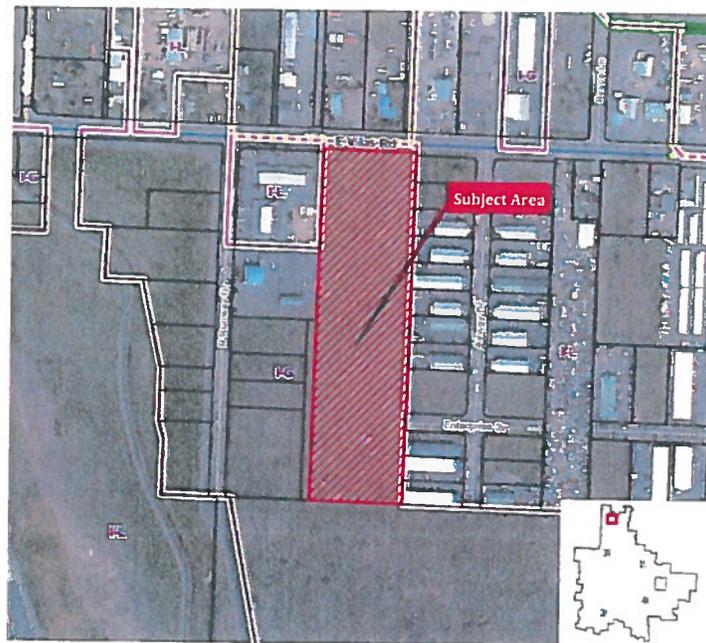
Date September 12, 2018

BACKGROUND

Proposal

Request for an Exception to General Design Requirements for Parking, specifically the requirements that all parking, loading, and vehicle maneuvering areas shall be paved and improved, at a self-storage facility located at 576 E Vilas Road within the General Industrial (I-G) zoning district (371W6BB500).

Vicinity Map



Subject Site Characteristics

Zoning: I-G (General Industrial)
GLUP: GI (General Industrial)
Overlay(s): AC (Airport Area of Concern)/AA (Airport Approach District)/AR (Airport Radar)
Use: Vacant

Surrounding Site Characteristics

North	Zone:	IL (Light Industrial – County Zoning)
	Use(s):	Various light industrial uses
South	Zone:	I-G
	Use(s):	Vacant
East	Zone:	I-L (Light Industrial)
	Use(s):	Various light industrial uses
West	Zone:	I-G & I-L
	Use(s):	US Geological Services Field Office, Research Lab, and other office uses

Related Projects

AC-18-061 Site Plan approval for mini-warehouse storage facility

Applicable Criteria

Medford Municipal Code §10.186(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 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

George K. Lam is the Registered Agent for Lock & Key, LLC according to the Oregon Secretary of State Business Registry. Jennifer Wolfram is listed as a Member and Gary Bendickson is listed as the Manager.

Gary Korn is the Registered Agent for Straus & Seibert, Architects, LLC according to the Oregon Secretary of State Business Registry. John Duffie, David Straus & Gary Korn are listed as General Partners.

ISSUES AND ANALYSIS

Background

On July 27, 2018, the Site Plan and Architectural Commission (SPAC) approved AC-18-061, a two-phase mini-warehouse project consisting of 250+ shipping containers. As part of the approval, the SPAC also approved for the space between drive-aisles that is not being developed with shipping containers as part of Phase 1 to be temporarily used for recreational vehicle and boat storage. However, Condition 2 of the conditions of approval stated that the applicant *shall submit a revised Site Plan showing the pavement of all vehicle parking and maneuvering areas, including the proposed RV and boat storage areas, per Medford Land Development Code Section 10.746.*

In addition, the applicant was required to revise the site plan in regards to bufferyards. Condition 4 of the Conditions of Approval reads that *an updated site plan shall be submitted showing bufferyards complying with all applicable requirements per MLDC 10.790 in applicable areas that are not developed with shipping containers.*

Based on the above mentioned conditions as stated in Exhibit A of application number AC-18-061, the applicant is requesting an Exception to the general design requirement for parking that requires all parking, loading and maneuvering areas shall be paved an improved consistent with Section 10.746, MLDC. Also included in the Exception

application is a request to the SPAC to grant relief to MLDC Section 10.790 – Bufferyards and Table 10.790-1. The Exception areas proposed are along a portion of the eastern boundary of the subject property and a small portion of the western boundary that abuts the light industrial zoning district.

Discussion & Analysis

Exception to Parking Requirements

The applicant is asking for an exception to the General Design Requirements for Parking listed in Medford Land Development Code (MLDC) 10.746; specifically the following: *“With the exception of storage of trailered items and recreational vehicles at single-family residences, all parking, loading, driveway, and vehicle maneuvering areas, including but not limited to, wheeled-vehicle sales lots, truck trailer parking areas, and on-site single-family residential driveways, etc., shall be paved and improved pursuant to the following minimum design requirements.”*

The applicant proposes to park wheeled vehicles, specifically recreational vehicles and boats on trailers, on graveled areas that are not yet developed with shipping containers. Per the applicant’s findings, *the storage use is a temporary use, where the shipping containers are not yet located, so that the applicant has the ability to expand the mini-warehouse project in the future and still utilize the vacant land for RV and boat storages.*

The site plan (Exhibit B) shows that all drive aisles will be paved as part of Phase 1 of the development and that all graveled surface areas (highlighted below) will be striped for temporary storage. The attached photos (Exhibit F) show a similar mini-storage development with storage on graveled areas which was recently approved in Phoenix, OR.

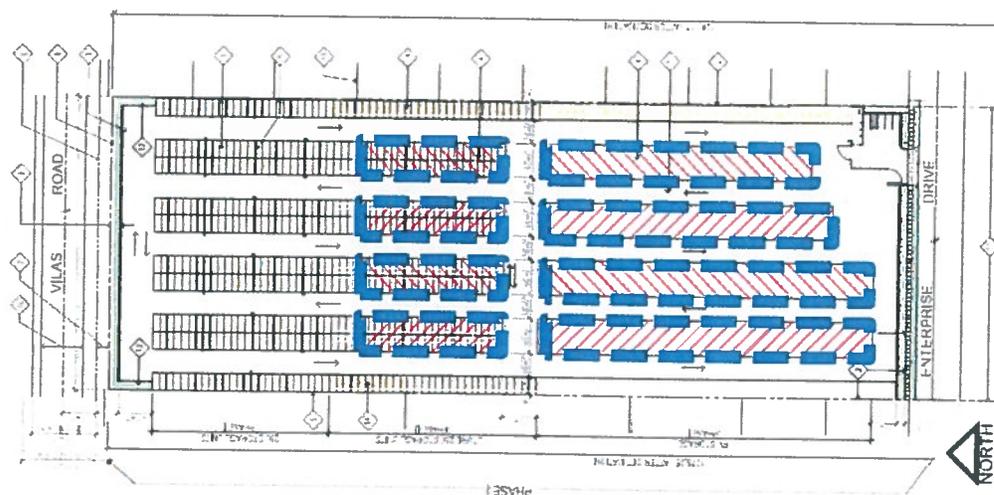


Figure 1: Graveled Areas for RV & boat parking

Exception to Bufferyard Requirements

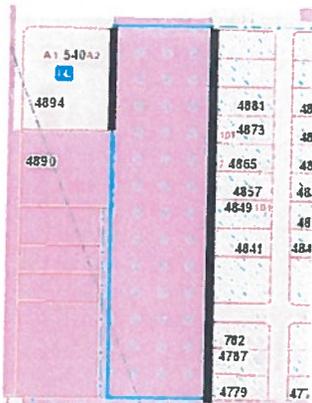


Figure 2: Bufferyards between I-L and I-G

MLDC Section 10.790 requires bufferyards between the I-G and I-L zoning districts. In this case, the I-G (General Industrial) zoned subject property abuts several I-L (Light Industrial) zoned properties along its eastern and western boundaries. The Type A bufferyard consists of a 6-foot concrete or masonry wall and a 10-foot wide landscape buffer. The black line in Figure 2 indicates all areas where a bufferyard is required.

As part of the site plan approval for AC-18-061, SPAC granted relief on the bufferyard requirement for areas that are developed with shipping containers as part of Phase 1. The approval did not provide for any relief for any undeveloped areas that require the installation of a bufferyard. The applicant is now seeking relief for those areas (highlighted in Figure 3, below), as well.

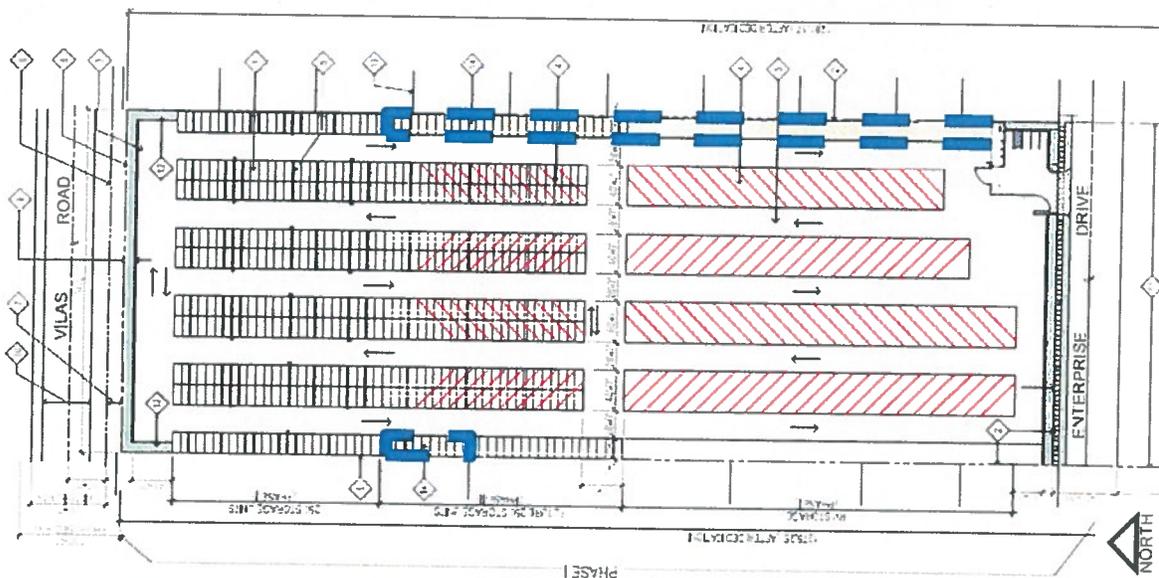


Figure 3: Exception to Bufferyard Areas

Figure 4, below, partially shows the area along the westerly property line for which an Exception to the bufferyard standards is requested. The first 40 feet from Vilas Road will be developed with a bufferyard as per the code. The next 125 feet will be developed with shipping containers for which an exception to the bufferyard standards was already granted. This exception request spans a length of approximately 55 feet on the west side of the subject property.

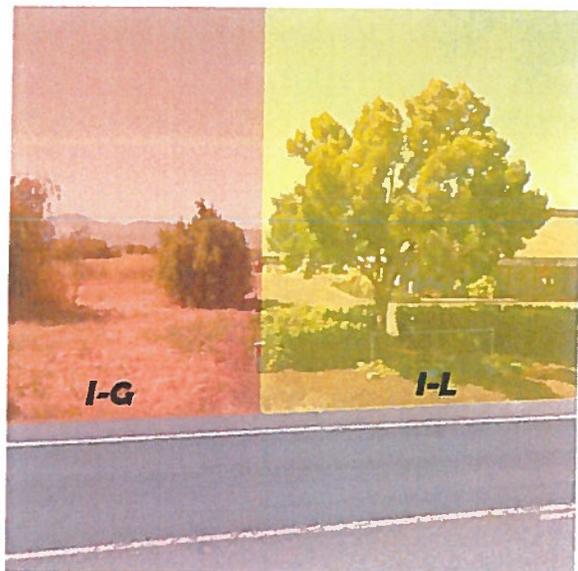


Figure 4: Existing development on I-L land



Figure 5: Aerial of existing development on adjacent I-L land

Similarly, a 40-foot bufferyard will be installed on the east side along Vilas Road; 125-feet have already been exempted from bufferyard standards. The Exception request is for the remainder of the east side bufferyard stretching from the last container to be installed as part of Phase 1 to the future Enterprise Drive right-of-way. The abutting and existing development to the east which borders the subject property consists of impervious surface with the structures (all but structure at 4865 Airway Drive) being setback approximately 70-feet from the property line.

Agency Comments

Public Works Department (Exhibit G)

The Public Works Department supports the proposed exception on the condition that the unpaved portion of the development is limited to storage of Recreational Vehicles (RVs) and/or boats. Public Works also requests the applicant to stipulate to implement dust mitigation as needed, and required, per the Medford-Ashland Air Quality Maintenance Area Plan.

Fire Department (Exhibit I)

The Fire Department requires that all fire apparatus access have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13.5 feet.

FINDINGS AND CONCLUSIONS

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

RECOMMENDED ACTION

Adopt the findings as recommended by staff and adopt the final order for E-18-098 per the staff report dated September 12, 2018, including Exhibits A through M.

EXHIBITS

- A Conditions of Approval, dated September 12, 2018
- B Site Plan, received September 6, 2018
- C Applicant's Findings of Fact and Conclusions, received September 5, 2018
- D Allowed Uses Excerpt, received September 5, 2018
- E Zoning Map, received September 5, 2018
- F Photos, received September 5, 2018
- G Public Works Department Staff Report, dated August 28, 2018
- H Medford Water Commission Memo, dated August 29, 2018
- I Fire Department Development Report, dated August 29, 2018
- J Building Department Memo, dated August 29, 2018
- K Rogue Valley Sewer Services Memo, dated August 22, 2018
- L Jackson County Roads Report, dated August 27, 2018
- M Seattle Airports District Office E-Mail, received September 5, 2018
Vicinity map

SITE PLAN AND ARCHITECTURAL COMMISSION AGENDA:

SEPTEMBER 21, 2018

EXHIBIT A

Pacific Truck Trailer & Equipment
E-18-098
Conditions of Approval
September 12, 2018

CODE REQUIRED CONDITIONS

The development shall:

1. Comply with all conditions stipulated by Medford Public Works Department (Exhibit G)
2. Comply with all conditions stipulated by the Medford Fire-Rescue Land Development Report (Exhibit I)

CITY OF MEDFORD
EXHIBIT # A
File # E-18-098



STRAUS & SEIBERT
ARCHITECTS LLP

- SITE PLAN NOTES**
- 1 8'-20" PRE-MANUFACTURED SHIPPING CONTAINER STORAGE UNITS WITH 1" W/4" ON TOP
 - 2 8' CHAIN LINK FENCE W/ RAZOR WIRE ON TOP
 - 3 ASPHALT PAVEMENT
 - 4 GRAVEL SURFACE - STRIPPED FOR TEMPORARY RV STORAGE
 - 5 5' CHAIN LINK FENCE WITH 1" W/4" ON TOP BETWEEN EXISTING STORAGE UNITS
 - 6 EXISTING PROPERTY LINE
 - 7 PROPOSED 15' RIGHT-OF-WAY DEDICATION VERIFY PER SURVEYOR
 - 8 PROPOSED PROPERTY LINE RELOCATION
 - 9 PROPOSED 10' WIDE P.U.E. & LANDSCAPING
 - 10 (E) EDGE OF PAVEMENT
 - 11 PROPOSED STREET IMPROVEMENTS FOR ENTERPRISE DRIVE
 - 12 10' TYPE 'A' BUFFER YARD W/ 7" HIGH CMU WALL & LANDSCAPING
 - 13 ADJACENT LOT LINE
 - 14 REQUESTED EXCEPTION TO BUFFER YARD REQUIREMENT (HIGH-LIGHTED)

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SEP 6 2018
PLANNING DEPT.

PROPOSED LOCK & KEY MINI STORAGE
576 VILAS ROAD, MEDFORD OR 97502



DATES	
PLAT	9/03/2018
ISSUE	
K.T.G.	J.D.
JOB NO.	542
SITE PLAN	

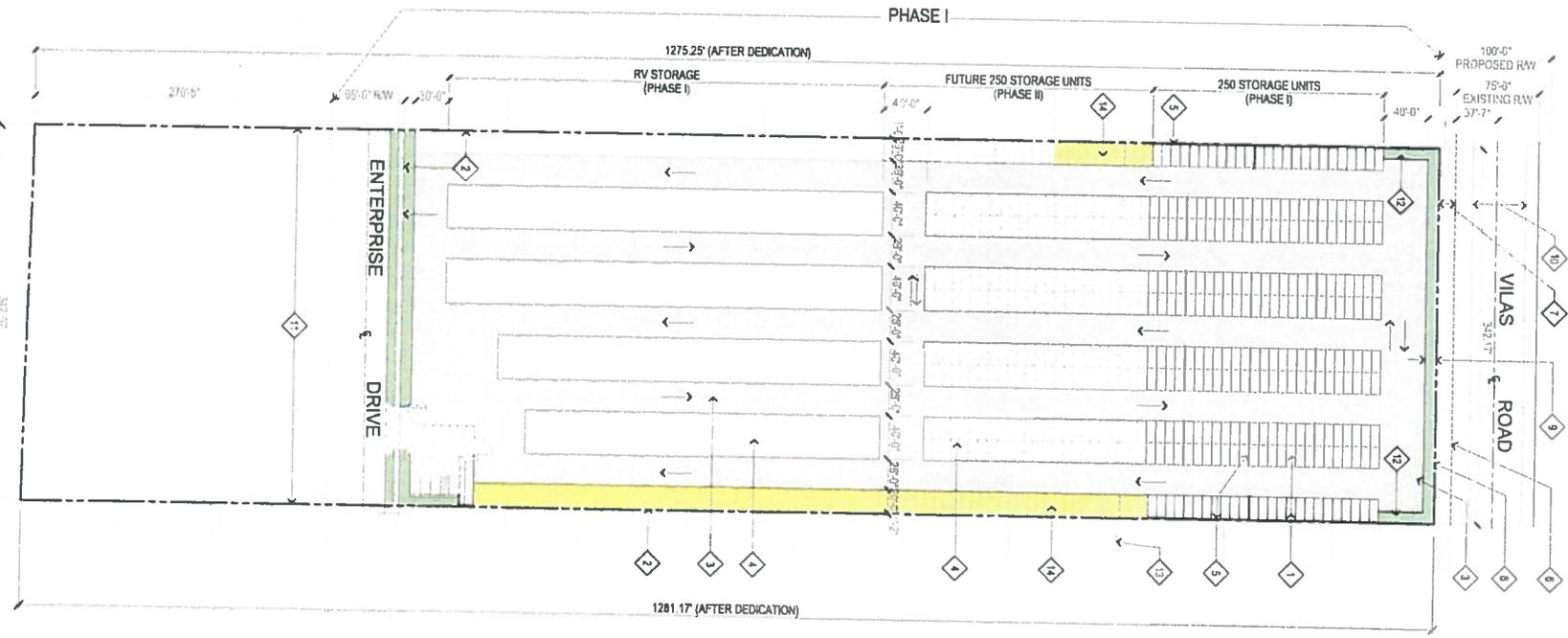
CITY OF MEDFORD

EXHIBIT # B

File # E-18-078

342.70'

SITE PLAN
SCALE 1" = 160'-0"
NORTH



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SEP 05 2018

PLANNING DEPT.

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

IN THE MATTER OF A REQUEST FOR)
EXCEPTIONS WITH AC-18-061 APPROVED)
FOR A MINI-WAREHOUSE PROJECT)
ON 10.13 ACRES LOCATED SOUTH OF)
VILAS ROAD, AND WEST AIRWAY DRIVE)
DESCRIBED AS T.37S-R.1W-SEC.06BB,)
TAX LOT 500; RKKP, LLC (LOCK & KEY),)
APPLICANTS; STRAUS & SEIBERT)
ARCHITECTS, AGENTS)

E-18-098
FINDINGS OF FACT
AND
CONCLUSIONS

RECITALS:

Property Owner-	Norman & Noemie Eyster Trust 238 Hillendale Road Pittsburgh PA, 15237
Applicant-	RKKP, LLC; Lock & Key PO Box 1131 Medford, OR 97501
Agents-	Straus & Seibert Architects 1175 E. Main Street Ste. 2e Medford, OR 97504 (541) 779-4363
Consultants-	Richard Stevens & Associates, Inc. P.O. Box 4368 Medford, OR 97501 (541) 773-2646
Property Description-	T.37S-R.1W-S.06BB, Tax Lot 500
Acreage-	10.13 net acres
Zoning-	General Industrial (I-G)

CITY OF MEDFORD
EXHIBIT # C
File # E-18-98 1

PROPOSAL:

The applicant has received approval for File No. AC-18-061, to develop a portion of the property located south of E. Vilas Road. The property is zoned I-G, which allows for public warehousing and storage within Section 10.337(42), MLDC. The proposed use is for a 500-unit, mini-warehouse storage facility with a site manager's office adjacent to Enterprise Drive. These storage units are proposed to consist of metal conex/shipping containers to be used for mini-warehouse storage units that will be placed on the site.

In addition, the applicant is proposing to utilize the vacant area between the proposed storage units and Enterprise Drive for "temporary" RV & boat storage. The RV and boat storage area will be on the graveled portion of the property with paved drive aisles matching the mini-warehouse storage design. The RV and boat storage is proposed as a temporary use so that the applicant has the ability to expand the mini-warehouse project in the future and still utilize the vacant land for RVs and boat storage purposes. Per the Code requirements, an exception, in compliance with Section 10.186 for the gravel area to be used for storage of RVs and boats is warranted and requested.

As shown on the site plan for the project, the development will include all required parking, meet all required setbacks, and provide the required street frontage landscaping along the northern boundary of the subject property, adjacent to E. Vilas Road and Enterprise Drive.

EXCEPTION CRITERIA; SECTION 10.186:

The applicant is requesting an Exception to the General Design Requirements for "Parking", that requires all parking, loading and maneuvering areas shall be paved and improved, consistent with Section 10.746, MLDC. The applicant is requesting to retain the gravel areas for future expansion of the mini-warehouse development on the subject site. The applicant is also requesting an exception to the Type A bufferyard, as prescribed in Section 10.790 and Table 10.790-1. The exception areas proposed are along a portion of the eastern boundary of the subject property and a small portion of the western boundary that abuts the I-L zoning district.

The RV and boat storage is proposed as a temporary use, where the storage units are not yet located, so that the applicant has the ability to expand the mini-warehouse project in the future and still utilize the vacant land for RV and boat storage purposes. Per the Code requirements, an exception, in compliance with Section 10.186 for the gravel area to be used for storage of RVs and boats is being requested.

Section 10.186(B): *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 terms of this code shall be sparingly exercised. Findings must indicate that:*

10.186(B)(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.”*

Discussion:

The requested exception is for the storage of RVs and boats on a portion of the site that is not being used for mini-warehouses north of Enterprise Drive. The requirement for paving of parking areas relates with the concept that there will be numerous amount of vehicles coming and going from a commercial retail or a multi-family development with an associated parking lot, or a vehicle sales lot. This is not the case with the storage of RV's and boats, as this will be periodic within the calendar year with very minimal trips to store the vehicle. SIC code 422, Found in Section 10.337, MLDC, allows Public Warehousing and Storage within the I-G zoning district to be in harmony with the purpose for storage of vehicles.

The request for an exception to the Type A bufferyard is also warranted. Section 10.337, SIC code 422 allows for Public Warehousing and Storage within both I-G and I-L zoned lands. The storage of vehicles and mini-warehouseing is a permitted use in the Heavy Commercial zone and all Industrial zoned lands; therefore, the proposed storage of vehicles will not have a significant adverse impact in the vicinity and will not have a significant impact to the health, safety and general welfare in the area. There are no natural resources found on the subject site or on adjacent lands.

10.186(B)(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.”*

Discussion:

SIC code 422 allows Public Warehousing and Storage within the I-G zoning district to be in harmony with the purpose for mini-warehouses and storage of vehicles. This proposal for public storage of RVs and boats will complement the mini-warehouse facilities. The exception to the bufferyard is also consistent with the proposed uses being identical with the permitted uses on the abutting I-L zoning district.

10.186(B)(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 standards for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner."*

Discussion:

The unusual circumstance with this proposal is that this vacant area will be used for the future expansion of the mini-warehouse facilities. The applicant is willing to pave the drive aisles and maneuvering areas to match the proposed drive aisles within the mini-warehouses so that the future expansion will naturally evolve, when warranted. If the applicant is required to pave the storage area, they will need to cut and remove the pavement for the expansion of the mini-warehouse facilities, which would be an undue hardship. The gravel parking area with paved drive aisles can be effectively accomplished as similarly designed and completed with another RV storage and mini-warehouse storage facility in Phoenix, Oregon. See photos attached.

Per Section 10.790, a Type A bufferyard is required to separate the subject property zoned I-G with the abutting properties zoned I-L zone. The abutting properties to the east and a small portion to the west are zoned Light Industrial (I-L), which requires a Type A buffer yard.

The unique circumstance with this exception request for the Type A bufferyard, is that both mini-warehousing and storage of vehicles are permitted uses in both the I-G and I-L zoning districts. Table 10.790-1 provides the table for when bufferyards are required. If a person was to apply for a mini-warehouse and RV storage facility on land zoned I-L, the table in 10.790-1 does not require a Type A bufferyard when abutting I-G land, although when reversed, it does prescribe a Type A bufferyard for the same exact use.

During the public hearing for File No. AC-18-061 the Commission approved an adjustment for the buffer fence/wall per Subsection 10.790(E)(6)(a), which allows for an adjustment when a building wall with no opening below eight feet abuts the buffer yard.

In addition, at the public hearing the Commission approved the adjustment for the bufferyard landscaping requirements per Subsection 10.790(E)(6)(c), which allows for the adjustment where the proposed development abuts existing development and the uses are similar with each other. The proposed and existing uses are sufficiently compatible that the required buffering is not necessary and the uses are not expected to change significantly over a long period of time.

10.186(B)(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."*

Discussion:

There are no code violations or noncompliance uses or structures on the subject site. The Code requires parking lots and sales lots to be paved due to the potentially high number of vehicular movements. However, the applicant is proposing the storage of RVs and boats that will not have a high number of movements, or even have vehicles moving on a daily basis. The proposed exception to the paving for the storage area does not provide for greater profit to the applicant. This provides a temporary use of the site for vehicular storage, until the expansion of the mini-warehouse facility is warranted.

FINDINGS:

The City of Medford finds that this exception request is in compliance with the standards found in Section 10.186, MLDC, in that the storage of vehicles is an allowed use within both the I-G and I-L zoning districts that will not have a significant impact on the neighboring lands health, safety and general welfare. The City of Medford can also find that there are unusual circumstances that may have an undue hardship with the pavement of the storage area and then later need to cut and remove the pavement for the future expansion of the mini-warehouse facility. The intent is to provide temporary storage of RV's and boats when not in use by the owner. The exceptions requested does not result is greater profit, nor is it the result of an illegal use or structure.

SUMMARY & CONCLUSIONS:

Based upon the above discussions addressing Section 10.186, and the submitted application materials, including the site plan, photographs, and exhibits, the Site Plan and Architectural Commission can conclude that the proposed development of this mini-warehouse storage facility on the south side of E. Vilas Road, as proposed, meets the criteria for the requested exceptions for Site Plan and Architectural Review, for being compatible with uses and development that exist on adjacent lands including the airport approach.

The Site Plan and Architectural Commission can conclude that the requested exceptions for the Type A bufferyard abutting I-L zoned lands and the paving of parking areas that is proposed as a temporary storage area for RV's and boats is in compliance with Section 10.186, MLDC for an exception request and is in compliance with all of the applicable provisions of Medford Land Development Code.

Respectfully Submitted:



RICHARD STEVENS & ASSOCIATES, INC.

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SEP 5 2018
Article III

PLANNING DEPT.

Chapter 10

of farm products, furniture and other household goods, or commercial goods of any nature.

		C-S/P	C-N	C-C	C-R	C-H	I-L	I-G	I-H
421	Trucking, and Courier Services except Air	X	X	X	X	P	P	P	P
422	Public Warehousing and Storage	X	X	X	X	P	P	P	P
423	Trucking Terminal Facilities	X	X	X	X	P	P	P	P

43 U.S. POSTAL SERVICE

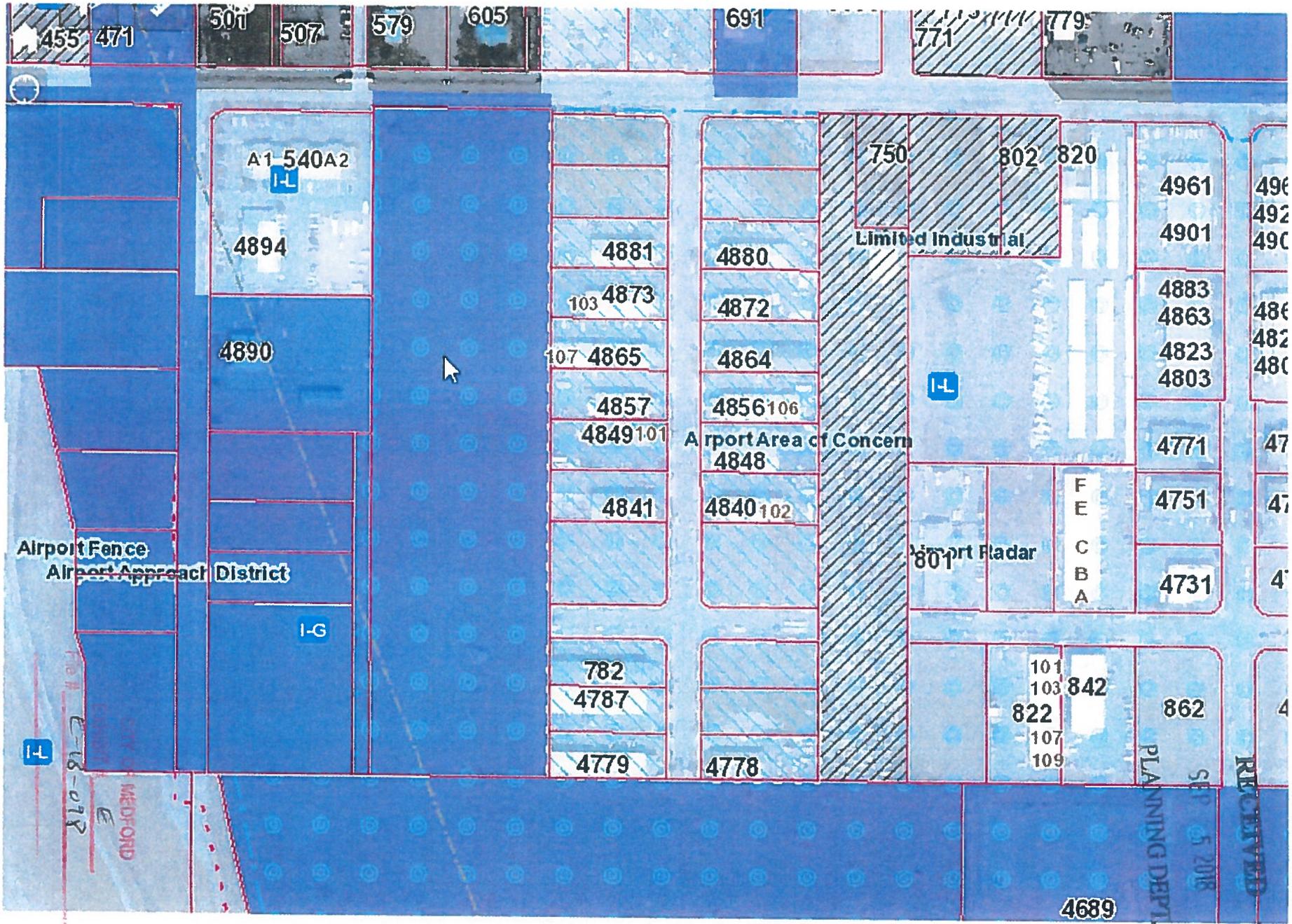
		C-S/P	C-N	C-C	C-R	C-H	I-L	I-G	I-H
431	U.S. Postal Service	P	P	P	P	P	P	P	P

45 **TRANSPORTATION BY AIR.** This major group includes establishments engaged in furnishing domestic and foreign transportation by air and also those operating airports and flying fields and furnishing terminal services.

		C-S/P	C-N	C-C	C-R	C-H	I-L	I-G	I-H
451	Air Transportation, Scheduled, and Air Courier Services	X	X	X	X	P	P	P	P
452	Air Transportation, Nonscheduled	X	X	X	X	P	P	P	P
458	Airports, Flying Fields, and Airport Terminal Services	X	X	X	X	P	P	P	P

47 **TRANSPORTATION SERVICES.** This major group includes establishments furnishing services incidental to transportation, such as forwarding and packing services, and the arrangement of passenger and freight transportation.

CITY OF MEDFORD
EXHIBIT # D
File # E-18-098



Airport Fence
Airport Approach District

A1-540A2

4894

4890

I-G

4881

103 4873

107 4865

4857

4849 101

4841

Airport Area of Concern
4848

4840 102

782

4787

4779

4778

Limited Industrial

750

802 820

4961

4901

4883

4863

4823

4803

4771

4751

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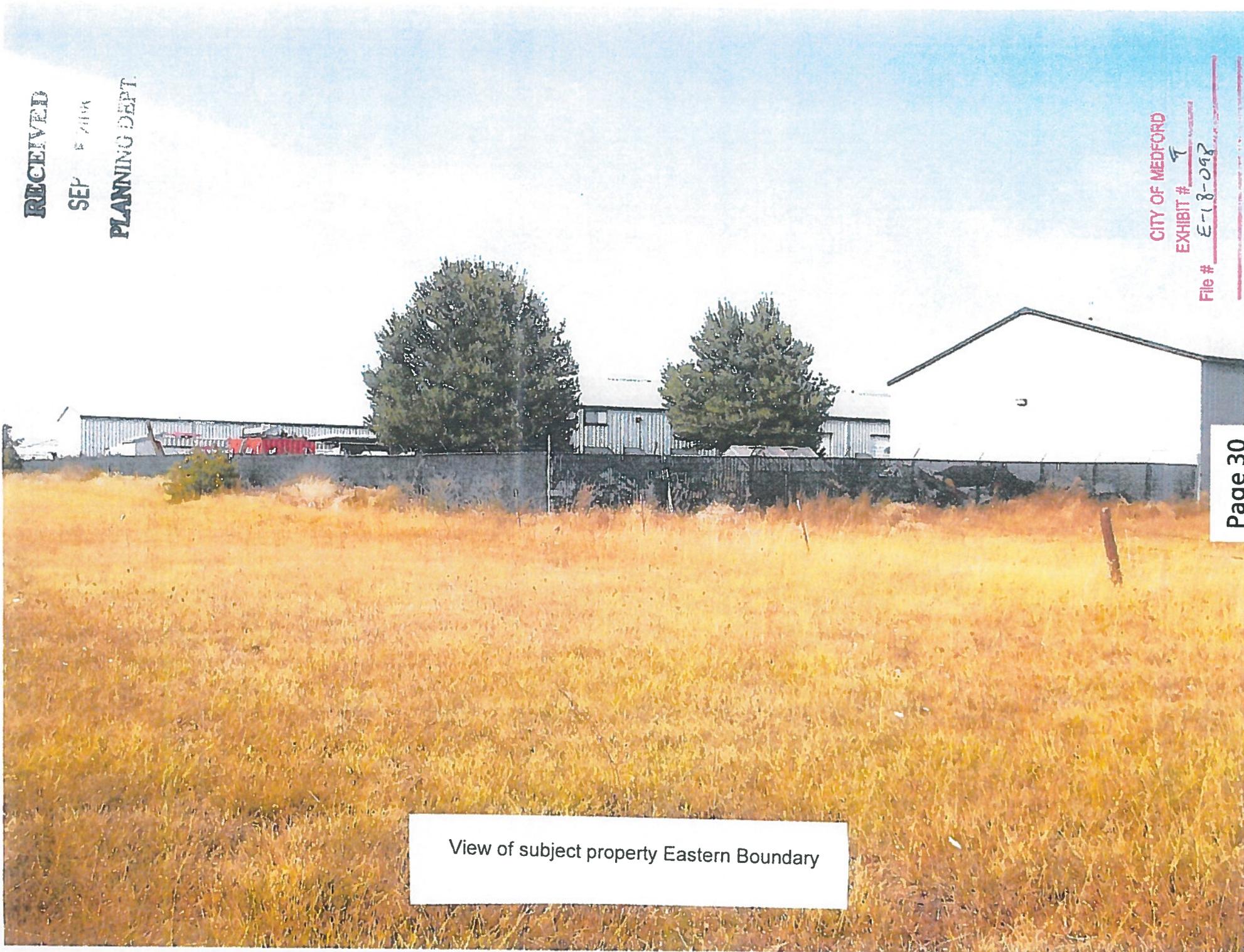
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PLANNING DEPT.

CITY OF MEDFORD

EXHIBIT # 7

File # E-18-098



View of subject property Eastern Boundary



View of Exit 24 Storage









Medford – A fantastic place to live, work and play

CITY OF MEDFORD

LD Date: 8/29/2018
File Number: E-18-098

PUBLIC WORKS DEPARTMENT STAFF REPORT
576 East Vilas Road
Lock & Key Mini-Storage
Paving Exception Request

Project: Consideration of a request for an Exception to the General Design Requirements for Parking, specifically the requirement that all parking, loading, and vehicle maneuvering areas shall be paved and improved, at a self-storage facility.

Location: Located at 576 E Vilas Road within the General Industrial (I-G) zoning district (371W6BB500).

Applicant: RKKP, LLC, Applicant; Straus & Seibert Architects, Agent; Steffen Roennfeldt, Planner.

Public Works supports the proposed exception on the condition that the unpaved portion of the development is limited to storage of Recreational Vehicles (RVs) and/or boats. Public Works requests the Applicant stipulate to implement dust mitigation as needed, and required, per the Medford-Ashland Air Quality Maintenance Area Plan.

If the exception is denied or if the unpaved portion of this development shall be used, or is observed to be used, by vehicles other than storage of RVs and boats, then those areas will be required to be curbed or the Applicant will be required to pave the entire subject area per Medford Land Development Code (MLDC) 10.746. This will include installation of stormwater quality and detention facilities in accordance with MLDC Section 10.481 and 10.729.

Prepared by: Doug Burroughs



BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: E-18-098

PARCEL ID: 371W6BB TL 500

PROJECT: Consideration of a request for an Exception to the General Design Requirements for Parking, specifically the requirement that all parking, loading, and vehicle maneuvering areas shall be paved and improved, at a self-storage facility located at 576 E Vilas Road within the General Industrial (I-G) zoning district (371W6BB500); RKKP, LLC, Applicant; Straus & Seibert Architects, Agent; Steffen Roennfeldt, Planner.

DATE: August 29, 2018

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

CONDITIONS

1. No Conditions

COMMENTS

1. No Comments

CITY OF MEDFORD
EXHIBIT # H
File # E-18-098



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

Water Facility Map for City of Medford App: E-18-098

August 29, 2018

Legend

- Air Valve
- Sample Station
- Fire Service
- Hydrant
- Reducer
- Blow Off
- Plugs Caps

Water Meters:

- Active Meter
- On Well
- Unknown
- Vacant

Water Valves:

- Butterfly Valve
- Gate Valve
- Tapping Valve

Water Mains:

- Active Main
- Abandoned Main
- Reservoir Drain Pipe
- Pressure Zone Line

Boundaries:

- Urban Growth Boundary
- City Limits
- Tax Lots

MWC Facilities:

- Control Station
- Pump Station
- Reservoir



This map or data is a digital derivative created by the Medford Water Commission from a variety of sources. Medford Water Commission cannot be held responsible for errors or omissions, or for any consequences arising from the use of the information contained herein. If you have any questions, please contact the Medford Water Commission at (541) 753-2100.



Medford Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Kleinberg, Greg

Review Date: 8/24/2018
Meeting Date: 8/29/2018

LD #: E18098

Planner: Steffen Roennfeldt

Applicant: RKKP, LLC

Project Location: 576 E Vilas Road within the General Industrial (I-G) zoning district (371W6BB500)

Project Description: Consideration of a request for an Exception to the General Design Requirements for Parking, specifically the requirement that all parking, loading, and vehicle maneuvering areas shall be paved and improved, at a self-storage facility

Specific Development Requirements for Access & Water Supply

Conditions

Reference	Comments	Description
OFC 503.2.1	Fire lane/Fire apparatus road design standards	Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches. The required width of a fire apparatus access road shall not be obstructed in any manner, including parking of vehicles. Minimum required widths and clearances established under section 503.2.1, shall be maintained at all times. The fire apparatus access road shall be constructed as asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 60,000 pounds. (See also OFC 503.4; D102.1) The turning radius on fire department access roads shall meet Medford Fire Department requirements (OFC 503.2.4).

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 # 1
File # E-18-098

Memo



To: Steffen Roennfeldt, Planning Department
From: Chad Wiltrout, Building Department (541) 774-2363
CC: RKKP, LLC, Applicant; Straus & Seibert Architects, Agent.
Date: August 29, 2018
Re: August 29, 2018 LDC Meeting Item #3, E-18-098

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. Exception does not affect building department or their conditions. No other comments at this time.

CITY OF MEDFORD
EXHIBIT # 7
File # E-18-098



ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 7502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

August 22, 2018

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

Re: E-18-098, Lock & Key, (371W06B-500)
Ref: AC-18-061

ATTN: Steffen,

The subject property is within the Rogue Valley Sewer Services area. The proposed action will have no general effect on RVSS facilities. Please refer to AC-18-061 for RVSS comments pertaining to the subject property.

Sincerely,

Nicholas R. Bakke

Nicholas R. Bakke, P.E.
District Engineer



JACKSON COUNTY

Roads

Roads Engineering

Chuck DeJanvier
Construction Engineer

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

August 27, 2018

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

RE: Exception to the General Design Requirements for parking at a self-storage facility on Enterprise Drive – a city maintained road and East Vilas Road – a county maintained road
Planning File: E-18-098

Dear Steffen:

Thank you for the opportunity to comment on the request for an Exception to the General Design Requirements for parking, specifically the requirement that all parking, loading and vehicle maneuvering areas shall be paved and improved, at a self-storage facility on a 4.1 acre lot located at the intersection of Enterprise Drive and East Vilas Road (576 E. Vilas Rd.) within a General Industrial (I-G) zoning district (37-1W -06BB tax lot 500). Jackson County Roads has the following comments:

1. If frontage improvements are required off East Vilas Road, they shall be permitted and inspected by the City of Medford.
2. No road approaches off East Vilas Road shall be permitted.
3. We would like to be notified of future development proposals, as county permits may be required.
4. East Vilas Road is a County Minor Arterial and is county-maintained. The Average Daily Traffic Count 225 feet west of Highway 62 was 14,829 on August 8, 2016.
5. 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 East Vilas Road. Jackson County Roads recommends that the city request jurisdiction of this road.
6. Storm water should meet City of Medford requirements that also include water quality.

7. Jackson County Roads would like to review and comment on the hydraulic report including the calculations and drainage plan. Capacity improvements or on site detention, if necessary, shall be installed at the expense of the applicant. Upon completion of the project, the developer's engineer shall certify that construction of the drainage system was constructed per plan and a copy of the certification shall be sent to Jackson County Roads.
8. Please note that there are drainage problems in this area and the City of Medford maintains the storm water system.

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

Sincerely,



Chuck DeJanvier
Construction Engineer

Steffen K. Roennfeldt

From: valerie.thorsen@faa.gov
Sent: Wednesday, September 5, 2018 5:39 PM
To: Steffen K. Roennfeldt
Cc: jduffie@ssarchllp.com
Subject: E-18-098: Lock and Key

Steffen,

Given the proximity to MFR, an FAA Form 7460- Notice of Proposed Construction or Alteration should be filled. This form can be filled through our Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) website. Please let me know if you have any questions on this process.

Best regards,

Valerie Thorsen
Airport Planner (OR)
Seattle Airports District Office
2200 216th Street
Des Moines, WA 98198
206-231-4139

CITY OF MEDFORD
EXHIBIT # M
File # E-18-098



Project Name:
**Lock & Key
 Exception**

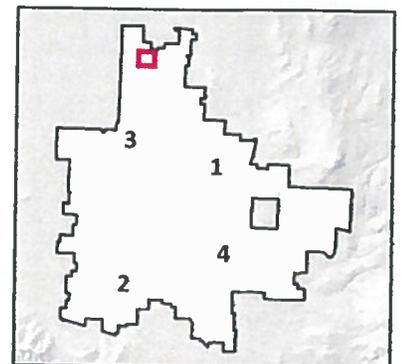
Map/Taxlot:
371W06BB TL 500

Legend

-  Subject Area
-  Zoning Districts
-  Tax Lots



0813/2018



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

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

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

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

WHEREAS:

1. The Site Plan and Architectural Commission has duly accepted the application filed in accordance with the Land Development Code, Section 10.285.
2. The Site Plan and Architectural Commission has duly held a public hearing on the matter described above, with a public hearing a matter of record of the Site Plan and Architectural Commission on September 21, 2018.
3. At the public hearings on said application, evidence and recommendations were received and presented by the developer and Planning Department staff; and
4. At the conclusion of said public hearings, after consideration and discussion, the Site Plan and Architectural Commission, upon a motion duly seconded, granted approval and directed staff to prepare a final order with all conditions and findings set forth for the granting of approval.

THEREFORE LET IT BE HEREBY ORDERED that the application of Stylus Development LLC, stands approved subject to compliance with the conditions stated in the Staff Report dated September 12, 2018.

AND LET IT FURTHER BE OF RECORD that the action of the Site Plan and Architectural Commission approving this application is hereafter supported by the findings referenced in the Staff Report dated September 12, 2018.

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

Accepted and approved this 21st day of September, 2018.

MEDFORD SITE PLAN AND ARCHITECTURAL COMMISSION

Site Plan and Architectural Commission Chair

ATTEST:


Secretary



STAFF REPORT

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

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

File no. AC-18-094

To Site Plan and Architectural Commission *for 09/21/2018 hearing*

From Steffen Roennfeldt, Planner III

Reviewer Kelly Evans, Assistant Planning Director *h.*

Date September 14, 2018

BACKGROUND

Proposal

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

Vicinity Map



Subject Site Characteristics

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

Surrounding Site Characteristics

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

Related Projects

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

Applicable Criteria

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

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

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

Corporate Names

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

ISSUES AND ANALYSIS

Compatibility

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

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

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

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

Architecture

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

Zoning & Density

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

Site Design Standards

Table 1 - Site Design Table

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

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

Parking

Table 2 - Vehicular Parking

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

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

Table 3 - Bicycle Parking

	Required	Proposed
Total Parking Spaces	32 Spaces	32 Spaces

In addition to the parking spaces for automobiles, the applicant is proposing a total of 32 bicycle spaces located indoors along the various building entrances. As illustrated in Tables 2 and 3 above, the site plan meets the applicable off-street parking requirement for the development pursuant to MLDC 10.743 through 10.751.

Landscaping

The applicant has submitted a Landscape Plan (Exhibit I) which proposes a total landscaped area of 12,465 square feet including the frontage landscaping along Barnett

Road and landscaping along both the northerly and southerly side lot lines. Pursuant to MLDC Section 10.746, the landscaping plan also includes internal parking lot area landscaping totaling 2,485 square feet, 8 trees, and 51 shrubs.

Table 4 - Landscaping

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

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

Concealments

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

Floodplain (Exhibit S)

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

Lot Legality (Exhibit T & U)

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

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

Traffic Impact Analysis

Per the Public Works Staff Report (Exhibit N), a limited Traffic Impact Analysis to study whether a full-movement driveway can be supported at this location or whether mitigations, such as limiting the driveway to right-in/right-out only, are recommended. A Scoping Letter (Exhibit O) was issued on September 5, 2018 and a Condition of Approval for completion of the limited Traffic Impact Study prior to issuance of building permits for vertical construction has been added.

Cross-Access Easements

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

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

Other Agency Comments

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

Committee Comments

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

No other issues were identified by staff.

FINDINGS AND CONCLUSIONS

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

RECOMMENDED ACTION

Adopt the findings as recommended by staff and adopt the final order for approval of AC-18-095 per the staff report dated September 14, 2018, including Exhibits A through V.

EXHIBITS

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

SITE PLAN AND ARCHITECTURAL COMMISSION AGENDA:

SEPTEMBER 21, 2018

EXHIBIT A

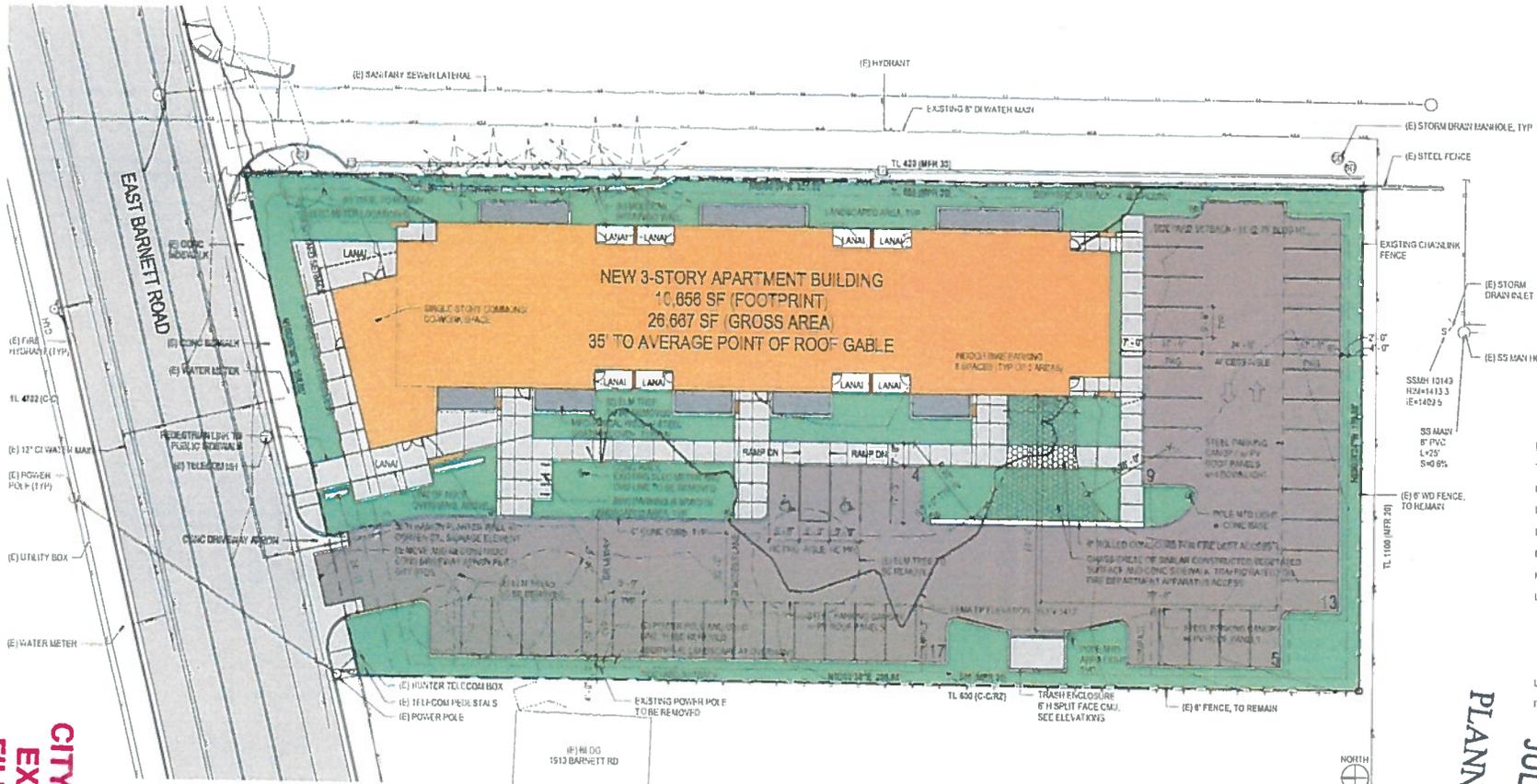
Stylus Development
AC-18-094
Conditions of Approval
September 14, 2018

CODE REQUIRED CONDITIONS

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

1. Prove lot legality to the City Surveyor or, if necessary, complete a Validation Partition per ORS 92.176.
2. Finalize a limited Traffic Impact Analysis (TIA) as required per the Public Works Staff Report (Exhibit N) and Scoping Letter (Exhibit O) and comply with conditions contained in TIA (if any).
3. Submit revised site plan that complies with all requirements of MLDC 10.550, in particular MLDC 10.550(3)(a)(3) – Cross-Access Easements, per the Public Works Staff Report (Exhibit N).
4. Comply with all conditions stipulated by the Public Works Department (Exhibit N).
5. Comply with all conditions stipulated by the Medford Water Commission (Exhibit P).
6. Comply with all conditions stipulated by the Fire Department (Exhibit R).

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



Project Statistics:

Tax Lot	311W32AB TL 500
Lot Area	1.06ac (47,122SF)
Lot Zoning	MFR 30 (CLUP LH)
Building Footprint	10,656SF (22.6%)
Building Area	26,687SF (56.6%)
Hardscape	21,506sf (45.8%)
Let Coverage	10,656SF (22.6%)
50% Maximum Front Yard	15'
Side Yard	14' max, 4' min
4' clear 5' per foot of bldg ht > 15'	
Rear Yard	14' max, 4' min
4' clear 5' per foot of bldg ht > 15'	
Landscape	12,465SF, proposed (26.4%)
Parking	Automobile, 49 spaces, Required (1.5 spaces per Dwelling Unit) (32'x14'4" spaces) 26 standard compact 8 spaces, proposed handicap spaces (1 van) Bicycles, 32 spaces, Required (1.5 spaces per Dwelling Unit) (32'x14'4" spaces) 32 spaces, Proposed (8 exterior in 4 racks) (24 exterior in 3 locations @ lowest level of each story)

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EXHIBIT #
FILE # AC-18-094

Overall
 1" = 10'-0"

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



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EXHIBIT #
FILE # AC-18-094

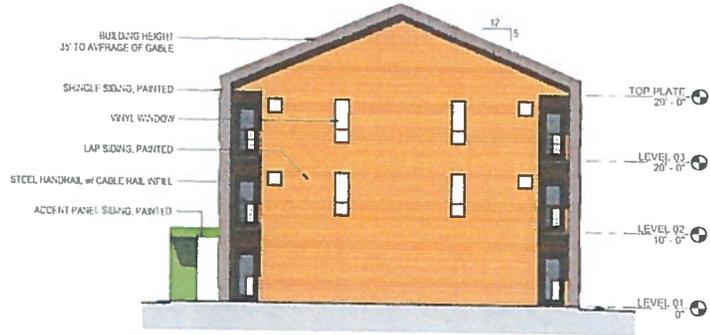
Apartment Homes for Stylus Development
 2300 West Barnett Road Medford, OR 97504

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

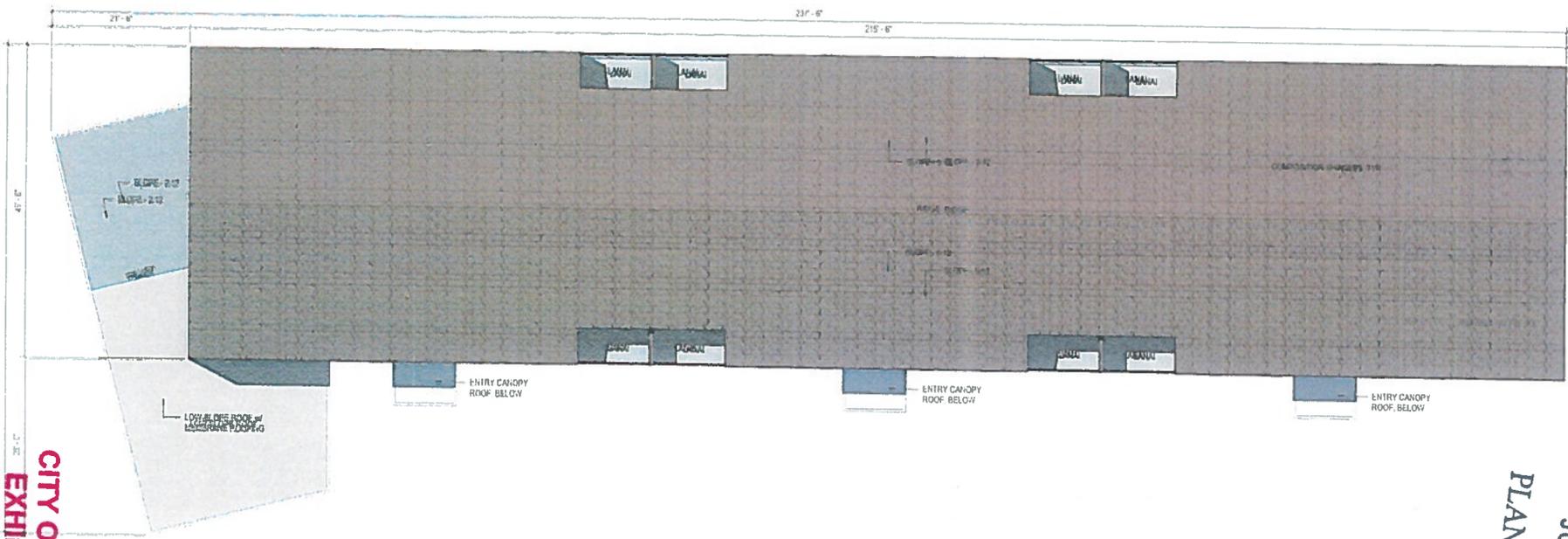


2 EXTERIOR ELEVATION - SOUTH
1/8" = 1'-0"



3 EXTERIOR ELEVATION - TRASH ENCLOSURE
1/8" = 1'-0"

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EXHIBIT # 5
FILE # AC-18-094

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

27 June 2018
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FILE # AC-18-094

FR.1 Perspective Views
SCALE

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22 June 2018

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EXHIBIT # **E**
FILE # AC-18-094

P87 Perspective Views
S.A.C.
Apartment Homes for Stylus Development
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11



VIEW FROM BARNETT ROAD LOOKING SOUTHEAST

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EXHIBIT # 18-094
FILE # AC-18-094

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

12



ORW
ARCHITECTURE
2100 EAST BARNETT ROAD
MEDFORD, OR 97504
503.754.1111

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PH 3 Perspective Views - Interior
Apartment Homes for Stylus Development
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 EXHIBIT # 14
 FILE # AC-18-094

14

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

Respective View - Interior of Commons
 21.01
 23 June 2018
 ORW Architecture, AIA



8 DWELLING UNITS
11,117 GSF INCLUDING OUTDOOR LIVING

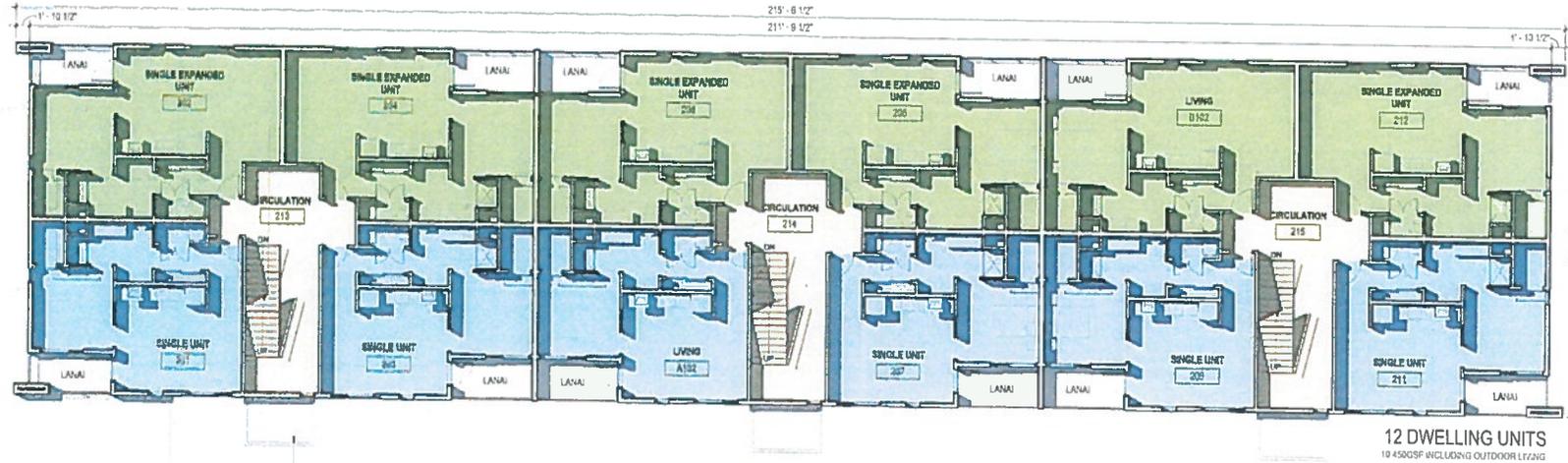


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EXHIBIT #
FILE # AC-18-094

73.1
Final - Level 01
SCALE: 1/8" = 1'-0"
Apartment Homes for Stylus Development
2100 East Barnett Road Medford, OR 97504
27 June 2018
© 2018 ORW | Architecture AIA

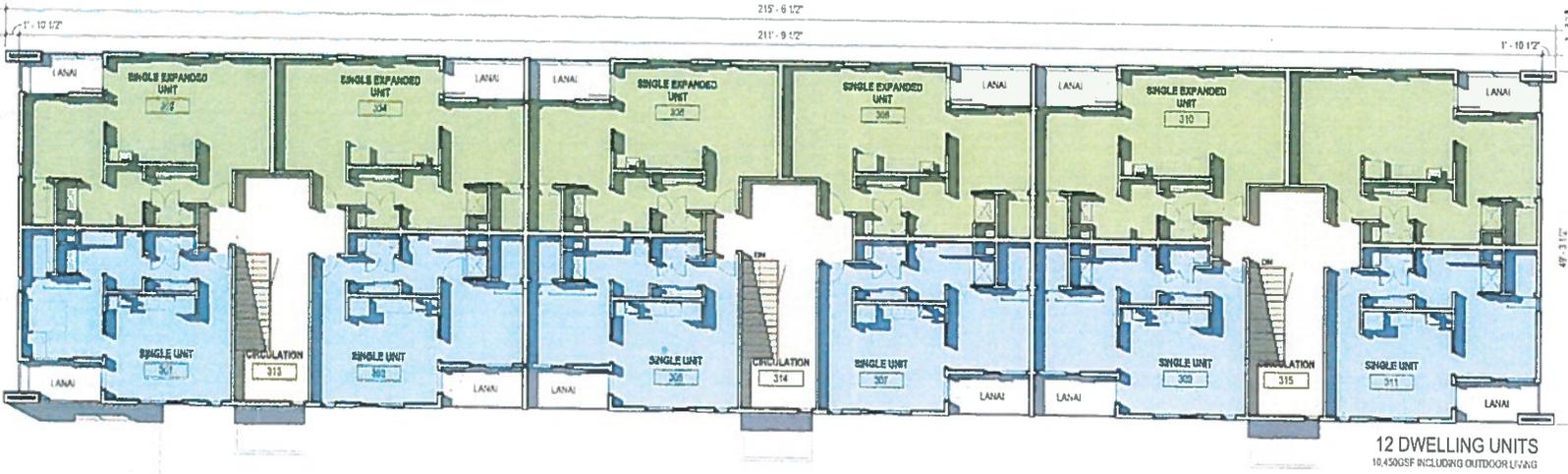


12 DWELLING UNITS
10 450GSF INCLUDING OUTDOOR LEVING

COMMONS ROOF BELOW
ENTRY CANOPY ROOF, BELOW, TYP

NORTH
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12 DWELLING UNITS
10,450GSF INCLUDING OUTDOOR LIVING

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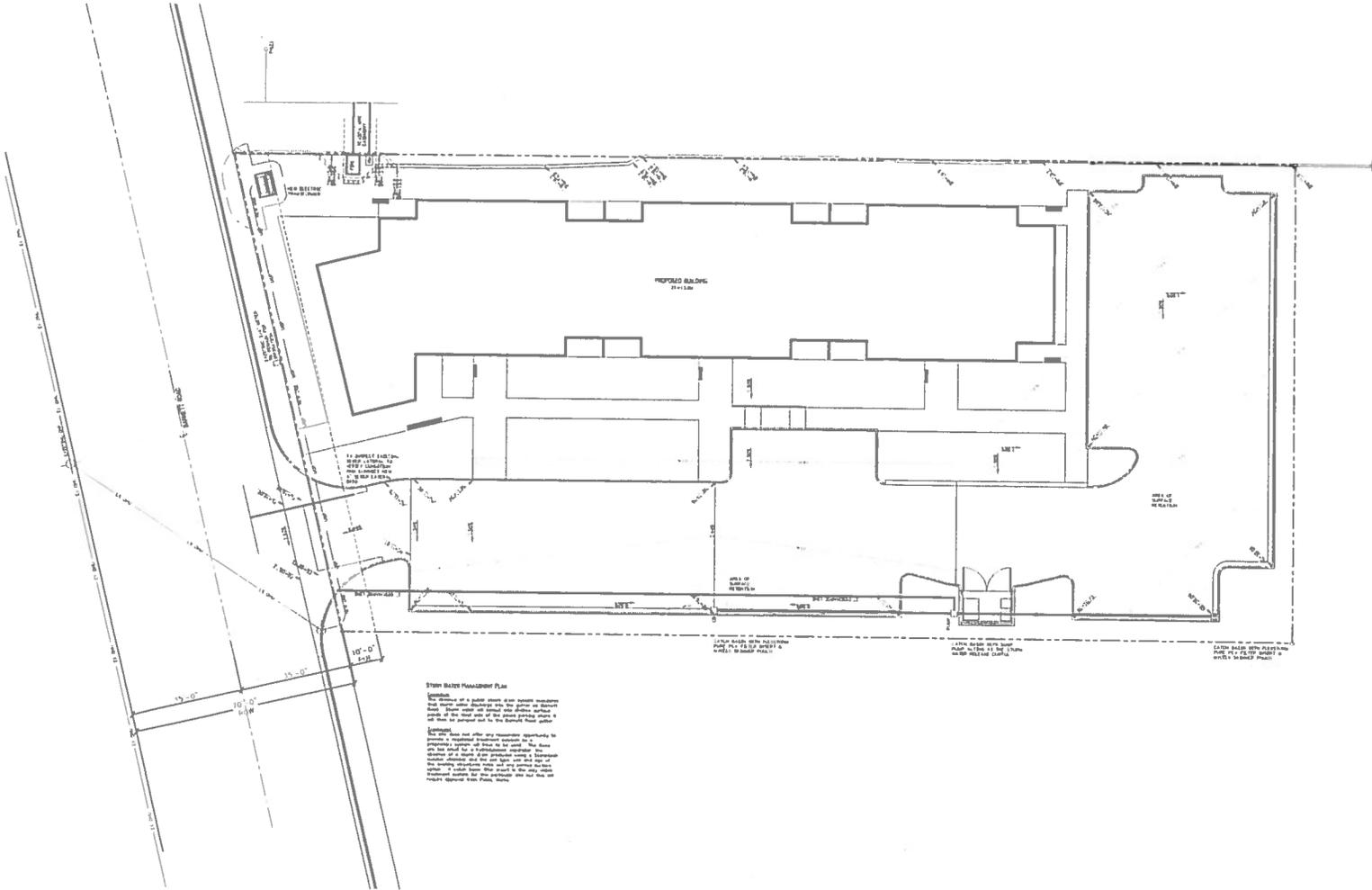
CITY OF MEDFORD
EXHIBIT # 6
FILE # AC-18-094

P33 Floor Plan - Level 03
Scale: 1/8" = 1'-0"
Apartment Homes for Stylus Development
2100 East Barnett Road Medford, OR 97504
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18



STAIR BAY/STAIR HEADROOM PLAN

Notes:

1. This plan shows the proposed location of the stairs and the headroom clearance for the stairs. The headroom clearance is shown as a dashed line.
2. The headroom clearance is shown as a dashed line.
3. The headroom clearance is shown as a dashed line.
4. The headroom clearance is shown as a dashed line.
5. The headroom clearance is shown as a dashed line.
6. The headroom clearance is shown as a dashed line.
7. The headroom clearance is shown as a dashed line.
8. The headroom clearance is shown as a dashed line.
9. The headroom clearance is shown as a dashed line.
10. The headroom clearance is shown as a dashed line.

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FIG # **AK-18-045**
EXHIBIT # **11**
CITY OF MEDFORD

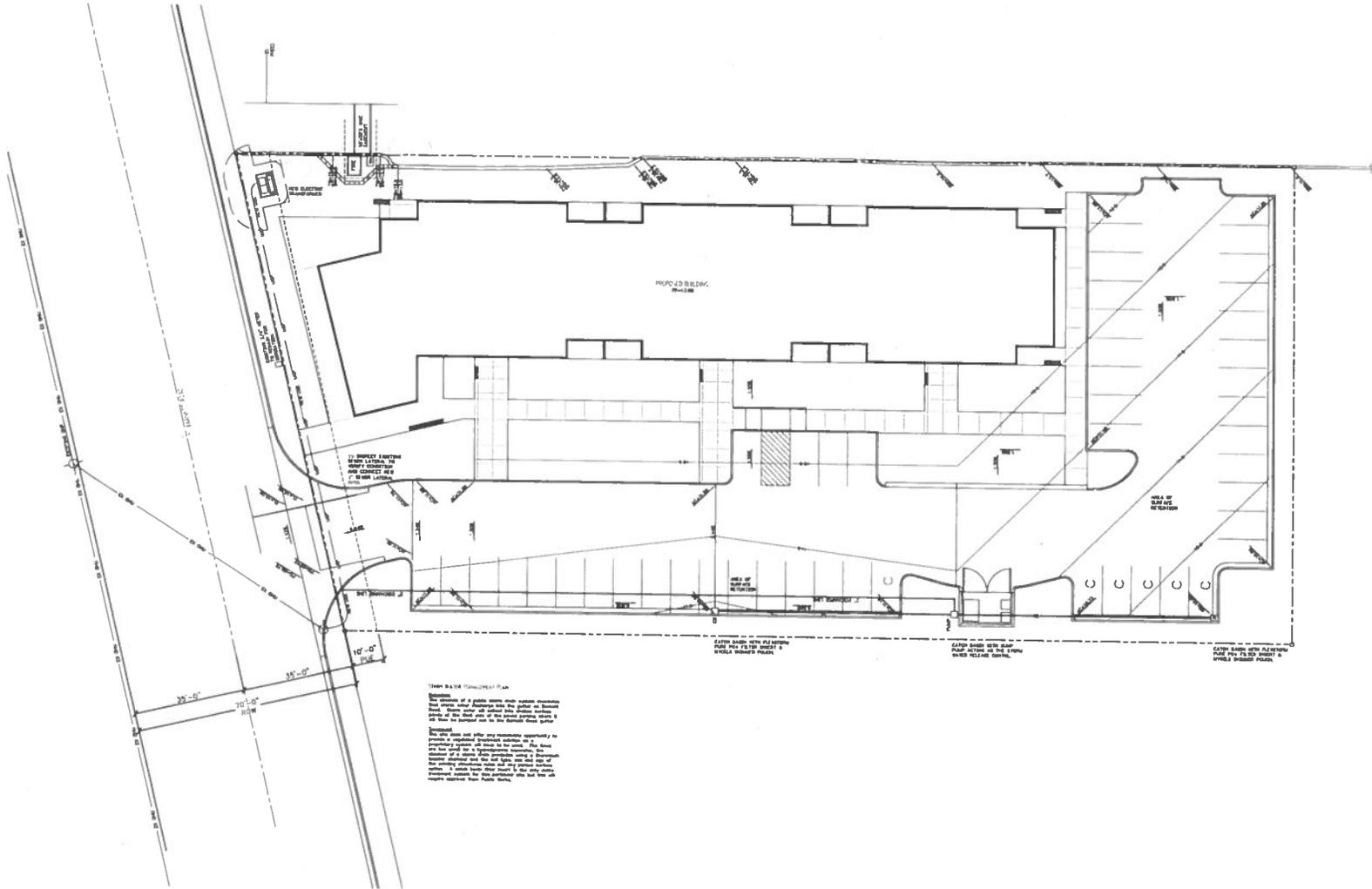
Apartment Homes for Stylus Development
2100 Barnett Rd. Medford, OR, 97504

22 June 2018
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THIRD BARRIER TRANSPORT PLAN

Notes:

1. This plan shows the proposed location of the barrier and the location of the barrier on the site of the lot of the same parcel, which is shown in purple on the attached site plan.
2. The barrier shall be constructed in accordance with the specifications of the City of Medford.
3. The barrier shall be constructed in accordance with the specifications of the City of Medford.
4. The barrier shall be constructed in accordance with the specifications of the City of Medford.
5. The barrier shall be constructed in accordance with the specifications of the City of Medford.

CITY OF MEDFORD
EXHIBIT # **K**
File # **AC-18-005**

Apartment Homes for Stylus Development
2100 Barnett Rd. Medford, OR, 97504

27 June 2018
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STORM WATER MANAGEMENT PLAN

Detention

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

Treatment

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

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CITY OF AUSTIN TEXAS

EXHIBIT # 4

File # K-11-055

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

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



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



Overhead View of Existing Site (Looking Southeast)

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

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

PROJECT: Apartment Homes for Stylus Development

DATE: 31 July 2018 (Revised)

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

Section II – Compatibility Criterion No. 1

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Detention

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

Treatment

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

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

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

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

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

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

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

PROJECT: Apartment Homes for Stylus Development

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

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

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

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

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

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

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

No exceptions or modifications are requested at this time.

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

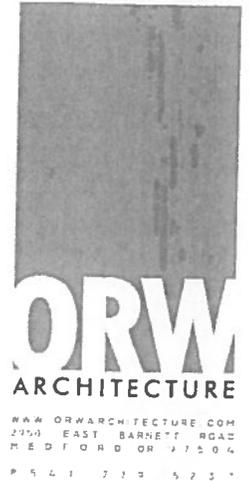
No relief from the landscaping standards is expected.

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

RECEIVED

SEP 14 2018

PLANNING DEPT.



10 September 2018

Dear Steffen:

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

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

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

CITY OF MEDFORD
EXHIBIT # K
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Site Arrangement and Public Access

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

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

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

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

Street Arrangement Suitability

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

Street Connectivity and Block Formation

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

Maximum Block Length and Perimeter Length

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

Minimum Distance Between Intersections

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

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

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

Best Regards,

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

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

SITE PLAN AND ARCHITECTURAL REVIEW APPLICATION

Section II – Code Compliance: Criterion No. 2

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

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

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

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

SITE PLAN AND ARCHITECTURAL REVIEW APPLICATION

LANDSCAPING

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

STRUCTURE

PROPOSED

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

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

D-Series LED Area Luminaire, Size 1

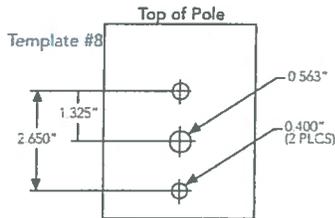
ORDERING INFORMATION

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

DSX1 LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options	Other options	Finish (required)				
DSX1 LED	Forward optics 30C 30 LEDs (one engine)	530 530 mA	30K 3000K (80 CRI min.)	T1S Type I short	MVOLT ²	Shipped included		Shipped installed					
		700 700 mA		T2S Type II short		SPA Square pole mounting	PER NEMA twist-lock receptacle only (no controls)	HS House-side shield ⁴	DDBXD Dark bronze				
		1000 1000 mA (1 A)		T2M Type II medium		RPA Round pole mounting	DMG 0-10V dimming driver (no controls) ⁵	WTB Utility terminal block ¹⁷	DBLXD Black				
	40C 40 LEDs (two engines)	50K 4000K (70 CRI min.) ¹	T3S Type III short	240 ²	WBA Wall bracket	DCR Dimmable and controllable via ROAM [®] (no controls) ⁶	DS Dual switching ^{7,8}	DF Double fuse (208, 240, 480V) ¹⁷	DWHXD White				
			T3M Type III medium							277 ²	DS Dual switching ^{7,8}	DF Double fuse (208, 240, 480V) ¹⁷	DDBTXD Textured dark bronze
			T4M Type IV medium							347 ³	PIR Motion sensor, 8-15' mounting height ^{5,9}	TLS Tool-less entry trigger latch ¹⁴	DBLBXD Textured black
	60C 60 LEDs (two engines)	50K 5000K (67 CRI)	T4M Type IV medium	480 ³	RPUMBA Round pole universal mounting adaptor ⁴	BL30 Bi-level switched dimming, 30% ^{2,11}	BL50 Bi-level switched dimming, 50% ^{2,11}	R90 Right rotated optics ¹⁵	DWHGXD Textured white				
			TFTM Forward throw medium							277 ²	PIRH Motion sensor, 15-30' mounting height ^{5,9}		
			T5VS Type V very short							347 ³			
	Rotated optics 60C 60 LEDs (two engines)	50K 5000K (67 CRI)	T5S Type V short	480 ³	RPUMBA Round pole universal mounting adaptor ⁴	BL30 Bi-level switched dimming, 30% ^{2,11}	BL50 Bi-level switched dimming, 50% ^{2,11}	R90 Right rotated optics ¹⁵	DWHGXD Textured white				
			T5M Type V medium							277 ²			
			T5W Type V wide							347 ³			

Drilling



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

DM19AS	Single unit	DM29AS	2 at 90°*
DM28AS	2 at 180°	DM39AS	3 at 90°*
DM49AS	4 at 90°**	DM32AS	3 at 120°**

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's **POLES CENTRAL** to see our wide selection of poles, accessories and educational tools.

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

NOTES

- 1 Configured with 4000K (40K) provides the shortest lead times. Consult factory for 3000K (30K) and 5000K (50K) lead times.
- 2 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options).
- 3 Not available with single board, 530mA product (30C 530). N/A with 1000 mA.
- 4 Also available as a separate accessory; see Accessories information.
- 5 Not available with 347 or 480V.
- 6 Specifies a ROAM[®] enabled luminaire with 0-10V dimming capability; PER option required. Not available with 347 or 480V. Additional hardware and services required for ROAM[®] deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roomservices.net. N/A with PIR or PIRH.
- 7 Requires 40C or 60C. Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with PER, DCR, DMG, WTB, PIR, or PIRH.
- 8 Requires an additional switched circuit.
- 9 Specifies the **SensorSwitch SBR-10 ODP** control; see **Motion Sensor Guide** for details. Dimming driver standard. Not available with DCR, DS, TLS or WTB.
- 10 Specifies the **SensorSwitch SBR-6 ODP** control; see **Motion Sensor Guide** for details. Dimming driver standard. Not available with DCR, DS, TLS or WTB.
- 11 Dimming driver standard. MVOLT only. Not available with DCR or WTB.
- 12 WTB not available with BL30, BL50, DS, PIR or PIRH.
- 13 Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
- 14 With TLS option, the luminaire is no longer IP65 rated. Not available with PIR or PIRH.
- 15 Available with 60 LEDs (60C option) only.
- 16 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item.

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) ⁸
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) ⁸
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) ⁸
SC U	Shorting cap ¹⁴
DSX1HS 30C U	House-side shield for 30 LED unit
DSX1HS 40C U	House-side shield for 40 LED unit
DSX1HS 60C U	House-side shield for 60 LED unit
SPUMBA DDBXD U	Square pole universal mounting bracket adaptor (specify finish)
RPUMBA DDBXD U*	Round pole universal mounting bracket adaptor (specify finish)

For more control options, visit **DTL** and **ROAM** online.

Tenon Mounting Slipfitter **

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AS120-190	AS120-290	N/A	N/A	N/A	N/A
2-7/8"	AS125-190	AS125-290	N/A	AS125-290	N/A	N/A
4"	AS135-190	AS135-290	AS135-290	AS135-300	AS135-290	AS135-290



CITY OF MEDFORD
EXHIBIT # M
FILE # AC-18-054



Medford – A fantastic place to live, work and play

CITY OF MEDFORD

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

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

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

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

Applicant: Applicant, Stylus Development LLC; Agent, ORW Architecture; Planner, Steffen Roennfeldt.

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

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

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

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

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

A. STREETS

1. Dedications

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

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

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

2. Public Improvements

a. Public Streets

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

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

b. Street Lights and Signing

No additional street lights or signs are required.

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

c. Pavement Moratoriums

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

3. Access and Circulation

The existing block length on Barnett Road exceeds the requirements of MLDC 10.426. The applicant shall address these requirements.

Driveway access shall be per MLDC 10.550. In accordance with MLDC 10.5~~00~~⁵, cross-access easements shall be granted to all contiguous parcels. Site design shall accommodate the future use of such accesses.

The Public Works Department will require a limited Traffic Impact Analysis (TIA) to study whether a full-movement driveway can be supported at this location or whether mitigations, such as limiting the driveway to right-in/right-out only, are recommended. If mitigations are recommended, they shall be required at the time of development.

4. Section 10.668 Analysis

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

10.668 Limitation of Exactions

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

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

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

1. Nexus to a legitimate government purpose

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

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

No mathematical formula is required to support the rough proportionality analysis.

Furthermore, benefits to the development resulting from the dedication and improvements when determining “rough proportionality” have been considered, including but not limited to: increased property values, intensification of use, as well as connections to municipal services and the transportation network.

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

East Barnett Road:

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

B. SANITARY SEWERS

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

C. STORM DRAINAGE

1. Drainage Plan

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

The Developer shall provide copies of either a Joint Use Maintenance Agreement or a private stormdrain easement for any stormwater draining onto or from adjacent private property.

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

2. Grading

A comprehensive grading plan showing the relationship between adjacent property and the proposed development will be submitted with the improvement plans for approval. Grading on

this development shall not block drainage from an adjacent property or concentrate drainage onto an adjacent property without an easement. The Developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

3. Detention and Water Quality

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

4. Certification

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

5. Erosion Prevention and Sediment Control

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

D. GENERAL CONDITIONS

1. Design Requirements and Construction Drawings

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

2. Construction and Inspection

The Developer or Developer's contractor shall obtain appropriate right-of-way permits from the Department of Public Works prior to commencing any work within the public right-of-way that is not included within the scope of work described within approved public improvement plans. Pre-qualification is required of all contractors prior to application for any permit to work in the public right-of-way.

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

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

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

3. Site Improvements

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

4. System Development Charges (SDC)

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

Prepared by: Doug Burroughs

SUMMARY CONDITIONS OF APPROVAL

2100 East Barnett Road
32 Multi-Family Residential Housing Units

AC-18-094

A. Streets

1. Street Dedications to the Public:

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

2. Improvements:

Public Streets

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

Lighting and Signing

- No additional street lights are required.

Access and Circulation

- The applicant shall address block length requirements.
- Driveway access shall be per MLDC 10.550.
- Cross-access easements.
- Limited Traffic Impact Analysis (TIA).

Other

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

B. Sanitary Sewer:

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

C. Storm Drainage:

- Provide a comprehensive grading and drainage plan.
 - Provide water quality and detention facilities, calculations and O&M Manual.
 - Provide engineers certification of stormwater facility construction.
-
- = City Code Requirement
 - = Discretionary recommendations/comments

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



Medford – A fantastic place to live, work and play

CITY OF MEDFORD

PUBLIC WORKS DEPARTMENT
ENGINEERING & DEVELOPMENT DIVISION

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

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

September 5, 2018

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

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

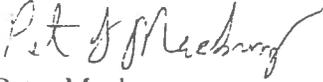
1. All trip distributions into and out of the transportation system must reflect existing traffic count data for consistency or follow the current transportation model used by the City. If alternate splits are used to distribute traffic, then justification must be provided and approved by the Public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

CITY OF MEDFORD
EXHIBIT # 0
File # AC-18-011

5. This scoping letter shall be included as an appendix in the initial study and subsequent revisions.
6. This scoping letter and any traffic impact analysis will expire after 180 days. It is the applicant's responsibility to resubmit the scoping letter request if the traffic impact analysis is not submitted during 180 days period.

If you have any questions, feel free to contact me at 774-2121

Sincerely,



Peter Mackprang
Associate Traffic Engineer

Cc: Karl MacNair, Transportation Manager
Planning Department



BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

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

SUBJECT: AC-18-094

PARCEL ID: 371W32AB TL 500

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

DATE: August 22, 2018

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

CONDITIONS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."
2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.
3. Installation of an "on-site" 8-inch water line is required. This 8-inch water line can be "tapped" off the existing 8-inch water line located just south of the south property line. The existing 8-inch water is located inside of a 10-foot wide easement per Document OR 95-14208.
4. There is an existing "vacant" water service and meter box located approximately mid-lot along the Barnett Road street frontage. This existing water service is required to be abandoned, or utilized for proposed landscape irrigation. Applicants civil engineer shall coordinate with MWC engineering staff for proposed use or abandonment of this water meter.
5. Installation of an Oregon Health Authority approved backflow device is required for all commercial, industrial, municipal, and multi-family developments. New backflow devices shall be tested by an Oregon certified backflow assembly tester. See MWC website for list of certified testers at the following web link <http://www.medfordwater.org/Page.asp?NavID=35> .
6. Applicant and/or their Civil Engineer shall coordinate with MWC engineering staff for fire hydrant flow testing for design of the proposed fire sprinkler system.

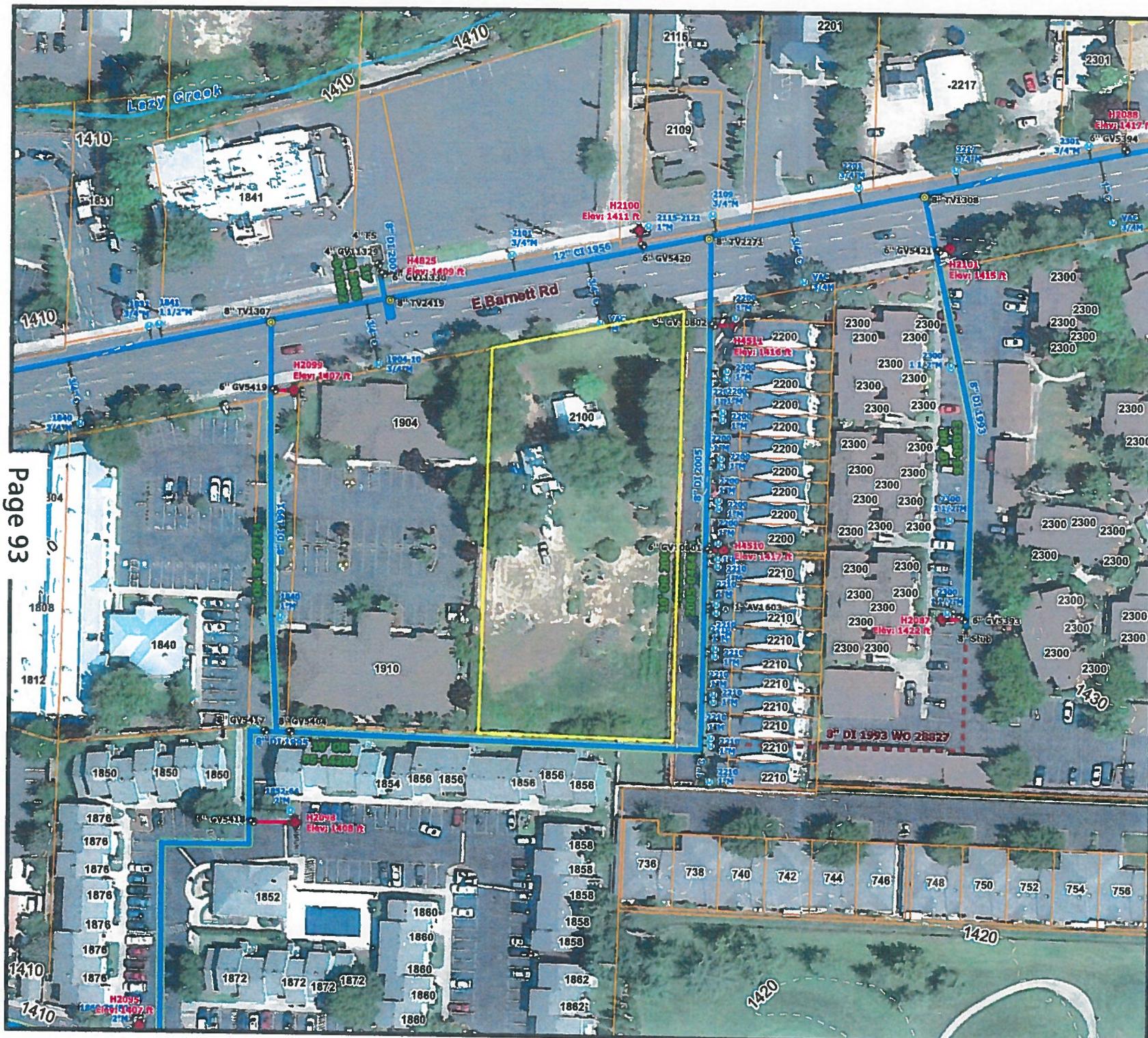
Continued to next page



Continued from previous page

COMMENTS

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



Page 93



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

Water Facility Map for AC-18-094
August 22, 2018

Legend

- ⊕ Air Valve
- ⊙ Sample Station
- ⊠ Fire Service
- ⊙ Hydrant
- ⊠ Reducer
- ⊠ Blow Off
- ⊕ Plugs-Caps
- Water Meters:**
 - ⊙ Active Meter
 - ⊙ On Well
 - ⊙ Unknown
 - ⊙ Vacant
- Water Valves:**
 - ⊙ Butterfly Valve
 - ⊙ Gate Valve
 - ⊙ Tapping Valve
- Water Mains:**
 - Active Main
 - - - Abandoned Main
 - Reservoir Drain Pipe
 - Pressure Zone Line

Boundaries:

- ⊠ Urban Growth Boundary
- ⊠ City Limits
- ⊠ Tax Lots

MWC Facilities:

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



This map is based on a digital elevation model by Medford Water Commission. It is a compilation of various data sources. Medford Water Commission makes no warranty as to the accuracy, completeness, or timeliness of the information. There are no warranties, expressed or implied.



Memo

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

Please Note:

This is not a plan review. Unless noted specifically as Conditions of Approval, general comments are provided below based on the general information provided; these comments are based on the 2014 Oregon Structural Specialty Code (OSSC) unless noted otherwise. Plans need to be submitted and will be reviewed by a commercial plans examiner, and there may be additional comments.

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

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

General Comments:

1. For list of applicable Building Codes, please visit the City of Medford website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.
2. All plans are to be submitted electronically. Information on the website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Electronic Plan Review (ePlans)" for information.
3. A site excavation and grading permit will be required if more than 50 cubic yards is disturbed.
4. A separate demolition permit will be required for demolition of any structures not shown on the plot plan.

Comments:

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

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

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



Medford Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Kleinberg, Greg

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

LD #: AC18094

Planner: Steffen Roennfeldt

Applicant: Stylus Development LLC, applicant; ORW Architecture

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

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

Specific Development Requirements for Access & Water Supply

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

Conditions

Reference	Comments	Description
OFC 508.5	One internal fire hydrant will be required for this project.	Fire hydrants with reflectors will be required for this project. The approved water supply for fire protection (hydrants) is required to be installed prior to construction when combustible material arrives at the site. Plans and specifications for fire hydrant system shall be submitted to Medford Fire-Rescue for review and approval prior to construction. Submittal shall include a copy of this review (OFC 501.3).
OFC 503.2.1	General road design	Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches. The required width of a fire apparatus access road shall not be obstructed in any manner, including parking of vehicles. Minimum required widths and clearances established under section 503.2.1, shall be maintained at all times. The fire apparatus access road shall be constructed as asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 60,000 pounds. (See also OFC 503.4; D102.1) The turning radius on fire department access roads shall meet Medford Fire Department requirements (OFC 503.2.4).
OFC D105	Aerial apparatus access road requirements if lowest level of roof eaves are greater than 30' above fire vehicle access.	SECTION D105-AERIAL FIRE APPARATUS ACCESS ROADS D105.1 Where required. Buildings or portions of buildings or facilities exceeding 30 feet (9144 mm) in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway. D105.2 Width. Fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm) in the immediate vicinity of any building or portion of building more than 30 feet (9144 mm) in height. D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building.
OFC 903	A fire sprinkler system is required for a Group R-2 occupancy in accordance with OFC 903.2.8.	Fire sprinkler system requirement information. Where a fire sprinkler system is required, it shall meet the requirements of the Oregon Fire Code and the applicable National Fire Protection Association (NFPA) Standard. Consult the Medford Water Commission for proper water meter sizing for fire sprinkler systems.
OFC 907	A fire alarm system is required for a Group R-2 occupancy in accordance with OFC 907.2.9.	Fire alarm system requirement information. Where a fire alarm system is required, it shall meet the requirements of the Oregon Fire Code and the National Fire Protection Association (NFPA) 72 Standard.
OFC 503.4	Curbs shall be painted red and stenciled along the fire lanes.	Fire apparatus access roads 20-26' wide shall be posted on both sides as a fire lane. Fire apparatus access roads more than 26' to 32' wide shall be posted on one side as a fire lane (OFC D103.6.1). Where parking is prohibited for fire department vehicle access purposes, NO PARKING-FIRE LANE signs shall be spaced at minimum 50' intervals along the fire lane (minimum 75' intervals in 1 & 2 family residential areas) and at fire department designated turn-around's. The signs shall have red letters on a white background stating "NO PARKING-FIRE LANE" (See handout). For privately owned properties, posting/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. Alternative #2: Asphalt shall be striped yellow or red along the entire distance of the fire department access. The stripes shall be at least 6" wide, be a minimum 24" apart, be placed at a minimum 30-60 degree angle to the perimeter stripes, and run parallel to each other. Letters stating "NO PARKING-FIRE LANE" shall be stenciled on the asphalt at 25-foot intervals. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths (20' wide) and clearances (13' 6" vertical) shall be maintained at all times (OFC 503.4; ORS 98.810-12). This restriction shall be recorded on the property deed as a requirement for future construction. A brochure is available on our website at: http://www.ci.medford.or.us/Files/Fire%20Lane%20Brochure.pdf

Construction General Information/Requirements

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

Specific fire protection systems may be required in accordance with the Oregon Fire Code.

This plan review shall not prevent the correction of errors or violations that are found to exist during construction. This plan review is based on information provided only.

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

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

www.medfordfirerescue.org



Planning Department

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MEMORANDUM

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

SITE CHARACTERISTICS

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

PROJECT DESCRIPTION

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

FLOODPLAIN REGULATIONS

The property is currently within a mapped AE zone with Base Flood Elevations. The designated floodway that is contained within the structure south of the property. Per the National Flood Insurance Program Regulations, any vertical structures and utilities shall comply with 44 CFR 60.3(a),(b),(c), and (d) and MMC Section 9.706.

The Medford Floodplain regulations are found in Sections 9.701-9.707 of the Municipal Code. The sections pertaining to areas of special flood hazard with Base Flood Elevations (BFE) need to be reviewed and adhered to specifically, along with other relevant sections.

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

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

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

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

Floodplain Manager Comments

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

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

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

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

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

Floodplain Permit

Submit a floodplain development application and fee (\$150) along with submittal requirements identified in Section 9.705 (C). An Elevation Certificate (EC) is required with the submittal of building permits for new commercial structures located in the special flood hazard area (one at the time of building permit submittal, one during construction, and one prior to certificate of occupancy). As well as any floodproofing certifications that may be required.

Submit copies of all necessary permits from other governmental agencies from which approval is required prior to start of construction.

Construction shall be in compliance with applicable building and fire codes and floodplain regulations.

Expiration of Floodplain Permit

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



Planning Department

Working with the community to shape a vibrant and exceptional city

MEMORANDUM

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

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

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

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

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

Attachments: Legal description, Vicinity Map.

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

WADES, JON

2/13/18

CITY OF MEDFORD
EXHIBIT # T

File # ZC-18-008

LEGAL DESCRIPTION

Preliminary Report

Order No.: 7161-2973051
Page 7 of 8

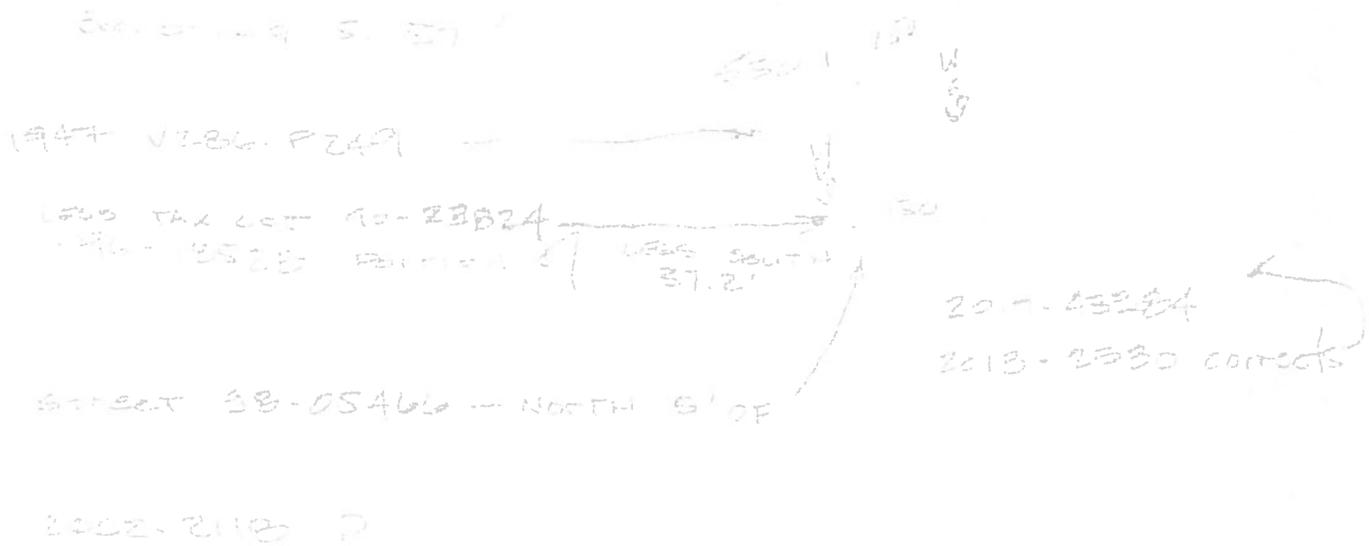
Exhibit "A"

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

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

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

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



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

2



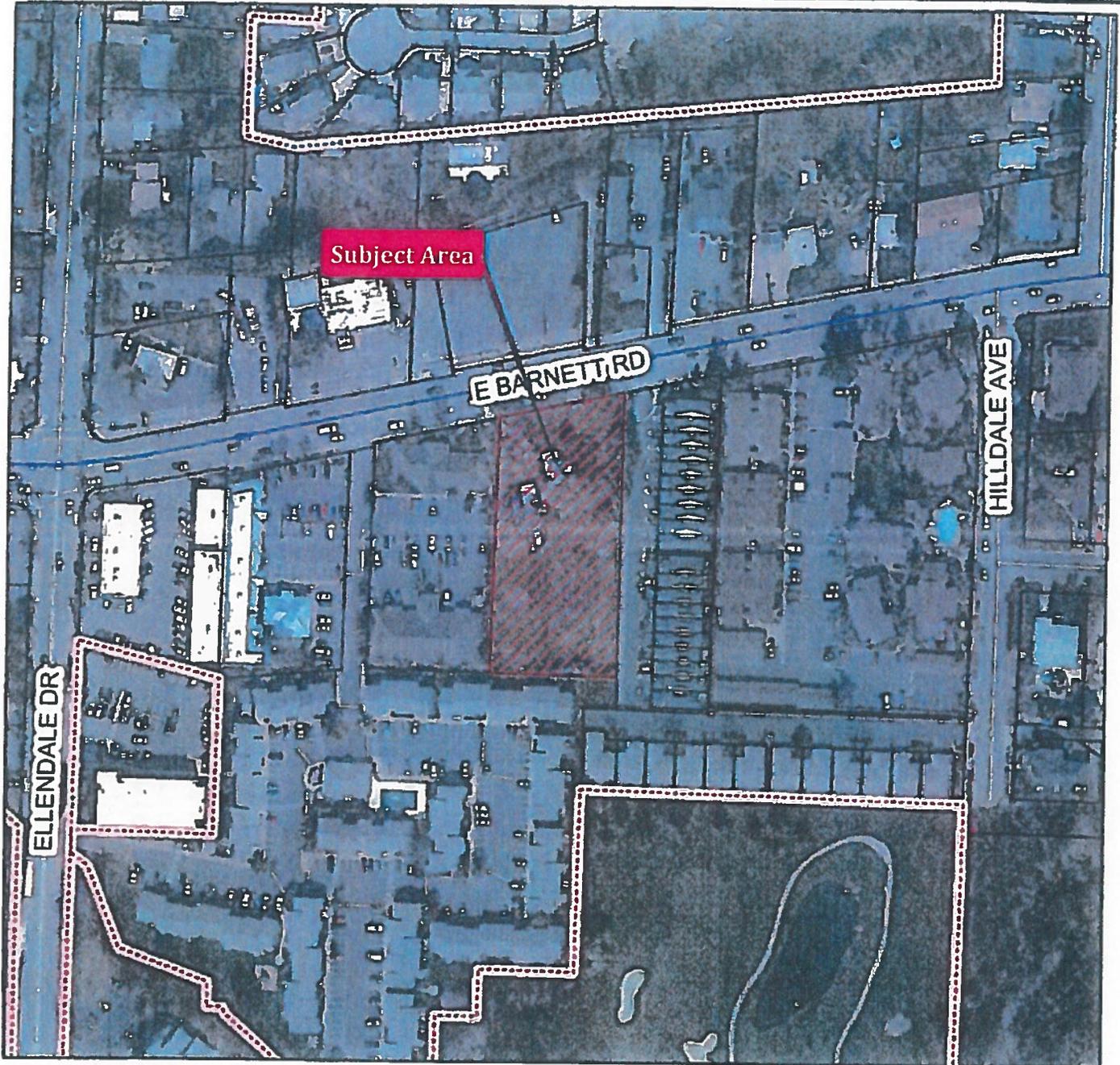
City of Medford

Planning Department

Vicinity
Map

File Number:

ZC-18-008



Project Name:

Stylus Development LLC Zone Change

Map/Taxlot:

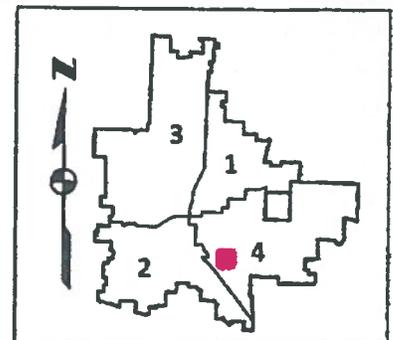
371W32AB TL 500



02/01/2018

Legend

-  Subject Area
-  Tax Lots





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

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

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

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

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

Christine Walker - County Clerk

that the instrument identified herein was recorded in the Clerk
records

Christine Walker - County Clerk

THIS SPACE RE

STATUTORY WARRANTY DEED

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

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

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

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

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

Subject to:

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

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

RE-RECORDED TO
CORRECT LEGAL

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

Dated this 15 day of Dec, 2017.

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

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

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

STATE OF Oregon)
County of Jackson)ss.
)

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

[Signature]

Notary Public for Oregon
My commission expires:

8/19/18



CORRECTED LEGAL

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

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

CITY OF MEDFORD
INTEROFFICE MEMORANDUM

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

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

Steffen K. Roennfeldt

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

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

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

Thanks, Jon

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

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

Hello Steffen,

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

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

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

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

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

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

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

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

Thank you, Steffen.

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



Andrew Owen
AIA, NCARB
Principal
Project Architect/Manager

ORW Architecture

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

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

Hi Andrew,

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

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

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

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

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

Charlie Kroning, PE

www.auslandgroup.com

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

Hi Andrew,

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

Charlie Kroning, PE

www.auslandgroup.com

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

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

Have a good weekend,
Steffen

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

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

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

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

Subject: AC-18-094 Legal Description review

Steffen-

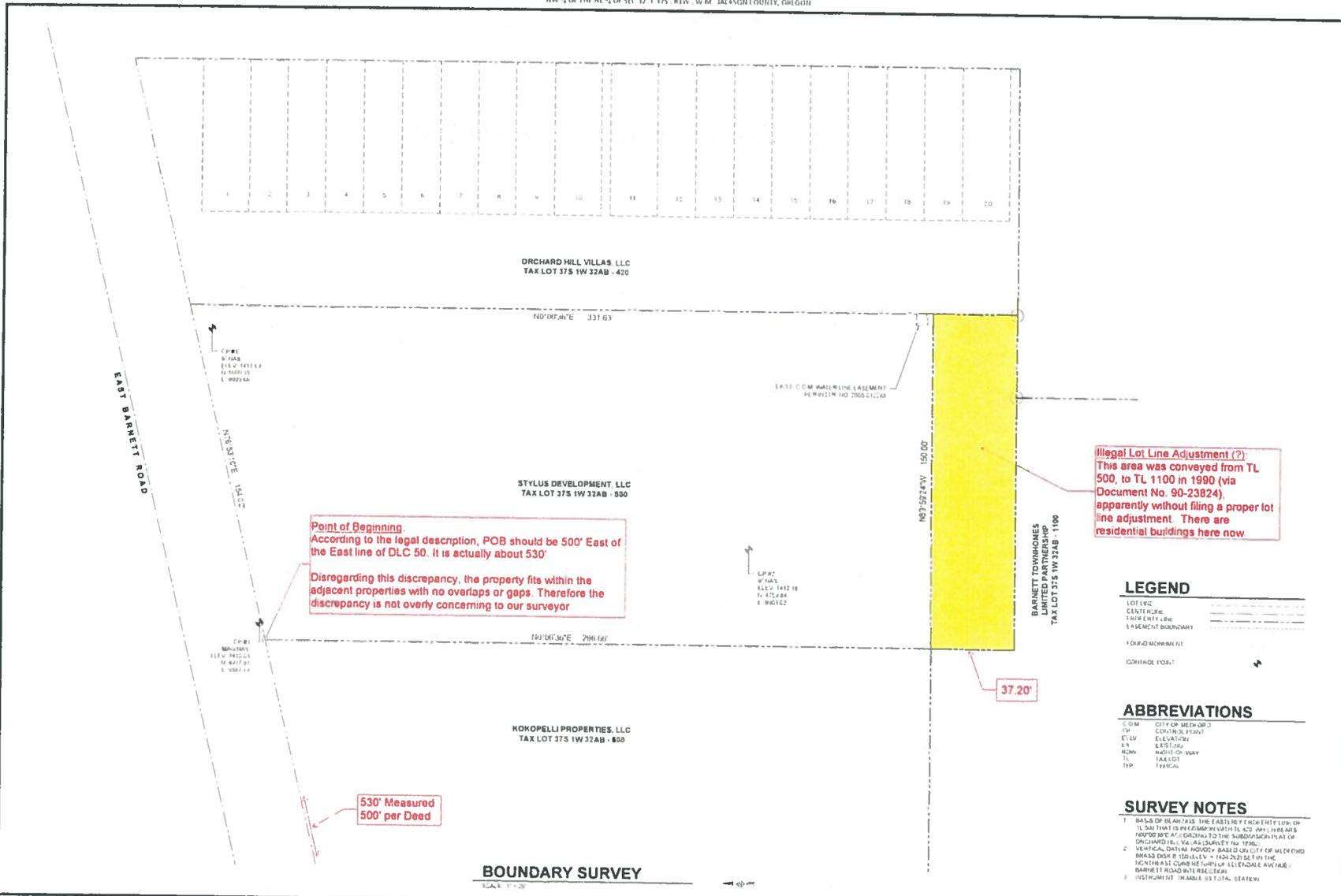
Please find the attached review of the legal description for AC-18-094.

Need anything else let me know.

Sean Metzger, PLS, CWRE

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

R/W 1/4 OF THE NE 1/4 OF SEC 32 T 17N R1W W.M. JACKSON COUNTY, OREGON



Point of Beginning
According to the legal description, POB should be 500' East of the East line of DLC 50. It is actually about 530'

Disregarding this discrepancy, the property fits within the adjacent properties with no overlaps or gaps. Therefore the discrepancy is not overly concerning to our surveyor

530' Measured
500' per Deed

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

LEGEND

- LOT LINE
- CENTERLINE
- FAIR PLAY LINE
- EASEMENT BOUNDARY
- QUAD MEASURE
- CONTRADICTORY

ABBREVIATIONS

- C.O.M. CITY OF MEYER OR ID
- C.O.W. COUNTY OF WASHINGTON
- ELEV. ELEVATION
- EST. ESTABLISHED
- H.O.W. HAZARDOUS WASTE
- T. TAX LOT
- TYP. TYPICAL

- SURVEY NOTES**
1. BASE OF BEARING: THE EAST LINE PROPERTY LOCATED ON THIS TRACT IS IN CONFORMANCE WITH THE 1990 MEASUREMENT ACT, PERTAINING TO THE SUBDIVISION PLAT OF OREGON AND IS VALID AS TO THE TRACT.
 2. VERTICAL DATUM: NAVD83 - BASED ON CITY OF MEYER OR ID BRASS BENCH 100 ELEVATION - 144.20 FEET ON THE HIGHTHAST CURB MEASUREMENT ELEVATION AND THE BARNETT ROAD INTERSECTION.
 3. INSTRUMENT: IN ACCORDANCE WITH THE STATE OF OREGON.

BOUNDARY SURVEY
SCALE: 1" = 20'

AUSLAND GROUP
www.AuslandGroup.com
Ashland 541.482.0623
Eugene 541.345.1244
Corvallis 541.426.2188
Medford 541.777.1381

ISSUE DATE: APRIL 4, 2018
PROJECT: 18-0122
PROJECT # 18-0122

PROJECT: 18-0122

PROJECT: 18-0122

PROJECT: 18-0122

STYLUS DEVELOPMENT, LLC
BARNETT ROAD SURVEY
2100 EAST BARNETT ROAD
MEYER, OREGON 97521
MAP 37-1W-32AB TL 500
JACKSON COUNTY, OREGON

VERIFY SCALE

SHEET NUMBER
C-100
BOUNDARY SURVEY

THIS SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE OREGON SURVEYING ACT AND THE MEASUREMENT ACT. THE SURVEYOR'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED BY THE SURVEYOR. THE SURVEYOR DOES NOT WARRANT THE ACCURACY OF THE SURVEY RESULTS OR THE VALIDITY OF THE LEGAL DESCRIPTIONS. THE SURVEYOR'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED BY THE SURVEYOR.

12435

MAP OF SURVEY

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

N.E. COR. D.L.C. NO. 50
FD. COUNTY SURVEYOR BRASS CAPPED
MONUMENT AND ACCESSORIES.

SURVEY FOR:

Jack Underwood
6306 Old Stage Road
Central Point, OR 97502

SURVEY BY:

L.J. Frier & Associates, P.C.
Consulting Land Surveyors
304 South Holly Street
Medford, Oregon 97501
Phone: (503) 772-2792

REGISTERED
PROFESSIONAL
LAND SURVEYOR

James L. Frier
OREGON
L.S. 1941
JAMES L. FRIER
2234

LEGEND:

- - Found 5/8" iron pin with plastic cap stamped
FRIAR PLB 061 per RS 12369 & 10183
- - Set 5/8" x 24" iron pin with plastic cap stamped
PLB 2234.

BASIS OF BEARINGS:

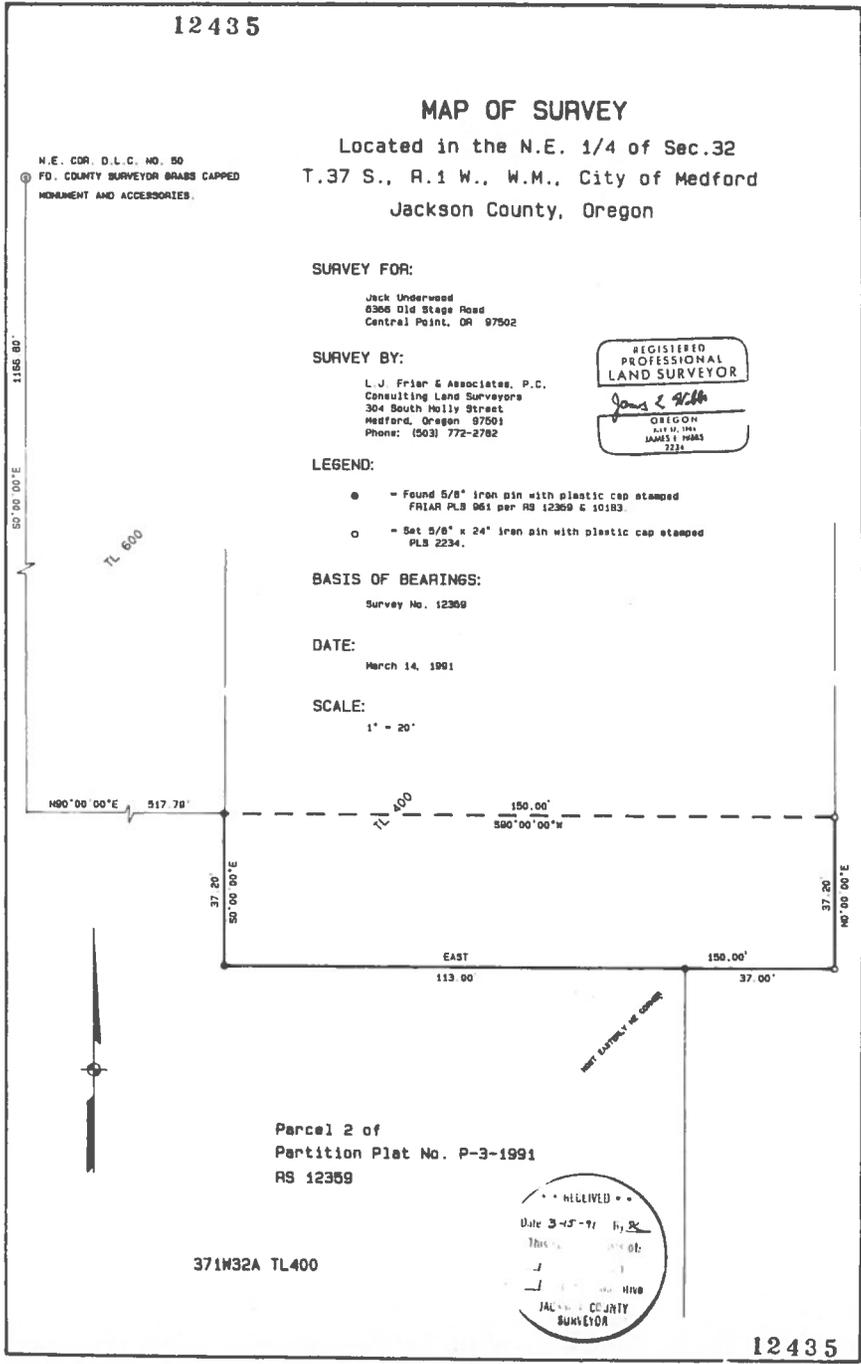
Survey No. 12369

DATE:

March 14, 1991

SCALE:

1" = 20'



Parcel 2 of
Partition Plat No. P-3-1991
RS 12369

371N32A TL400

••• RECEIVED •••
Date 3-15-91 By *JLF*
This is a true and correct copy of the original as shown to me by the Surveyor
JAL
JACKSON COUNTY
SURVEYOR

12435

Survey No. 12435

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

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

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

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

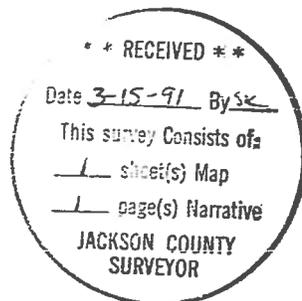
Procedure: Utilizing control and monuments established during
Survey Nos. 10183 and 12359 by this office, set the
S.E. corner of T.L. 400 and a point on the East
line thereof, as shown on the annexed map.

Basis of Bearing: Survey No. 12359.

Date: March, 14, 1991

T37S R1W SEC32A TL400

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



REGISTERED
PROFESSIONAL
LAND SURVEYOR

James E. Hibbs

OREGON
JULY 17, 1986
JAMES E. HIBBS
2234

90-23824

6

CT-78638-AC
WARRANTY DEED

331
371W32A
400

10.00
10.00
20.00

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

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

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

90-23824

Jackson County, Oregon
Recorded
OFFICIAL RECORDS

1:03 SEP 18 1990 P.M.

KATHLEEN S. BECKETT
CLERK and RECORDER
By Kathleen S. Beckett Deputy

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

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

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

Dated this 14th day of September, 1990.

Eileen Van Dyck
EILEEN VAN DYCK

STATE OF OREGON)
)ss.
County of Jackson)

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



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

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

2-

2025 RELEASE UNDER E.O. 14176

DENSITY CALCULATION FORM

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

SQ FT					
AC				0	
				0	

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

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

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

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

Page 119

EXISTING R-O-W CALCULATION					
Street Name	LF	Width	SF	Acreage	
E Barnett	150.00	30.00	4,500.00	0.10	
			-	-	
			-	-	
			-	-	
			4,500.00	0.10	

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

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



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

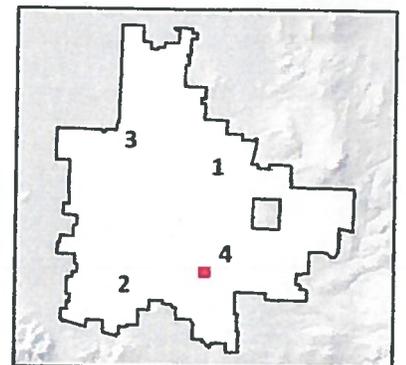
Map/Taxlot:
371W32AB TL 500

Legend

-  Subject Property
-  Zoning Districts
-  Tax Lots



07/24/2018





STAFF REPORT – EXTENSION OF TIME

PROJECT West View Village Phase 3 Office/Medical Building
Applicant: Young Family Trust, David Young

FILE NO. AC-16-115

To Site Plan and Architectural Commission *for meeting of September 21, 2018*

From Kelly Evans, Assistant Planning Director *[Signature]*

Date September 14, 2018

Request

Consideration of request for a one-year time extension of the approval of a 2,856 square foot general office/medical office building on 0.43 acres within Phase 3 of the West View Village PUD. The subject property is located at the southeast corner of Lozier Lane and Meadows Lane within the SFR-10/PD (Single Family Residential, 10 dwelling units per gross acre/Planned Development Overlay) zoning district. (372W26DD Tax Lot 1000)

Background

The Site Plan and Architectural Commission adopted the Final Order granting approval of the project on December 2, 2016. The applicant is requesting an extension of time as allowed under Medford Land Development Code (MLDC) Section 10.200(G).

Project Review

Per MLDC Section 10.200(G), extensions shall be based on findings that the facts upon which the application was first approved have not changed to an extent sufficient to warrant refiling of the application. It can be found that neither the circumstances of approval nor applicable site development standards have changed to a degree that warrants refiling of the application. This is the only extension allowed under the Medford Land Development Code.

Recommended Action

Approve the one-year time extension to December 2, 2019, for AC-16-115 per the Staff Report dated September 14, 2018.

Exhibits

- A Letter requesting extension received September 4, 2018
- B Approved site plan
Vicinity Map

RECEIVED

SEP 04 2018

PLANNING DEPT.

Kelly Akin
Assistant Director of Planning
City of Medford
200 S. Ivy Street
Medford, Oregon 97501

August 31, 2018

Re: File Number AC-16-115

Dear Kelly Akin,

Thank you for your kind attention to the following request resulting from the directions I received today from the staff at the counter of the Planning Department to write you directly with the following request:

As the owner of the property associated with the file AC-16-115, I am requesting a one (1) year extension to the approval set to expire on 12/2/18 previously granted by the Site and Architectural Review Commission.

As I hope is evident, I have tried to use the appropriate formality and file citation as I understood the directions of the staff to make this request. If this request needs adjustment in any form to be acceptable, please advise me at your earliest convenience and I will immediately make the corrections and resubmit.

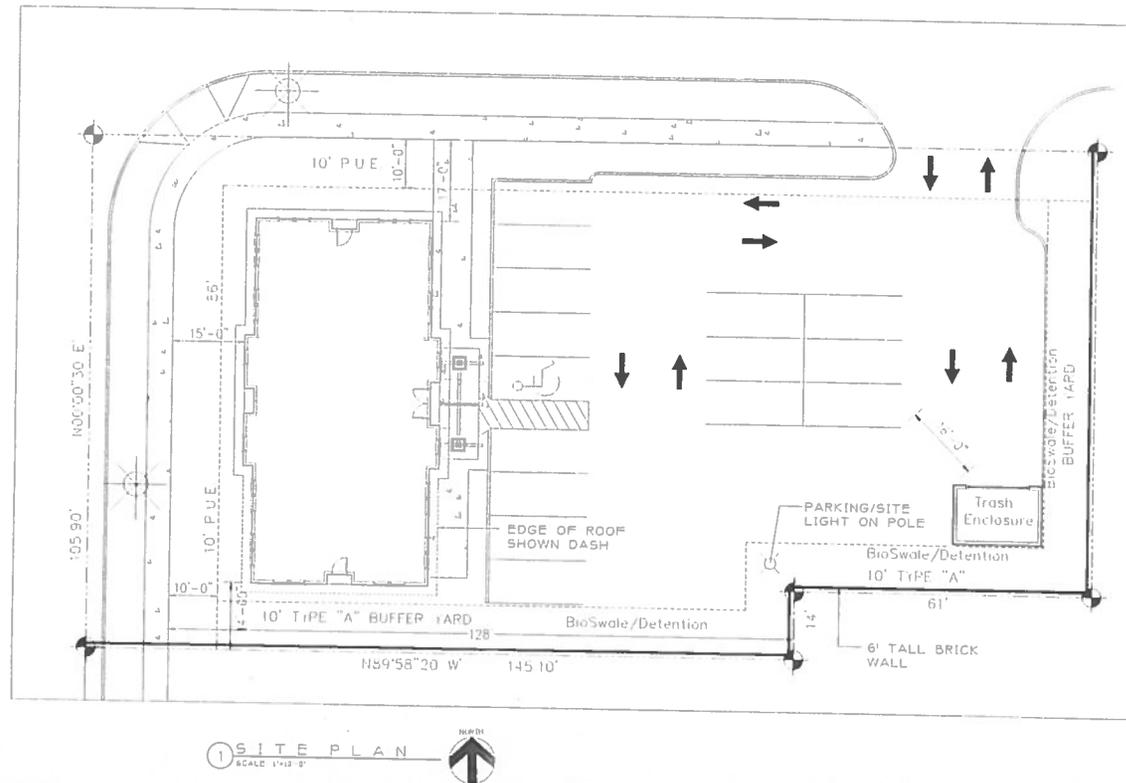
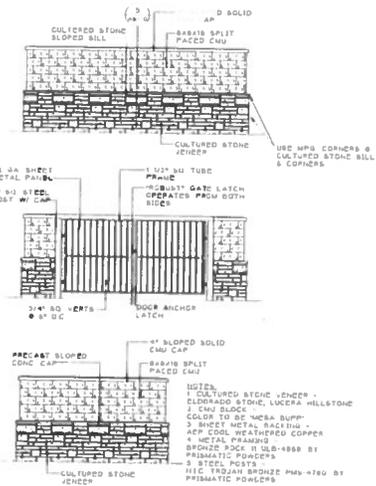
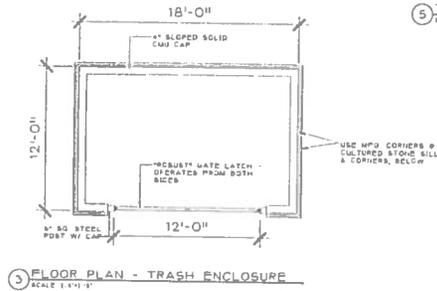
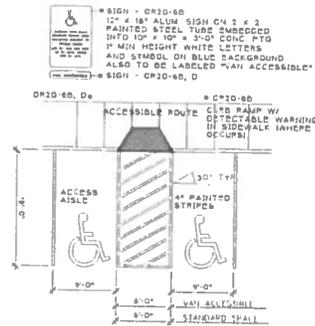
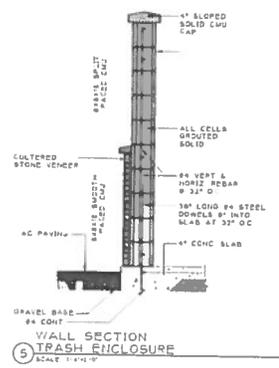
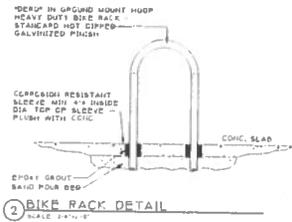
Again, thank you for your assistance with this request for a one (1) year extension of the approval granted by the Site and Architectural Commission on 12/2/16.

Sincerely,



David F. Young
348 South Modoc Ave
Medford, Oregon

CITY OF MEDFORD
EXHIBIT # A
File # AC-16-115
EXTENSION OF TIME



CITY OF MEDFORD
EXHIBIT # B
File # AC-16-115
Extension of Time



THE COMPANY HAS THE DESIGN RIGHTS IN THE PROJECTS AND IS NOT PROVIDING ANY PROFESSIONAL SERVICE AND THE PROPERTY OF ANY NUMBER OF ARCHITECTS (P.C.A.S.) AND WILL BE USED IN ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF ARCHITECTS.

PROJECT NAME
WEST VIEW VILLAGE, LOT 5
MEDFORD, OREGON

NO.	REVISIONS	BY

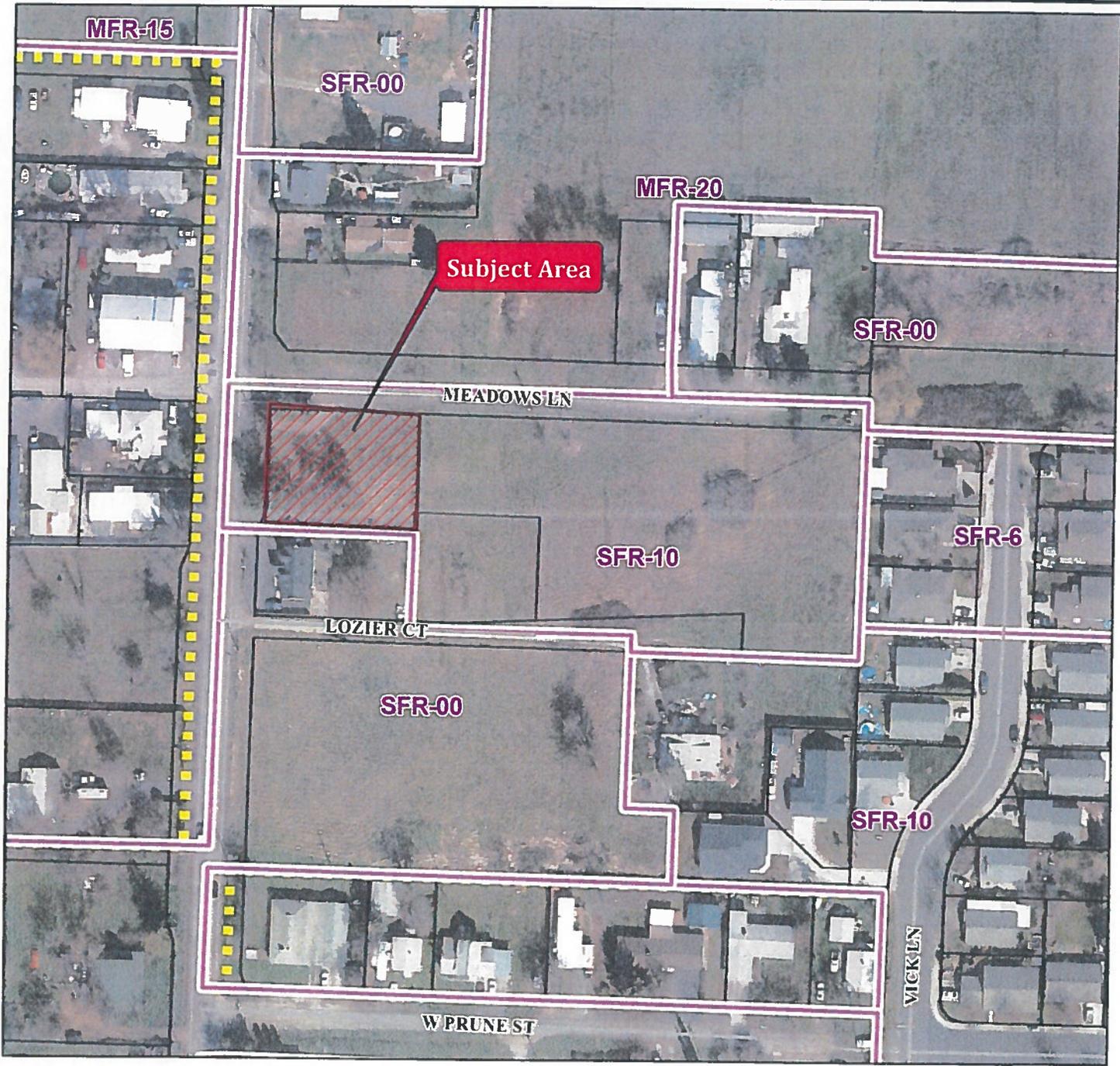
PRE
DATE 08/2018
SCALE
DRAWN BY
JUN 9 1958
SHEET AS-1.0
OF 00



City of Medford Planning Department

Vicinity
Map

File Number:
AC-16-115



Project Name:
West View Village Phase 3

Map/Taxlot:
372W26DD TL 1000



09/26/2016

Legend

-  Subject Area
-  Medford Zoning
-  Tax Lots
-  Streets

